STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2023-11-10

MAYORAL COMMITTEE MEETING

THURSDAY, 2023-11-16 AT 10:00

TO	The Executive Mayor, Ald G Van Deventer
	The Deputy Executive Mayor, Cllr J Fasser
COUNCILLORS	JC Anthony
	R du Toit P Johnson J Joon
	X Kalipa
	L Nkamisa
	R Pheiffer
	C van Wyk
	J Williams

Notice is hereby given that a Mayoral Committee Meeting will be held via **MS Teams** on **Thursday, 2023-11-16 at 10:00** to consider the attached agenda.

EXECUTIVE MAYOR, ALD GM VAN DEVENTER

CHAIRPERSON

AGENDA

MAYORAL COMMITTEE MEETING

2023-11-16

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APPENDIX 1

Confirmation of Minutes: Mayoral Committee Meeting: 2023-10-11

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2023-10-11

MINUTES

MAYORAL COMMITTEE MEETING:

2023-10-11 AT 10:00

MINUTES

MAYORAL COMMITTEE MEETING

2023-10-11

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

Councillors: JC Anthony
R du Toit
P Johnson
J Joon
X Kalipa
L Nkamisa
R Pheiffer
C van Wyk
J Williams

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

Officials: Acting Municipal Manager (A de Beer (Ms))
Director: Community & Protection Services (G Boshoff)
Director : Infrastructure Services (S Chandaka)
Chief Financial Officer (K Carolus)
Director: Planning and Economic Development (A Barnes)
Senior Manager: Development Planning (C Alexander)
Senior Manager: Roads and Transport (J Fullard)
Senior Administration Officer (B Mgcushe (Ms))

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1.	**OPENING AND WELCOME**

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

2.	**COMMUNICATION BY THE CHAIRPERSON**

- Congratulations to the Firefighters from Stellenbosch who made us proud at the annual Toughest Firefighter Alive competition that was hosted in Mossel Bay Municipality this past weekend. Firefighters from across the country competed. Stellenbosch Firefighter Jurgen Williams finished 3rd in his age category. Stellenbosch Firefighters Kenny Alberts and Marc Rogers competed as a team against much younger teams, as there were not enough participants in their age group, but still managed an impressive 3rd place finish.

- Gelukwensinge aan juffrou Shanley Amy Cyster, wie as naaswenner aangewys is in die kategorie – Uitnemendheid in Tegnologie – Verbeterde Ondderig en Leervaardigheid. Sy is onderwyser by Rietenbosch Laerskool, Cloetesville.

- Also congratulations to Rhenish Girl's High School (Cape Winelands District) and Hoër Meisieskool Bloemhof (Cape Winelands District) who respectively placed second and third in the Quintile 5 group.

- Woordfees is aan die gang, en daar is 'n wonderlike gees en atmosfeeer in die dorp. Versoek egter die inwoners en gaste om geduld aan die dag te lê met die verkeersuitdagings. Alles word gedoen om te verseker die fees verloop glad end at almal die beste ervaring in Stellenbosch geniet.

- October is nationally recognised as Transport Month and we encourage commuters and drivers of vehicles, especially taxis to focus on the personal safety of commuters, specifically on women and learners. Commuters must ensure they are equipped with knowledge to guide their actions and decisions when using public transport to keep themselves safe.

- Feedback from the Provincial Government on Franschhoek Pass - Franschhoek Pass remains closed due to several slips ("landslides") along the road. On-site repair teams are working to reopen one lane of traffic by 31 October. Once a single lane has been reopened, traffic will be managed through stop/go traffic operations. At this point it is unlikely that heavy motor vehicles will be allowed to use this road until both lanes of the Pass have been reopened. The estimated cost of these repairs is not yet available. The current estimate of the total cost of the damage to provincial roads has been put at R500 million, and the damage is widespread and extensive. Premier Winde appealed to residents saying, "I urge all residents and road users to be patient during this time. We are doing all we can to ensure the safety of road users and the reopening of roads as soon as possible."

3.	**DISCLOSURE OF INTERESTS**

NONE

4.	**APPLICATIONS FOR LEAVE OF ABSENCE**

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

Municipal Manager- G Mettler

5.	**CONFIRMATION OF PREVIOUS MINUTES**

5.1 The minutes of the Mayoral Committee Meeting held on 2023-09-13 were **confirmed as correct without any amendments.**

5.2 The minutes of the Special Mayoral Committee Meeting held on 2023-08-30 were **confirmed as correct without any amendments.**

6.	STATUTORY MATTERS

6.1	ADOPTION OF THE 1st AMENDMENT OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022–2027

Collaborator No: 757197
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 11 October 2023

1. SUBJECT: ADOPTION OF THE 1st AMENDMENT OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022–2027

2. PURPOSE

To submit the following to the Council for adoption:

a. Memorandum in terms of Regulation 3(2)(a) of the Municipal Planning and Performance Management, 2001, attached as **ANNEXURE A**; and

b. The final 1st Amendment of the 5th Generation IDP 2022–2027, attached as **ANNEXURE B**

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality concluded an extensive process to amend the municipal Spatial Development Framework (*m*SDF), which was finalised and approved in June 2023. The *m*SDF is regarded as a core component of the IDP, as noted in Section 26(e) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), and as a critical developmental tool as an enabler for development. Hence, the *m*SDF must be incorporated into the IDP to give expression to its developmental importance.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 6.1

(a) that the Council adopt the Memorandum in accordance with Regulation 3(2)(a) of the Municipal Planning and Performance Management Regulations, 2001, attached as **ANNEXURE A**;

(b) that the final 1st Amendment of the 5th Generation IDP 2022–2027 of Stellenbosch Municipality be **adopted** in terms of Section 34(b) of the MSA, attached as **ANNEXURE B**;

that the submissions made on 28 August 2023 to the MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape: Provincial Treasury, the Cape Winelands District Municipality, and the Office of the Provincial Speaker be noted, attached as **ANNEXURE D**;

(c) that the final 1st Amendment of the 5th Generation IDP 2022–2027 be submitted to the MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape: Provincial Treasury, the Cape Winelands District Municipality and the Office of the Provincial Speaker; and

(e) that an advertisement be placed on the official website of the municipality and in the local newspaper notifying the public that the final 1st Amendment of the 5th Generation IDP 2022–2027 has been adopted by the Council.

OR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 – 808 8025
E-MAIL ADDRESS	geraldine.mettler@stellenbosch.gov.za
REPORT DATE	03 October 2023

6.2	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR SEPTEMBER 2023

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **11 October 2023**

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR SEPTEMBER 2023

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2023/2024 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 (2023/2024) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during September 2023.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 6.2

that Council notes the deviations as listed for the month of September 2023.

FOR FURTHER DETAILS CONTACT:

NAME	*Kevin Carolus*
CONTACT NUMBERS	*021 808 8528*
E-MAIL ADDRESS	*Kevin.Carolus@Stellenbosch.gov.za*
DIRECTORATE	*Financial Services*
REPORT DATE	*03 October 2023*

6.3	**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 2023 – 30 SEPTEMBER 2023)**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **11 October 2023**

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 2023 – 30 SEPTEMBER 2023)

2. PURPOSE

To submit to Management a report for the period 01 July 2023 – 30 September 2023 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 2023/2024, 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.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 6.3

(a) that Council approves this report and **ANNEXURE A** attached to the report, and

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

FOR FURTHER DETAILS CONTACT:

NAME	*Kevin Carolus*
CONTACT NUMBERS	*021 808 8528*
E-MAIL ADDRESS	*Kevin.Carolus@Stellenbosch.gov.za*
DIRECTORATE	*Financial Services*
REPORT DATE	*03 October 2023*

7.1	PROTECTION SERVICES: (PC: CLLR R PHEIFFER)

NONE

7.2	SPORTS, YOUTH AND CULTURE: [PC: CLLR JC ANTHONY]

NONE

7.3	CORPORATE SERVICES: (PC: CLLR L NKAMISA)

7.3.1	PROPOSED LEASE AGREEMENT: ERF 3463 (56 DORP STREET, STELLENBOSCH): DE VLEISPALEIS

Collaborator No: **757199**
IDP KPA Ref No: **Good Governance**
Meeting Date: **11 October 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 3463 (56 DORP STREET, STELLENBOSCH): DE VLEISPALEIS

2. PURPOSE

To consider an application from De Vleispaleis, to enter into a Lease Agreement with Stellenbosch Municipality, in terms of where they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The Municipal Manager has the delegated authority to enter into lease agreements of three (3) years or less.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of De Vleispaleis operating from Erf 3463, Stellenbosch. An enclosed deck has already been erected without consent or approved building plans. Under 6.2.1 are photographs showing how area is currently being used. The photos were taken by the Property Management Department. The applicant does not currently have any lease agreement or previous encroachment agreement with the municipality and is therefore not

paying any rent for current use. We served the applicant with two letters requesting that they apply for the outdoor dining lease to ensure compliance.

They have not specified a requested time for the lease and the area they are interested in is 31m². The area is specified on a diagram filed by the applicant. The diagram does indicate that an area of 1.65m will be left open on the sidewalk for pedestrian use.

The department can support the application provided that they apply and receive approval for the deck and or that the deck be made compliant as per any requirements from Planning Department.

EXECUTIVE MAYORAL COMMITTEE: 2023-10-11: ITEM 7.3.1

RESOLVED

that this item referred back until the applicant submits building plans for the deck and inputs are received from Heritage Advisory Committee on general rules for the outdoor dining in the heritage zone.

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023/09/17***

7.3.2	REQUEST FOR EXEMPTION FROM THE APPROVED TARIFF STRUCTURE – ELECTORAL COMMISSION OF SOUTH AFRICA (IEC)

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **11 October 2023**

1. SUBJECT: REQUEST FOR EXEMPTION FROM THE APPROVED TARIFF STRUCTURE – ELECTORAL COMMISSION OF SOUTH AFRICA (IEC)

2. PURPOSE

To consider an exemption for the Electoral Commission of South Africa to display posters on street poles for voter registration and for the upcoming elections without paying the tariffs for posters indicated in the tariff book.

3. DELEGATED AUTHORITY

For decision by Municipal Council.

4. EXECUTIVE SUMMARY

The next national voter registration for the Local Government Elections is scheduled to be held on 18-19 November 2023. The IEC requested to display the posters on the street poles without having to pay the tariff in the tariff book for the display (**ANNEXURE 1**). The tariff book does not make provision for Government /Government Institutions to hang posters free of charge or provide for a delegation to consider exemption. We are in the preparation process for the upcoming elections and although the current application deals with the upcoming registration weekend in November it is foreseen that there may be further posters related to the election that we may receive requests for, from the IEC. It must be noted that political parties must pay a fixed amount of RR5250.00 to hang as many posters as they need, as per the tariff book. The tariff that an institution pays to display the posters inter alia cover the costs for the municipality to removed posters that are not removed within the time frame provided. If the political party remove all the posters afterwards, they get 95% of the original amount back. During the previous elections in 2021 a similar request was approved by council, and we entered into an agreement with the IEC in which the IEC undertook to ensure that the posters are taken down and it will be built into the approval agreement.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.3.2

(a) that the IEC be allowed to display posters for the upcoming registration weekend and National/Provincial election without the payment of any tariffs as displayed in the tariff book 2023/24; and

(b) that the IEC enters into an agreement to ensure that the posters are taken down within the prescribed period.

7.3.3	REQUEST TO RELEASE ERVEN 622 AND 623, STELLENBOSCH FOR RESTITUTION PURPOSES TO THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE

Collaborator No: 757242
IDP KPA Ref No: Good Governance
Meeting Date: 11 October 2023

1. SUBJECT: REQUEST TO RELEASE ERVEN 622 AND 623, STELLENBOSCH FOR RESTITUTION PURPOSES TO THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE

2. PURPOSE

Is to consider a request by the Regional Land Claim Commissioner: Western Cape (RLCC: WC) for the release of erven 622 and 623, Stellenbosch for restitution purposes (now part of erf 9672, Stellenbosch).

3. DELEGATED AUTHORITY

Council must consider the request.

4. EXECUTIVE SUMMARY

The Rynse Sending Gemeente Kerk lodged a claim when the RLCC: WC on 1997-03-25 and has indicated that they would prefer restoration of the properties as preferred method of compensation.

The claim has subsequently been accepted by the RLCC WC as a *prima face* complaint.

They have requested Stellenbosch Municipality, the current owner of erf 9672, Stellenbosch, to release the property to the RLCC WC at a minimal cost or gratis, for restitution purposes. Council must consider the request.

There are also plans in the pipeline on the precinct plan – future development and utilisation of the Rhenish complex flowing from a study requested by council in 2022 – see input from Director Planning and Economic Development in 6.8.1 below.

The item served before Mayco in March 2023 and was referred back for further discussion. The precinct plan for the future development of the Rhenish complex served before Council in March 2023 where a public participation process was approved.

The item again served before Council in July 2023 and was referred back for the three parties to have further discussions. No further solutions have been reported to the properties section. The item is resubmitted for consideration of the land claim.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.3.3

(a) that the Commission be informed that the Municipality cannot agree to the restitution of the land to the church; and

(b) that the Commission be requested to compensate the claimants.

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	***5.10.2023***

7.3.4	RETURN ITEM: PROPOSED LEASE AGREEMENT: FRANSCHHOEK BOWLING CLUB: ERF 2885, FRANSCHHOEK

Collaborator No: 757232
IDP KPA Ref No: Good Governance
Meeting Date: 11 October 2023

1. SUBJECT: RETURN ITEM: PROPOSED LEASE AGREEMENT: FRANSCHHOEK BOWLING CLUB: ERF 2885, FRANSCHHOEK

2. PURPOSE

To obtain Council's approval to enter into a lease agreement with the Franschhoek Bowling Club.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

4. EXECUTIVE SUMMARY

The bowling club in Franschhoek applied for a further lease agreement after their lease agreement terminated in 2013. They kept on paying rent on a month-to-month basis.

The item served before Mayco in September 2020 and was referred back to enable council to deal with the sport Council establishment and to obtain more information from the club. The constitution of the club is attached as **APPENDIX 3**. An email from the chairperson providing information on the membership and their activities within the community is attached as **APPENDIX 4.** The item was resubmitted in May 2021.

The Executive Mayor requested the Municipal Manager to provide a full categorisation report on properties by December 2021 and in the case of the Tennis club resolved that a month-to-month contract be concluded until the report has served before council and council could make a determination on the different categories of council properties.

The Franschhoek Bowls Club has brought an application to lease a portion of Erf 23 Franschhoek for a period of 9 years 11 months (**APPENDIX 2**). Erf 23 Franschhoek is a large property (1628ha) of which the already constructed Bowls Club forms a smaller portion. The previous lease agreement was on Erf 23 which has now been subdivided to become a new Erf known as Erf 2885, Franschhoek. The club has over the past two years requested that the item be brought back to Council to reconsider the month-to-month agreement in favour of a longer term. The applicant has also filed an executive summary with their application that outlines their requirements in terms of finances needed and upgrades required to attract more members, which should also be considered.

EXECUTIVE MAYORAL COMMITTEE: 2023-10-11: ITEM 7.3.4

RESOLVED

that this item referred back to deal with the concerns raised by the Mayoral Committee.

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	***5 October 2023***

7.3.5	RETURN ITEM: PROPOSED RENEWAL OF LEASE AGREEMENT: FRANSCHHOEK TENNIS CLUB: ERF 1693, FRANSCHHOEK

Collaborator No: 757233
IDP KPA Ref No: Good Governance
Meeting Date: 11 October 2023

1. SUBJECT: RETURN ITEM: PROPOSED RENEWAL OF LEASE AGREEMENT: FRANSCHHOEK TENNIS CLUB: ERF 1693, FRANSCHHOEK

2. PURPOSE

For Councils to consider the application for the renewal of the Lease Agreement with Franschhoek Tennis Club.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

4. EXECUTIVE SUMMARY

Franschhoek Tennis Club and Stellenbosch Municipality concluded a 25-year Lease Agreement in 1989. The contract lapsed in 2014.

The agreement continued on a month-to-month basis as the club continued to pay. An email dated 22 October 2020 from the tennis club is attached **as APPENDIX 2.**

The item served before council on more than one occasion in 2020 and 2021. A copy of the Constitution of the club that was requested is attached as **APPENDIX 3.**

The item served before Mayco in February 2021 and was referred back to enable Council to first deal with the sport association. That matter is now concluded, and the club has over the years requested that a longer-term lease agreement be considered. The matter is now re-submitted for consideration of a longer-term lease agreement.

EXECUTIVE MAYORAL COMMITTEE: 2023-10-11: ITEM 7.3.5

RESOLVED

(a) that a portion of Erf 1693, Franschhoek, identified as land not needed for own use during the period for which such rights are to be granted, as provided for in Regulation 36 of the Asset Transfer Regulations;

(b) that the Executive Mayor in consultation with the Executive Mayoral Committee, **in principle** approve the request for a lease agreement of 9 years and 11 months subject to Council's intention be advertised for public comment/input/alternative proposals as provided for in paragraph 9.2.2 of the Property Management Policy;

(c) that the market related rental be determined by a valuator;

(d) that the item be returned to the Executive Mayor in consultation with the Mayoral committee after the public participation process; and

(e) that the lease be subject to the club implementing empowerment projects for disadvantage communities and children and proof thereof be submitted to council on an annual basis.

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	***05/10/2023***

7.3.6	RETURN ITEM: APPLICATION HORIZON HOUSE TO EXTEND THE LEASE ON ERF 3722 AND PORTIONS OF ROAD RESERVE

Collaborator No: **757234**
IDP KPA Ref No: **Good Governance**
Meeting Date: **11 October 2023**

1. SUBJECT: RETURN ITEM: APPLICATION HORIZON HOUSE TO EXTEND THE LEASE ON ERF 3722 AND PORTIONS OF ROAD RESERVE

2. PURPOSE

To inform Council that no response was received after the publication of the information statement on the request from Horizon House to extend the lease agreement entered into in 2020 for a period of 30 years. And for Council to resolve on the request in principle.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Horizon House, situated on the outskirts of Onder Papegaaiberg, is an NGO catering for the needs of people living with disabilities. They indicated in 2020 that they have received a donation to put up new fencing around the facility and to develop walking trials, to be use by their residents, and also the greater public. They wanted to extend the area onto a portion of municipal land, situated to the south of their property for this reason, on an encroachment basis. Council considered the matter and approved the lease of an area of approximately 2500m² for a period of 9 years and 11 months after a public participation process and considering the comments received.

An agreement was entered into with Huis Horizon, attached as **APPENDIX 1**. We have received a further request from them for a longer lease period – **APPENDIX 2** attached. It seems from the information if none of the improvements envisaged in 2020 has materialised. The item served before Mayco in February 2023 and was referred back for clarification and refinement. We contacted Huis Horizon and attached as **APPENDIX 3** is the information we requested for clarity indicating a request for a 30 years lease agreement. Any agreement longer than 10 years should be registered with the deeds office and the information statement process where council advertise an intention to enter into the long term lease must be advertised for public comment. Only after consideration of the comments that is received an in-principal decision be taken (which must again be advertised given that it is not an open market lease) regarding the extension of the current lease agreement. Council approved the information statement (**APPENDIX 4**). The information statement was published on 18 August 2023 with a closing date of 11 September 2023. We received no comments or input from the public.

Huis Horizon was further requested to file a map of the area that they intend on using and same is attached hereto as **APPENDIX 5**.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.3.6

(a) that Council take note that no comments were received during the Information Statement public participation process;

(b) that the land identified in **APPENDIX 5** be identified as land not needed to provide basic municipal services;

(c) that council in principle approve a 30-year lease to Huis Horizon for the identified land;

(d) that the amount of rent be determined before it is returned to Council; and

(e) that the in-principle decision be advertised for public comment before it is returned to council for a final decision.

NAME	**Annalene de Beer**
POSITION	***Director***
DIRECTORATE	***Corporate Services***
CONTACT NUMBERS	***021-8088018***
E-MAIL ADDRESS	***Annalene.deBeer@stellenbosch.gov.za***
REPORT DATE	***2023-09-22***

7.3.7	RETURN ITEM: OPTION TO RENEW LEASE AGREEMENT: FRANSCHHOEK METHODIST CHURCH

Collaborator No: 757235
IDP KPA Ref No: Good Governance
Meeting Date: 11 October 2023

1. SUBJECT: RETURN ITEM: OPTION TO RENEW LEASE AGREEMENT: FRANSCHHOEK METHODIST CHURCH

2. PURPOSE

To request Council to consider the request for the approval of a longer lease period than month to month.

3. DELEGATED AUTHORITY

The Executive Mayor in consultation with the Executive Mayoral Committee may approve lease agreements with a value of less than R5 million and for less than 10 years. Lease agreements in excess of that must be resolved on by Council.

4. EXECUTIVE SUMMARY

The Franschhoek Methodist Church is leasing a portion of erf 23, Franschhoek from Stellenbosch Municipality since 1995. They requested to buy the property and Council resolved in February 2020 not to sell the land to them.

The Lease expired on 31 August 2020. In terms of the lease agreement, they had an option to request a renewal for a further period of 10 years on terms and conditions to be mutually agreed upon between the parties, no later than 6 months before the expiry of the lease. The church has indicated that they would like to renew the agreement. The Methodist Church of Franschhoek has given notice of their option to renew the lease. They further requested that the contract be renewed on the same terms and conditions. A copy of their letter is attached as **APPENDIX 1**. The item served before Mayco (under delegated authority as Council) on 17 February 2021 and it was resolved to provide them with a month-to-month agreement at that stage. We have been requested to bring the matter back to Council as the conditions of 17 February has now been complied with. The area is used for the parking for the church and crèche facilities.

EXECUTIVE MAYORAL COMMITTEE: 2023-10-11: ITEM 7.3.7

RESOLVED

that this item referred back to get valuation of the land and refinement.

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	***05/10/2023***

7.4	FINANCIAL SERVICES: (PC: CLLR J FASSER)

7.4.1	EXTENSION OF THE PERIOD FOR THE APPLICATION OF A SPECIAL RATING AREA

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **11 October 2023**

1. SUBJECT: EXTENSION OF THE PERIOD FOR THE APPLICATION OF A SPECIAL RATING AREA

2. PURPOSE

To request Council's approval to extend the submission date for the application and revision of a Special Rating Area beyond 30 September 2023.

3. DELEGATED AUTHORITY

Council

FOR DECISION BY MUNICIPAL COUNCIL

In terms of Section 9.2 of the approved Special Rating Area Policy, an application for a special rating area, must be submitted by the end of September of the financial year preceding the establishment of the special rating area.

4. EXECUTIVE SUMMARY

In terms of the Special Rating Bylaw and Policy of Council, any application for the establishment of a special rating area must be submitted before 30 September of the financial year preceding the financial in which the special rating area is established.

Two notices of intention to establish two special rating areas were received, namely

1. A notice for the extension of the current Jonkershoek Special Rating Area.
2. A notice for the establishment of the Franschhoek Special Rating Area.

Both applicants indicated that they will not be able to submit their formal applications before the due date of 30 September 2023 and they asked for an extension to submit their applications.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.4.1

that Council extend the submission date to 30 November 2023 for the application or revision of a Special Rating Area.

NAME	Henry Mitchell
POSITION	***Senior Manager: Revenue & Expenditure***
DIRECTORATE	***Finance***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***Henry.mitchell@stellenbosch.gov.za***
REPORT DATE	14 August 2023

7.5	**HUMAN SETTLEMENTS: (PC: CLLR R DU TIOT)**

NONE

7.6	INFRASTRUCTURE SERVICES : (PC : CLLR P JOHNSON)

7.6.1	STATUS REPORT ON THE ALTERNATIVE ENERGY GENERATION (AEG) INITIATIVES – OCTOBER 2023

Collaborator No:
IDP KPA Ref No: **Green and Sustainable Valley**
Meeting Date: **11 October 2023**

1. SUBJECT: STATUS REPORT ON THE ALTERNATIVE ENERGY GENERATION (AEG) INITIATIVES – OCTOBER 2023

2. PURPOSE

To inform Council about the progress with the different energy-related projects in the Municipality in order to ultimately reduce the impact of Electricity Loadshedding on the Municipality.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality is currently pursuing a number of initiatives to reduce the impact of load shedding, namely:

a. Signing of a service level agreement with Eskom to treat Stellenbosch Municipality as a large load curtailment customer and allow the implementation of self-loadshedding.
b. Investigation of loadshedding mitigation strategies to avoid one or more stages of load shedding.
c. Implementation of a new supervisory control and data acquisition (SCADA) Telemetry system to enable self-loadshedding.
d. Investigation of solar photovoltaic and battery storage to ensure business continuation at critical Municipal buildings and critical water and wastewater treatment plants.
e. Request for Proposals for alternative energy Independent Power producers (IPP's).

Additionally, the Western Cape Government under the Department of Infrastructure (DOI), and previously the Department of Economic Development and Tourism (DEDAT), currently has a unit co-ordinating various alternative energy initiatives to assist Municipalities to respond to energy resilience. This unit has been co-ordinating the following initiatives:

a. The municipal pooled buying initiative to establish a Municipal Special Purpose Vehicle (MSPV) to wheel energy generated from renewable plants via own and Eskom networks.
b. Construction of a possible solar plant in the Stellenbosch municipal area.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.6.1

that Council notes the progress of the Alternate Energy Generation initiatives and studies.

FOR FURTHER DETAILS CONTACT:

NAME	**Shane Chandaka**
POSITION	***Director Infrastructure Services***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8815***
E-MAIL ADDRESS	shane.chandaka@***stellenbosch.gov.za***
REPORT DATE	**04 October 2023**

7.6.2	**LEASING A PORTION OF THE BERGZICHT TAXI RANK UPGRADE FOR THE DEVELOPMENT OF AN ELECTRIC MINIBUS TAXI (E-MBT'S) CHARGING FACILITIES**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **11 October 2023**

1. SUBJECT: LEASING A PORTION OF THE BERGZICHT TAXI RANK UPGRADE FOR THE DEVELOPMENT OF AN ELECTRIC MINIBUS TAXI (E-MBT'S) CHARGING FACILITIES

2. PURPOSE

To request approval for the Municipality to enter into a lease agreement with "*FLX EV*".

3. DELEGATED AUTHORITY

Executive Mayor in consultation with the Mayoral committee if the lease is valued less than R5 million and for a period, less than 10 years.

4. EXECUTIVE SUMMARY

FLX EV had previously approached the Municipality and expressed interest in establishing an E-charging facility for Electric Minibus Taxi's (eMBT's). To establish an E-charging facility a portion of the taxi rank will need to be leased from the Municipality. The existing layout of the Bergzicht Taxi Rank with its adjacent vacant spaces is ideally suited for the implementation of a charging facility.

The Item was previously tabled at Council on the 29 March 2023, where the Executive Mayor, in consultation with the Mayoral Committee noted the application by *FLX EV* to lease a portion of the Bergzicht Taxi Rank. Council had resolved, in principle, to lease the area to *FLX EV* and to advertise for public input / comments/ alternative proposals, the intention to lease the portion of land. Council had also resolved that the item be returned to the Executive Mayoral Committee, after the public participation process to consider the inputs before a final decision is taken.

Council's intention to lease portion of the property was advertised for comment on its website and in the local newspaper. Public inputs / comments / alternative proposals on Council's intention to lease the portion of land had to be submitted on or before the 29 September 2023, no public inputs were however received.

EXECUTIVE MAYORAL COMMITTEE: 2023-10-11: ITEM 7.6.2

RESOLVED

(a) that Council takes note that the intention to lease the portion was advertised for public input / comments / alternative proposals;

(b) that Council takes note that no comments were received;

(c) that Council confirms that the portion of Bergzicht Taxi rank identified (950 square meters) is identified as land not needed to provide the minimum level of basic municipal services;

(d) that Mayoral committee approves that a lease agreement be entered into with *FLX EV* for the leasing a portion of the land at Bergzicht Taxi rank, subject to all relevant contract agreements and for a period of 9 years and 11 months; and

(e) that the Municipal Manager be authorised to negotiate and conclude the lease agreement, clarifying the infrastructure that will be retained by the Municipality at the end of the lease period taking into consideration the capital investment by *FLX EV* as well as the capital advantages to the Municipality.

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	***05 October 2023***

7.6.3	RETURN ITEM: REQUEST FOR APPROVAL OF THE MUNICIPALITY'S SIDEWALK ACCESSIBILITY POLICY

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **11 October 2023**

1. SUBJECT: RETURN ITEM: REQUEST FOR APPROVAL OF THE MUNICIPALITY'S SIDEWALK ACCESSIBILITY POLICY

2. PURPOSE

To approve the Municipality's Sidewalk Accessibility Polic after a public participation process was followed.

3. DELEGATED AUTHORITY

Municipal 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.

The Municipality therefore 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 for pedestrians, and cyclist where applicable.

On 24 May 2023, Council accepted that the Draft Policy on Sidewalk Accessibility be used in the public participation process. The policy was duly advertised on the website and local newspaper, and, by the closing date, comments were received from two parties. (See **ANNEXURE B**)

All comments received have been addressed, and minor amendments to the Sidewalk Accessibility Policy have been brought about, these amendments are highlighted yellow, see **ANNEXURE A**.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.6.3

(a) that Council takes note that, the Municipality's Draft Policy on Sidewalk Accessibility was published for public comment;

(b) that Council notes the comments received, and the Directorates responses; and

(c) that Council approves the Sidewalk Accessibility Policy.

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	***05 October 2023***

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

NONE

7.8	**PLANNING AND LOCAL ECONOMIC DEVELOPMENT AND TOURISM :(PC: CLLR C VAN WYK)**

7.8.1	**PARTNERSHIP BETWEEN STELLENBOSCH MUNICIPALITY AND THE STARTUP TRIBE TO CONTRIBUTE POSITIVELY TOWARDS SMALL MEDIUM MICRO ENTERPRISE DEVELOPMENT ("SMME") IN THE STELLENBOSCH MUNICIPALITY**

Collaborator No: **755783**
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **11 October 2023**

1. SUBJECT: PARTNERSHIP BETWEEN STELLENBOSCH MUNICIPALITY AND THE STARTUP TRIBE TO CONTRIBUTE POSITIVELY TOWARDS SMALL MEDIUM MICRO ENTERPRISE DEVELOPMENT ("SMME") IN THE STELLENBOSCH MUNICIPALITY

2. PURPOSE

To provide Council with the pertinent facts to endorse a partnership between Stellenbosch Municipality and The Start-Up Tribe.

3. DELEGATED AUTHORITY

Noting Purposes.

4. EXECUTIVE SUMMARY

The Start-Up Tribe is an online entrepreneurship academy that focuses on providing learning material such as short practical courses to help people start and grow their local businesses. The courses are all free and designed to be used on a mobile phone in low-bandwidth environments.

The Start-Up Tribe can be a valuable resource for small business owners based in Stellenbosch Municipality as it provides them with the knowledge, skills and support needed to navigate the challenges of entrepreneurship and increase the chances of building a successful business.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.8.1

(a) that Council take note of The Start-Up Tribe global initiative that focuses on providing free learning material to Small Medium Micro Enterprises ("SMME");

(b) that Council endorse the partnership between Stellenbosch Municipality and the Start-Up Tribe for a period of three (3) years, which will be reviewed annually;

(c) that Council take note and endorse the signing of a Memorandum of Understanding between Stellenbosch Municipality (Municipal Manager) and The Start-Up Tribe; and

(d) that Council take note that the Municipality will promote the Startup Tribe Academy through its social media and other platforms.

FOR FURTHER DETAILS CONTACT:

NAME	Joh-ne Jansen
POSITION	***Senior Economic Development Officer: Tourism & Business Development***
DIRECTORATE	***Planning and Economic Development***
CONTACT NUMBERS	***021 808 8179***
E-MAIL ADDRESS	***joh-ne.jansen@stellenbosch.gov.za***
REPORT DATE	***02 October 2023***

7.8.2	REQUEST TO UNDERTAKE PUBLIC PARTICIPATION PROCESS ("PPP") IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY BUSKING GUIDELINES

Collaborator No: 757024
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 11 October 2023

1. SUBJECT: REQUEST TO UNDERTAKE PUBLIC PARTICIPATION PROCESS ("PPP") IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY BUSKING GUIDELINES

2. PURPOSE

To provide Council with the pertinent facts in order to approve that the draft Stellenbosch Municipality Busking Guidelines be advertised for a period of thirty (30) days to obtain public comment in respect of the subject draft guideline document.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Stellenbosch is known for its rich cultural heritage and is home to a diverse community of artists, musicians, and performers. Busking provides these artists and performers with a platform to showcase their skills and interact with a diverse audience.

A number of concerns have been raised by Local Tourism Organisations and stakeholders in the tourism fraternity regarding the demeanour of buskers on the streets of Stellenbosch and Franschhoek central business districts which has prompted the need for the establishment of guidelines and regulations to manage busking activities in the Stellenbosch Municipality.

EXECUTIVE MAYORAL COMMITTEE: 2023-10-11: ITEM 7.8.2

RESOLVED

that this item be referred back to Administration for refinement.

7.8.3	REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS ("PPP") IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY FILMING BY-LAW, 2023

Collaborator No: 757038
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 11 October 2023

1. SUBJECT: REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS ("PPP") IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY FILMING BY-LAW, 2023

2. PURPOSE

To provide Council with the pertinent facts in order to approve that the draft Stellenbosch Municipality Filming By-Law,2023 be advertised for a period of thirty (30) days to obtain public comment in respect of the subject draft By-Law.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality Filming By-Law has been drafted to govern the process of filming within the Stellenbosch Municipality and to provide guidance to prospective film organisers and municipal officials on film permit applications and related matters.

The By-Law is aligned to the constitutional mandate of the Stellenbosch Municipality within the framework of developmental local government. Through the enforcement of this By-Law, the Municipality can perform its constitutionally role to facilitate and regulate economic development initiatives within its jurisdictional area, which includes filming.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.8.3

(a) that Council take note of the draft Stellenbosch Filming By-Law, 2023, attached as **APPENDIX 1** to this report, and

(b) that Council approve that the draft Stellenbosch Filming By-Law, 2023, be advertised for public comment for a period of thirty (30) days, whereafter same be resubmitted to Council for final consideration and subsequent approval.

7.8.4	ADVERTISING OF THE DRAFT STELLENBOSCH MUNICIPALITY OUTDOOR ADVERTISING & SIGNAGE BY-LAW, 2023 FOR PUBLIC COMMENT

Collaborator No: 757060
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 11 October 2023

1. SUBJECT: ADVERTISING OF THE DRAFT STELLENBOSCH MUNICIPALITY OUTDOOR ADVERTISING & SIGNAGE BY-LAW, 2023 FOR PUBLIC COMMENT

2. PURPOSE

To request permission from Council to advertise the draft Stellenbosch Municipality Outdoor Advertising and Signage By-law, for public comment.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council adopted the Outdoor advertising and signage bylaw on 24 May 2023 and it was promulgated in the Provincial Gazette No. 8785 dated 30 June 2023. A high court application was launched against the bylaw by Out of Home Media South Africa NPC based on the previous public participation process in 2018 and 2021. Although the process was correctly followed the advertisement referred to the bylaw as the Draft Poster Bylaw. Although the subject line was rectified during the final decision-making process, which is reflected in the Council decision of 2023 in respect of the intention of the by-law, the applicants avow that due to the incorrect reference in the advertisement they did not comment on the bylaw.

The legal advice we received was that the bylaw must go through a new public participation process and when Council approves a new bylaw the current promulgated one will be repealed and replaced with the new bylaw. In the interim the municipality will not enforce the current promulgated bylaw.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.8.4

that Council **approves** that the Stellenbosch Municipality Outdoor Advertising and Signage By-law, 2023, **(APPENDIX 1**) including the Admission of Guilt Fines **(APPENDIX 2),** for re-advertised for public comment for a period of thirty (30) days as contemplated in terms of the Municipal Systems Act 32 of 2000 and the Promotion of Administrative Justice Act, Act 3 of 2000, whereafter such comments, if any, will be evaluated and resubmitted to Council for decision-making.

FOR FURTHER DETAILS CONTACT:

NAME	Craig Alexander Pr Pln
POSITION	***Senior Manager: Development Planning***
DIRECTORATE	***Planning and Economic Development***

CONTACT NUMBERS	***021 808 8196***
E-MAIL ADDRESS	***Craig.alexander@stellenbosch.gov.za***
REPORT DATE	***28 September 2023***

7.9	COMMUNITY SERVICES:(PC: CLLR X KALIPA)

7.9.1	EARLY CHILDHOOD DEVELOPMENT (ECD) POLICY UPDATE

Collaborator No: 756577
IDP KPA Ref No: Dignified Living
Meeting Date: 11 October 2023

1. SUBJECT: EARLY CHILDHOOD DEVELOPMENT (ECD) POLICY UPDATE

2. PURPOSE

To obtain Council's approval for the update of the Stellenbosch Early Childhood Development (ECD) Policy.

3. DELEGATED AUTHORITY

For decision by Municipal Council

4. EXECUTIVE SUMMARY

Outstanding Council Resolution: 728522: Review of Early Childhood Development (ECD) Policy.

The re-submission of the policy to conclude the outstanding council resolution is dependent on the finalisation of the migration of the ECD function from the Department Social Development (DSD) to the Department of Education (DoE) and the associated changes in registration requirements. It is further dependent on the enactment of the Children's Second Amendment Bill, which is expected to have major implications for local governments resulting from Child Care Facilities being listed as a responsibility of local government in Schedule 4 Part B of the Constitution.

To date there has been no finalisation in either of the above-mentioned processes and thus keeping the outstanding council resolution unresolved.

The intent of this item is thus to resolve the outstanding council resolution without effecting changes to the existing Stellenbosch Early Childhood Development (ECD) policy and to update council on progress made relating to the registration of ECD's.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.9.1

that Council notes the update of the policy.

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@stellenbosch.gov.za
REPORT DATE	2023-08-08

7.10	RURAL MANAGEMENT: (PC: CLLR J JOON)

7.10.1	REQUEST FOR THE ALLOCATION OF FARM No(s): 502BH PORTIONS 9 AND 10; 502BH PORTIONS 17 AND 18; 502BH PORTIONS 23 AND 24; AND 502AU TO EMERGING FARMERS IN ACCORDANCE WITH THE STELLENBOSCH MUNICIPALITY POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND, 2016

Collaborator No: 757054
IDP KPA Ref No: Valley of Opportunity
Meeting Date: 11 October 2023

1. SUBJECT: REQUEST FOR THE ALLOCATION OF FARM No(s): 502BH PORTIONS 9 AND 10; 502BH PORTIONS 17 AND 18; 502BH PORTIONS 23 AND 24; AND 502AU TO EMERGING FARMERS IN ACCORDANCE WITH THE STELLENBOSCH MUNICIPALITY POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND, 2016

2. PURPOSE

To provide Council with the pertinent facts in order to approve the request to allocate the subject four (4) agricultural land portions to emerging farmers as prescribed in the said Policy.

3. DELEGATED AUTHORITY

Executive Mayor in consultation with the Executive Mayoral Committee has the delegated powers, in terms of Stellenbosch Municipality: System of Delegations as amended on 22 June 2022 to approve lease agreements of Council properties for a period shorter than 10 years and a contract value of less than R5 million.

4. EXECUTIVE SUMMARY

Stellenbosch Council adopted “The Policy for the Management of Municipal Agricultural Land (2016)” with the purpose of availing agricultural land for emerging farmers. The item deals with the allocation of vacant municipal land to successful land applicants after Council resolved to advertise portions of vacant municipal agricultural land for leasing purposes to current and potential emerging farmers.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.10.1

(a) that the Council take note of the process and scoring undertaken to allocate the two municipal agricultural land units to emerging farmers, which include the recommendations from the Operational Committee;

(b) that Council approves that Farm No: 502BH, Portions 17 and 18, Stellenbosch Division, in the extent of 5ha with 2ha of allocated water rights, be awarded to Noami Herbs, copy of application is attached as **APPENDIX 3**;

(c) that Council approve that Farm No. 502AU, Stellenbosch Division, in the extent of 8,9ha with no allocated water rights, be awarded to Bradley Cortereal, copy of application attached as **APPENDIX 5**;

(d) that Council approve that the land units awarded be leased for a period of 9 years and 11 months with the option of renewal; and

(e) that Council take note that the monthly rental amount for emerging farmers is determined as per the calculation for the previously allocated tariff for emerging farmers.

(f) that the allocations for farm 502BH portions 9 and 10 and 502BH portions 23 and 24 be referred back for re-consideration.

FOR FURTHER DETAILS CONTACT:

NAME	Mark Harris
POSITION	***Senior Economic Development Officer***
DIRECTORATE	***Planning and Economic Development***
CONTACT NUMBERS	***021 808 8159***
E-MAIL ADDRESS	***Mark.Harris@stellenbosch.gov.za***
REPORT DATE	***29 September 2023***

7.11	MUNICIPAL MANAGER

7.11.1	MUNICIPAL PARTNERSHIP FOR HUMAN RIGHTS: PROGRESS REPORT BY THE MUNICIPAL MANAGER

Collaborator No:
IDP KPA Ref No: **Good governance and compliance**
Meeting Date: **11 October 2023**

1. SUBJECT: MUNICIPAL PARTNERSHIP FOR HUMAN RIGHTS: PROGRESS REPORT BY THE MUNICIPAL MANAGER

2. PURPOSE

To report to Council in terms of Council Item 13.5 of the 8th Council meeting of 26 October 2022. See attached **ANNEXURE 1**, in particular reference to resolution (e) of the minutes of this meeting.

Resolution (e): *"that the Municipal Manager submits an updated (interim) report to Council as soon as the final application to* Swedish International Centre for Local Democracy *(ICLD) is approved by the latter."*

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality entered into a partnership agreement with Jönköping Municipality on the topic of Human Rights on 17 December 2020, which culminated in a multi-year agreement in December 2022. Therefore, and in accordance with the reporting standards created in the preceding years, the Municipal Manager must provide an annual report to Council, detailing the relevant activities undertaken during the reporting period.

The feedback to Council will deal with the following:

4.1 The conclusion of the Inception Phase of the Swedish International Centre for Local Democracy Programme;

4.2 The application to the Swedish International Centre for Local Democracy for a multi-year project;

4.3 Visit by representatives from Jönköping Municipality;

4.4 Establishment of a Steering Group / Committee;

4.5 Proposals for the multi-year programme;

4.6 The International Training Programme of Swedish International Centre for Local Democracy;

4.7 The alignment of the municipal partnership programme with the Stellenbosch Municipality's Employee Wellness Programme; and

4.8 Visit to neighbouring countries by representatives from the Stellenbosch Municipality (in accordance with the International Training Programme).

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.11.1

(a) that Council take note of the visit by representatives of Jönköping Municipality during February 2023;

(b) that Council take note of the visit to Gaborone Botswana during March 2023 by a delegation from Stellenbosch Municipality as part of the International Training Programme;

(c) that Council take note of the training in Lusaka, Zambia during December 2022 and October 2023 by a delegation from Stellenbosch Municipality as part of the International Training Programme;

(d) that Council take note of the Municipal Manager's progress report / feedback;

(e) that Council take note of the approval multi-year application by Swedish International Centre for Local Democracy; and

(f) that Council take note of the integration between the Employee Wellness Programme and the Municipal Partnership Programme.

(g) that Council re-evaluate and confirm the delegates / representatives from Stellenbosch Municipality that will serve on the Steering Group created by the multi-year agreement, by no later than end January of every calendar year.

(h) that Council take cognizance that the International Centre for Local Democracy requires an annual inter-partnership visit, i.e., that Stellenbosch Municipality visits Jönköping Municipality in Sweden once a year for the duration of the multi-year programme.

FOR FURTHER DETAILS CONTACT:

NAME	**Geraldine Mettler**
POSITION	**Municipal Manager**
DIRECTORATE	**Municipal Manager**
CONTACT NUMBERS	**021- 808 8025**
E-MAIL ADDRESS	**municipal.manager@stellenbosch.gov.za**
REPORT DATE	**2023-10-06**

8.	REPORTS SUBMITTED BY THE EXECUTIVE MAYOR

NONE

9.	URGENT MATTERS

NONE

10.	MATTERS TO BE CONSIDERED IN-COMMITTEE

NONE

The meeting adjourned at 11:45

CHAIRPERSON: ……

DATE: ……

Confirmed on ……

6.	**STATUTORY MATTERS**

6.1	**INTEGRATED DEVELOPMENT PLAN (IDP) COMMUNITY INPUTS AND COMMENTS SUBMITTED WITHIN THE PUBLIC PARTICIPATION PERIOD IN SEPTEMBER AND OCTOBER 2023**

Collaborator No: **758994**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: INTEGRATED DEVELOPMENT PLAN (IDP) COMMUNITY INPUTS AND COMMENTS SUBMITTED WITHIN THE PUBLIC PARTICIPATION PERIOD IN SEPTEMBER AND OCTOBER 2023

2. PURPOSE

To submit the following to the Council for notification:

The IDP community inputs and comments submitted within the public participation period in September and October 2023 for the 2nd Review of the 5th Generation Integrated Development Plan (IDP) 2022 – 2027, attached as **ANNEXURE A.**

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

In terms of legislation, a municipality is required to conduct a public participation process to solicit community input and comments in preparation for the review of the IDP and budget for the new financial year. In preparation for the drafting of the 2nd Review of the 5th Generation IDP 2022 – 2027, open days and stakeholder engagement were held.

The public participation period commenced on Monday, 04 September 2023 and the closing date for inputs and comments was on Wednesday, 04 October 2023 at 16:30. The public participation open days were held in specified venues from Tuesday, 12 September – Monday, 02 October 2023. A stakeholder engagement was facilitated on Wednesday, 04 September 2023.

The community inputs and comments were submitted to the relevant ward councillors to discuss with their respective ward committees and to review (if so required) their ward priorities for the 2024/25 financial year and / or outer financial years in line with the inputs received.

In addition, the community inputs and comments were also submitted to the various directorates to consider in their respective strategies, projects, programmes, and master plans.

5. RECOMMENDATIONS

(a) that Council **takes note** of the community inputs and comments received during the September and October 2023 public participation process, attached as **ANNEXURE A;**

(b) that Council **takes note** that the ward councillor will, in consultation with the ward committee, review the ward priorities of the respective ward; and

(c) that Council **takes note** that the [re]prioritised ward priorities and community inputs will be considered by the municipality for implementation in the 2024/25 and / or outer financial years.

6. DISCUSSION

6.1 Background

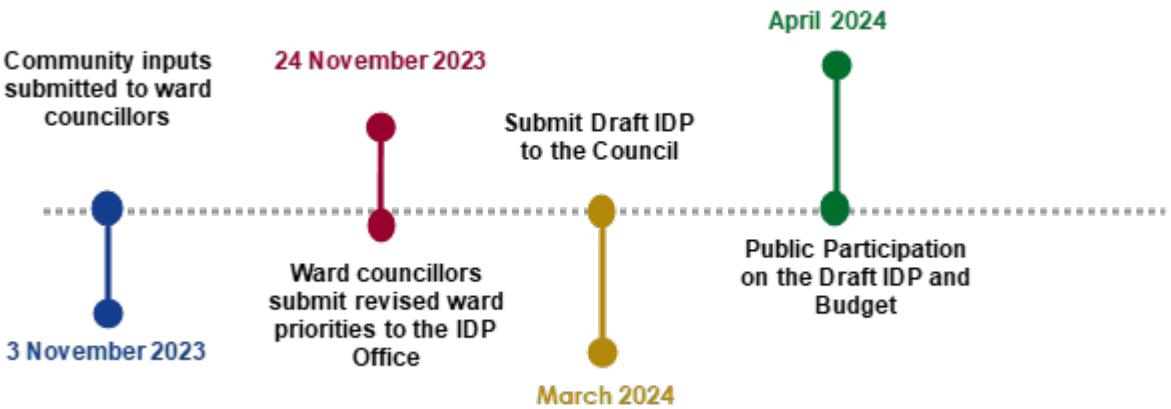
In terms of Section 17 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000), a municipality must establish appropriate mechanisms, processes, and procedures to enable the local community to participate in the affairs of the municipality. For this legislated mandate, the IDP Public Participation Open Days as a method of public participation were approved by the Council on 23 August 2023.

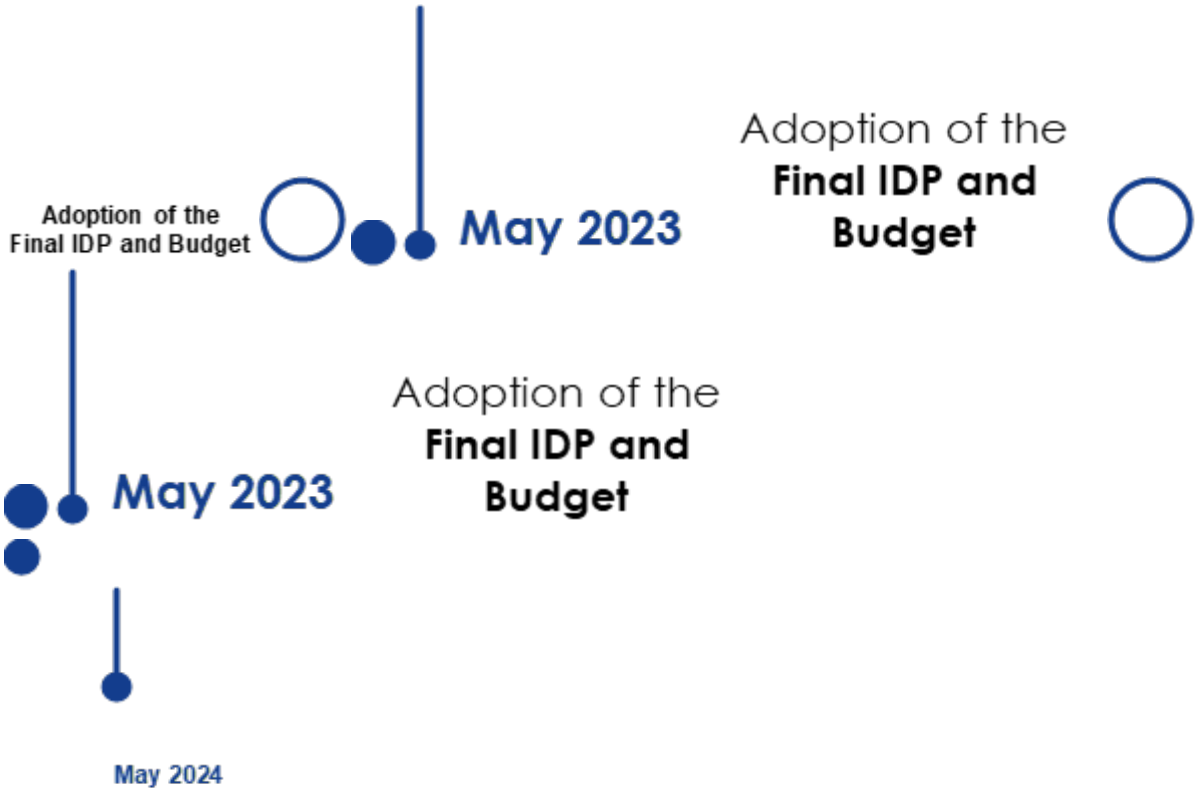
A total of eight (8) open days were held from Tuesday, 12 September – Monday, 02 October 2023 at the specific venues. A public notice was advertised in the local newspaper and on the municipal website, broadcast via WhatsApp, and published on Facebook and X (previously known as Twitter).

A stakeholder engagement was facilitated by the municipality on Wednesday, 04 October 2023, and stakeholders were invited to attend this engagement. The sectoral organisations had the opportunity to submit verbal inputs and comments.

The below diagram illustrates how the municipality will process the inputs and comments received during September and October 2023 until May 2024, when the final 2nd Review of the 5th Generation IDP 2022 – 2027 will be submitted to the Council for consideration and adoption.

Figure 1: 2nd Review of the 5th Generation IDP 2022 – 2027 inputs timeline





Public Participation -Sept 2022

- Inputs and comments were captured and forwarded to ward councilllors for consideration.

Ward Priorities

- Ward councillors to consider the public participation input and comments in the revision of the ward priorities for the 2023/24 financial year.



6.2 Financial Implications

There are no financial implications beyond that which was approved in the 2023/24 MTREF Budget.

6.3 Legal Implications

Section 16 (1) of the MSA states that:

A municipality must develop a culture of municipal governance that complements formal representative government with a system of participatory governance, and must for this purpose–

a. encourage, and create conditions for, the local community to participate in the affairs of the municipality, including in—

i. the preparation. implementation and review of its integrated development plan in terms of Chapter 5;

ii. the establishment, implementation and review of its performance management system in terms of Chapter 6:

iii. the monitoring and review of its performance, including the outcomes and impact of such performance:

iv. the preparation of its budget; and

v. strategic decisions relating to the provision of municipal services in terms of Chapter 8;

b. contribute to building the capacity of—

i. the local community to enable it to participate in the affairs of the municipality; and

ii. councillors and staff to foster community participation; and

c. use its resources, and annually allocate funds in its budget, as may be appropriate for implementing paragraphs (a) and (b).

Section 17(2) of the MSA further specifies that:

A municipality must establish appropriate mechanisms, processes and procedures to enable the local community to participate in the affairs of the municipality, and must for this purpose provide for -

a. the receipt, processing and consideration of petitions and complaints lodged by members of the local community;

b. notification and public comment procedures, when appropriate;

c. public meetings and hearings by the municipal council and other political structures and political office bearers of the municipality, when appropriate;

d. consultative sessions with locally recognised community organisations and, where appropriate, traditional authorities; and

e. report back to the local community.

6.4 Staff Implications

This report has no additional staff implications for the municipality.

6.5 Risk Implication

This report has no direct risk implications for the municipality.

6.6 Previous / Relevant Council Resolutions

None.

7. Comments from Senior Management

7.1 Director: Community and Protection Services

Supported

7.2 Chief Financial Officer

Supported

7.3 Director: Infrastructure Services

Supported

7.4 Director: Corporate Services

Supported

7.5 Director: Planning and Economic Development

Supported

7.6 Comments from the Municipal Manager

Supported

ANNEXURES

Annexure A: IDP Public Participation Community Inputs and Comments: September and October 2023

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 – 808 8025
E-MAIL ADDRESS	Geraldine.Mettler@stellenbosch.gov.za
REPORT DATE	25 October 2023

Annexure A

IDP Public Participation Inputs and Comments: September and October 2023

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
IDP Open Day	2	Cllr. Wilhelmina Petersen	Electrical Services	A request for clarity on the payment of stolen connections by Langrug residents	The department is no longer asking residents to pay for the stolen service connections. It is replaced free of charge. The names of those people who were asked to pay must be given to the electricity department help desk so that they can be attended to	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Electrical Services	Reconnection of electricity in J23 Langrug	The Department: Electrical Services will investigate the issue. All those listed in the disaster management report will be attended to and assisted	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Electrical Services	Request for electricity connection in K - Section Langrug	People who applied and have been approved for such connections by the Department: Electrical Services will be attended to as soon as the labour contractor is hired by October 2023	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Electrical Services	Removal of satellite dishes installed on the electrical infrastructure in Langrug	The municipality issues notices to people who install satellite dishes on the electrical poles. If not removed, the municipality will block their prepaid meters	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Informal Settlements	Removal of structures that are blocking access roads in Langrug		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Electrical Services	A request for the repair of the electricity prepaid meter at 25 Leeubekkie Street	A standby electrician will be sent to the address to assist and replace the prepaid meter	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Electrical Services	Request the municipality to address the issue of additional fees charged by Spaza shops for electricity purchases in Mooiwater	Ontec, the service provider, will be notified about the Spaza shops that are charging an additional fee when people purchase electricity. All electricity verdict systems are not supposed to charge additional fees for electricity purchase	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Electrical Services	Request the municipality to address cable theft in ward 2	The client will receive a reference number via SMS when a complaint is added to the Stellenbosch Customer Care Portal, and the reference number is ES_000020135	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Repair the paving around Franschhoek Town Hall		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
IDP Open Day	1	Cllr. Reginald Pheiffer	Area Cleaning	Clean up the waste in the two dams in Langrug where residents previously constructed an informal structure	The Manager: Waste Collections and Area Cleaning has been informed to facilitate a link-up with residents who are willing to be part of the solution in addressing the concern regarding waste in the two dams in Langrug	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Area Cleaning	Provide cleaning equipment for community member who are interested to clean the dams in Langrug	The Manager: Waste Collections and Area Cleaning has been informed to facilitate a link-up with residents who are willing to be part of the solution in addressing the concern about waste in the two dams in Langrug	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Area Cleaning	Conduct a campaign to identify the interest of the residents in the area of the dam in Langrurg	The Manager: Waste Collections and Area Cleaning has been informed to facilitate a link-up with residents who are willing to be part of the solution in addressing the concern about waste in the 2 dams in Langrug	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Provide clarity on the land that was allocated for a new soccer field 5 years ago, but in an IDP meeting it was communicated that the land is for housing in Groendal		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Request the municipality to address the conflict between the rugby and soccer clubs due to insufficient sporting facilities in Groendal		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Construct a new soccer field in Groendal		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Repair and maintenance of the damaged sports field due to overuse as it serves the whole Groendal community		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Increase toilet facilities in Groendal sports field to accommodate high-volume people using it		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Upgrade water and electricity in the Groendal Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Upgrade lighting in Groendal Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Erect fencing at the Groendal soccer field to avoid balls being kicked into the houses		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Level the land adjacent to the farm to be utilised for practice or parking		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Repair and maintenance of the damaged sports field due to overuse as it serves the whole Groendal community		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Address the conflict between the rugby and soccer clubs due to insufficient sporting facilities in Franschhoek area		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Construct a new soccer field in the Franschhoek area, which is desperately needed		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Erect and increase the height of the fencing at Groendal Sports field to address the issue of spectators using the short fencing to watch games		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Request for mobile reserve benches on the Groendal sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Safety and Security	Address the noise pollution happening every weekend in the place next to Pick'n Pay in Groendal		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Request for a larger pavilion at Groendal Sports field, as requested ten years ago		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Request for a new soccer field in Groendal area		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Request that the Municipality liaise with the Provincial Department of Education about the upgrading of the field at the back of Groendal School as a soccer field as it is already being used for soccer		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Upgrade La Motte soccer and netball fields		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Planting of more trees at La Motte sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Utilise the unused container that was provided for library services in Groendal 10 years ago, and convert the container to cloakrooms for the La Motte sports ground. The community is willing to help with the upgrade of the container		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Assist the people of Dennegeur with sporting equipment and sporting gear		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Libraries	Build a library at La Motte to enable children to have access to information for research of school projects		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
IDP Open Day	2	Cllr. Wilhelmina Petersen	Property Management	Construct a tarred or paved parking area in front of La Motte Community Hall		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Facilities	Provision of additional tables at the La Motte Community Hall		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Beautification	Installation of bright colourful flowerpots in the streets of La Motte		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Beautification	Erect signage board on the entrance of La Motte, reading “Welkom by La Motte, die mooiste Bosdorp”		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Parks and Open Spaces	Open La Motte Playpark to provide permanent access to the park		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Parks and Open Spaces	Upgrading of the playpark in Skool Street and across the “Plakkerskamp” in Franschhoek		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Area Cleaning	Cleaning of Stiebeul and Bosbou river		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Provision of goal poles for netball courts in La Motte		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Fencing of the netball courts in La Motte		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Recreation and Sport	Installation of lights at the netball courts in La Motte		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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IDP Open Day	1	Cllr. Reginald Pheiffer	Parks and Open Spaces	Permanent access to the toilets of the park in the Circus ground in Franschhoek Town		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Parks and Open Spaces	Installation of more braai spots on the park at the Circus Ground in Franschhoek Town		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Community Development	Provision of accredited training for ECDs operating in informal settlements in the Franschhoek area		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Upgrading of sport grounds in La Motte, specifically the water and electricity		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Fencing of the soccer field on the sport ground in La Motte		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Installation of artificial grass on the sport ground in La Motte		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Installation of soccer pole sleeves on the rugby field in La Motte and Groendal		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Regular cutting of grass on and around the sports grounds in La Motte and Groendal		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Installation of a container to be utilised as cloakrooms on the sports ground in La Motte		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Construction of a swimming pool or water parks in Franschhoek		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Request for clarity as to why tennis courts and bowling club in Franschhoek is run privately		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Construction of sports grounds in Franschhoek		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Establishment of Sports Council in Franschhoek		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Parks and Open Spaces	Construction of a playpark in Mooiwater across the river (higher up)		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Parks and Open Spaces	Construction of a playpark at Fair Donne Estate		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Recreation and Sport	Installation of 50 x 50mm welded mesh fencing at La Motte rugby field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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IDP Open Day	1	Cllr. Reginald Pheiffer	Safety and Security	Closing of the pig cage and the slaughtering of pigs at Lavender Street 11 Mooiwater, Franschhoek next to Dalebutehle High School circle		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Property Management	Repair the leaks on the municipal building behind the Franschhoek Town hall leased to Dirkie Uys Clinic	An investigation will be conducted to determine if the rental contract is in place and will provide feedback to the client	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Facilities	Identification of land to build an ECD in the Franschhoek area	Provided contact information for the Department: Property Management to schedule an appointment to identify the land (ERF) number and who the owner is and what the zoning is	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Property Management	Provision of transfer letter by municipal legal services to 24 Jaftha singel - Erf 1174	A follow-up will be done with the municipal legal service (Mervin Williams)	Directorate: Corporate Services	Section: Legal and Compliance Services	Corporate Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Property Management	Advertise on tender the three church plots in Groendal	After the October council meeting, the council resolution will be amended	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Property Management	Request for the renewal of the permit to stand in Franschhoek streets for fundraising	The request will be provided to the PA of the Director: Corporate Services to contact the resident. The contact details of the director's PA have been provided to the community member to enable him to follow-up on his request	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Property Management	Provision of feedback on the transfer documents of Boonzaaierweg 1 – ERF: FGDAL 1209 that were signed at Franschhoek Municipality in 2016	A follow-up with Section: Contract Management will be done and the municipality will provide feedback to the client	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Property Management	Advertise on tender the 3 Plots in Groendal for churches	After the October Council meeting, the council resolution will be amended	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Property Management	What is the municipality's intention with the Old Youth House at Groendal taxi rank in Beau coup de Leau Street, Mooiwater	A decision must be made whether to put it out to tender to manage it for LED/Community uses or to sell it for such purposes when the decision is made	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Property Management	Request to utilise Myngardt land for community and disaster assistance projects	The land is privately owned. The municipality will engage with the owner to try to get the land back for housing development	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Income and Expenditure	Request the municipality to reduce water rates	The client is advised to apply for Indigent and check their water consumption patterns	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local

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IDP Open Day	1	Cllr. Reginald Pheiffer	Income and Expenditure	Request the municipality to reduce water rates	The client is advised to apply for Indigent and check their water consumption patterns	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Development	Provision of housing development opportunities in La Motte	The municipality is in the process of transferring land from the Department of Public Works in order to provide housing development opportunities in La Motte	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Development	Provision of housing development opportunities in Mooiwater	The municipality is in the process of transferring land from the Department of Public Works in order to provide housing development opportunities in La Motte	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Development	Provision of housing development opportunities for backyard dwellers in Franschhoek	The municipality is in the process of transferring land from the Department of Public Works in order to provide housing development opportunities in La Motte	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	1	Cllr. Reginald Pheiffer	Informal Settlements	Removal of the broken ablution in Mooiwater	The department will investigate the matter and report to infrastructure services	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Informal Settlements	Request new toilets at Mooiwater offices	The department will investigate the matter and report to infrastructure services	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Informal Settlements	Relocation/removal of residents at Langrug dam area	The municipality is in the process of transferring land from the Department of Public Works in order to provide housing development opportunities in La Motte	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Informal Settlements	Request clarity on the five people that were relocated, are they part of the Langrug dam	The five people who were relocated are part of the re-blocking project implemented by CORC and funded by the Western Cape provincial government	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Administration	Request to check if her name appears on the housing demand database	The matter will be referred to the Department: Housing Administration and the resident will be contacted to provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Administration	Request to provide assistance with the housing subsidy application form	The matter will be referred to the Department: Housing Administration, and the resident will be contacted to provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Administration	Request to check if his name appears on the housing demand database	The matter will be referred to the Department: Housing Administration, and the resident will be contacted to provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Development	Provision of housing development opportunities in Franschhoek area	The municipality is in the process of transferring land from the Department of Public Works in order to provide housing development opportunities in La Motte	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Repair the ablution faculties in Langrug	Referred to infrastructure service for assistance	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Secure and lock the reservoir located above the Langrug dam area	Referred to infrastructure service for assistance	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Informal Settlements	Demolish the illegal structures that were erected near the churchyard in Langrug	The municipality must obtain an eviction order from the court of law to start the process of demolishing illegal structures	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Repairing of ablution facilities J Section, I Section and G Section in Langrug	Referred to infrastructure service for assistance	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Installation of ablution facilities G Section in Langrug	Referred to infrastructure service for assistance	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Informal Settlements	Correction of double numbering of the informal structures in Langrug	Informal Settlement will re-number the informal structures in Langrug	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Local Economic Development and Tourism	Provision of information regarding mobile food truck trading near the Old Circus ground	Provided with application documents and guidelines to ensure a clear understanding of the requirements of the application process	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Spatial Planning	Request for a copy of aerial view map of Franschhoek indicating wards and ERF details		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Property Management	What is the municipality's intention with the Old Youth House at Groendal taxi rank in Beau coup de Leau Street, Mooiwater	A decision must be made whether to put it out to tender to manage it for LED/Community uses or to sell it for such purposes when the decision is made.	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Local Economic Development and Tourism	Provision of more information on trading and assistance or resources available for the SMME's such as assistance with business plans and funding	The department is in the process of appointing a training tender once approved, the offered training courses will be communicated	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Agriculture	Provision of assistance with finalising business plan and funding to erect tunnels for hydro phonic farming of crops	The matter will be referred to rural development for assistance	Directorate: PED	Department: Development Planning	Rural Management	Local

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IDP Open Day	1	Cllr. Reginald Pheiffer	Area Cleaning	Provision of more clarity on the rates, role of the signed attendance register and duties and responsibilities of EPWP workers	Referred to Infrastructure Services as the project resort with area cleaning	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Property Management	Provision of clarity on the municipal plans about vacant land near Dalibuhle Primary School	The municipality needs to decide if the land will be readvertised and go out on tender again	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Development	Provision of progress on the development of Erf 412	An item concerning Erf 412 will be submitted before Council	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Administration	Provision of accommodation as applied in 2003	Explained the development in La Motte and that the municipality awaits the transfer of the land from National Department of Public Works	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Administration	Provision of municipal accommodation as applied in 2003	The family was referred to the administrative officer who deals with evictions, Mrs Andrea Lawrence	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Administration	Provision of feedback on the investigation and inspection of house Nr1 Bonzaaier Weg in Franschhoek which was bought from the municipality		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Property Management	Provision of feedback on the investigation and inspection of house Nr1 Bonzaaier Weg in Franschhoek which was bought from the municipality		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Development	Provision of RDP housing development opportunities in Franschhoek	The community member is on the housing waiting list. The matter will be referred to Housing Development	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Administration	Provide an update on the recruitment of field workers to assist with tittle deeds in Franschhoek	The matter will be referred to the Director of PED and the Manager of Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Administration	Provide assistance to draw-up a Will and Testament	The resident was informed that the municipality does not draw up wills for clients and was advised to contact private lawyers, banks, and other institutions that deal with the matter	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Administration	Provide assistance to draw-up a Will and Testament	The resident was advised to draw up her will and testament, and September is the best time to go to Legal Aid or any law firm because she will be assisted for free	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	1	Cllr. Reginald Pheiffer	Housing Administration	Request municipal intervention to address the abuse the client encounter from her daughter	The client was advised to take the matter to court and file a court interdict against her daughter	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Development	Provision of GAP housing development opportunities or plots in La Motte	The municipality is in the process of transferring land from the Department of Public Works in order to provide housing development opportunities in La Motte	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Development	Provision of GAP housing development opportunities or plots in La Motte	The matter will be referred to the Department: Housing Administration for the provision of more information about Flips and Social Housing	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	2	Cllr. Wilhelmina Petersen	Property Management	Provision of space or a plot to erect a Wendy House	The municipality currently does not have vacant space to put up one Wendy House. However, the resident was advised to consult with the Head: Contract Management to inquire about plots available to buy	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Housing Development	Provision of GAP housing development opportunities or plots in La Motte	The municipality is in the process of transferring land from the Department of Public Works in order to provide housing development opportunities in La Motte	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	1	Cllr. Reginald Pheiffer	Land Use Management and Building	Provide guidance to extend the existing dwelling	The department will assist with checking the existing plans in order to provide proper guidance	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Spatial Planning	Address the proliferation of short term rental (Airbnb) in the Zoning Scheme Bylaw	To be discussed and addressed as part of the current Zoning Scheme Bylaw review process	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Spatial Planning	Address the formula Restaurant (Fast Food) in the Zoning Scheme Bylaw that may erode the character of the town	To be discussed and addressed as part of the current Zoning Scheme Bylaw review process	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Repairing of river paths and bridges in Franschhoek	The department is planning to appoint a consultant to address the urgent safety needs of people wanting to cross the river	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Implementation of pedestrian safety measures at Belle Flower Street/ Orchid Streets in Bangladesh Informal Settlement	The department is planning to appoint a consultant to address the urgent safety needs of people wanting to cross the river	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Maintenance of roadway and side drain in R45 in Franschhoek	The matter will be forwarded to the Provincial Roads Department	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Maintenance of uneven water flow in river in Franschhoek area	The department will carry out work when conditions are drier (in the river)	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Repairing and maintenance of roads in Langrug	The department will carry out maintenance work on Langrug roads when conditions improve	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Address the matter of water over the road on Helshoogte Pass	The issue of water over the road (Helshoogte) will be forwarded to the Provincial Government	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Road marking of speedhump in Groendal Main Road	The department will roll-out road-marking programme as soon as the weather allows	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Repairing of potholes in Groendal Main Road	The department will assess funding and priorities	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Cleaning of channels/ road channels, gutters	The department will set up a programme to clean channels	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Cleaning of river channels eroding next to Congregation Church Building	The department will assess property ownership of the River Channel	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Construction of parking at the 78 erven near the school		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	1	Cllr. Reginald Pheiffer	Water Services	Repairing of the regular sewer overflows/spills at the 78 erven near the school	The department (Section: Sewer Network) will investigate the sewer spills with either a change to the infrastructure or with regular preventative maintenance on the sewer lines	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Installation of water and ablution facilities for the illegal occupants next to Williams Street 5	The municipality informed the client that this request would be transferred to the Department: Informal Settlements. The client was also informed that the most likely outcome would be that these families must move to more suitable land for the delivery of services	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Installation of water management devices in Franschhoek area		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Reduce water cuts and high bills in Franschhoek area	The councillor was informed that each case must be investigated individually and that individuals with concerns or complaints must visit the Department: Financial Services	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Provision for standard monthly water billing in Franschhoek area		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local

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Community Needs and Deliverables					Directorate Information				
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IDP Open Day	2	Cllr. Wilhelmina Petersen	Water Services	Maintenance and repair toilets in Langrug in E Section	The client was informed that the Department: Water Services will investigate and ensure the service provider is performing the maintenance regularly. If damage is excessive and regular, an engagement with the community will be held to guide the community to take better care of their asset	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Provision of a small office building in front of Wemmershoek Community Hall for the Neighbourhood Watch (NHW) to operate	The request will be referred to the Provincial Department of Public Works for review	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Safety and Security	Deployment of law enforcement officers to patrol the open Erf next to 51 Swart Street in Kylemore to stop the illegal dumping		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Safety and Security	Installation of a new CCTV cameras at the new park in Kylemore		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Safety and Security	Provision of office space for Neighbourhood Watch (NHW) in Kylemore	The matter will be discussed at the Stellenbosch Safety Partnership (SSP) operational discussion meeting for future planning	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Safety and Security	Deployment of law enforcement officers and police to patrol Skool Street 11 in Kylemore, especially during weekends	The matter will be discussed at the Stellenbosch Safety Partnership (SSP) operational discussion meeting for future planning	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Deployment of law enforcement officers to patrol at Willeklawer Park		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Deployment of law enforcement officers to patrol the corner of the shop at Vygie Street		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Increase law enforcement visibility in Lanquedoc at night		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Deployment of law enforcement to monitor drunk and driving at Mapiza Tavern in Lanquedoc		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Monitoring of operating hours or closing time of Mapiza and Willey's Place (White House) in Lanquedoc	Operation hours of taverns are monitored by SAPS and the Western Cape Liquor Authority	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Safety and Security	Installation of traffic lights at the intersection of Helshoogte Rd and entrance to Kylemore		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Monitoring of operating hours or closing time of Mapiza and Willey's Place (White House) in Lanquedoc	Operation hours of taverns are monitored by SAPS and the Western Cape Liquor Authority	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Spatial Planning	Investigate the zoning of the Spaza shops in Lanquedoc		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Close down the illegal taverns in Lanquedoc	SAPS has to intervene to address serious crime matters	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Request for assistance in establishing of neighbourhood watch in Meerlust or Bosbou		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Addressing the complaints of loud music in the mornings in Meerlust and Bosbou	The control room WhatsApp number was provided to report the load music complaint	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Increase visibility of law enforcement in Lanquedoc		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Safety and Security	Addressing the illegal drug abuse in Lanquedoc		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Safety and Security	Deployment of law enforcement in Aaron Street, Kylemore to address the drug addict person wondering around	The control room WhatsApp number was provided to report the complaint	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Community Development	Provision of land for an ECD in Meerlust Bosbou	There is no municipal property in Meerlust. The land belongs to the National Department of Public Works. Provided community member with contact details for the person at Public Works whom she can reach out to relay her inquiry. Informed that her matter will be referred to Mrs F Mayembana to have a discussion within the community on what it requires to develop ECD services with existing resources (parents, one existing ECD). Mrs F Mayembana to contact Ms Plaatjies	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Property Management	Provision of land for an ECD in Meerlust Bosbou	There is no municipal property in Meerlust. The land belongs to the National Department of Public Works. Provided community member with contact details for the person at Public Works whom she can reach out to relay her enquiry	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local

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IDP Open Day	3	Cllr. Charles Manuel	Community Development	Provision of accommodation for the Lanquedoc Helping Hands NPO in order to continue serving the community in Lanquedoc	Accommodation for NPO: Referred to Mr A Gabriels to follow up with the sports board. Helping Hands must WhatsApp a copy of the agreement to Mr Gabriels. Mr Gabriels indicated that the SSRA is aware of the situation and is in the process of investigation. Mr Gabriels will refer and provide the agreement to the SSRA	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Community Development	Provision of funding to the Lanquedoc Helping Hands NPO	Access to funding: GiA was explained to the representatives of the organisation. They were advised to respond to the Call for Proposals which will be advertised in October 2023	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Construction of a netball court in the Lanquedoc area next to the Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Construction of ablution facilities at the Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Parks and Open Spaces	Stop residents from using Lanquedoc playpark as a netball practice field		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	3	Cllr. Charles Manuel	Parks and Open Spaces	Provide clarity on the removal of the existing playpark to install a new playpark on an open space in Lanquedoc		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Construction of a sports field instead of more playparks in Lanquedoc		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	3	Cllr. Charles Manuel	Communications	Request the Speaker to address submitted complaints about the ward councillor for ward 3		Directorate: Corporate Services	Section: Councillor's Support	Corporate Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Parks and Open Spaces	Cutting of grass and the maintenance of the Wemmershoek main entrance		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Repairing of clubhouse and installation of ablution facilities at Wemmershoek Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of fencing at Wemmershoek Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of brighter lighting on the Wemmershoek Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Installation of brighter lighting on the on the Kylemore and Pniël Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Replacement of poles at Pniël Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Maintenance of Die Werf area		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Maintenance of cricket seats and stores in a closed room/area in Kylemore and Pniël Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Netting of power supply point at the cricket field in Kylemore and Pniël		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Installation of gates and outside taps at Kylemore Pavilion		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Painting of walls at Kylemore Pavilion		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Repairing of electrical cables in the Kylemore clubhouse		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Maintenance of Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of fencing at Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of fencing at Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of field lights at Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of safety gates at Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Repairing of doors at the clubhouse at Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of a turf at Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of a turf at Wemmershoek Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of mobile toilets for games at the Wemmershoek Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Repairing of the Wemmershoek clubhouse		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Repairing of boreholes on the Wemmershoek and Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of a fence at the Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Parks and Open Spaces	Installation of fence at Daffodil Street playpark in Kylemore		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	4	Cllr. Ralphton Adams	Safety and Security	Installation of CCTV cameras in Blarney Street in Kylemore		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of a fence in the water ditch in Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Construction of a swimming pool in Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Construction of a netball court in Lanquedoc		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of a fence in Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Maintenance of a clubhouse on Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Installation of a turf on Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Recreation and Sport	Maintenance of Lanquedoc Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Upgrading of lamp pole in Pniël Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Upgrading and repairing of lights at the Pniël Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Replacement of the antenna at the Pniël Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Construction of more changing rooms, shower rooms, and store rooms in Kylemore and Pniël Sportsgrounds		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Installation of a PayPoint at the entrance of Pniel sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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IDP Open Day	4	Cllr. Ralphton Adams	Recreation and Sport	Maintaining the entrance to Pniël Sportsgrounds		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Closing of the exposed water pipe at 237 Lelie Street, Lanquedoc	The matter regarding the closing of the exposed water pipes was submitted to engineering.services@stellenbosch.gov.za (Engineering Department) for handling on Wednesday, 13 September 2023	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Income and Expenditure	Provision of clarity on the processes to apply for the indigent rebate	The client was provided with information on the indigent application process and a leaflet with more information on the requirements of the applications. It is indicated that someone else can apply on her behalf if they explain to the indigent staff the situation of the elderly owner. Also informed client that the indigent office can arrange a house visit should the owner not be able to come to the indigent offices themselves due to age or illness	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Housing Administration	Conduct information sessions or workshops on the costs involved in transferring a property from one family member to another in the Lanquedoc area		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	4	Cllr. Ralphton Adams	Income and Expenditure	Provision of an update on the application for an indigent rebate	The request was checked on the billing system and confirmed to the client that he is on the approved indigent register and is receiving the indigent rebate monthly on his account	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Income and Expenditure	Provision of indigent or free electricity units during the monthly purchase of prepaid electricity for Japonica 14, Kylemore	The Indigent office will investigate the matter and contact the client to inform her of their findings. The contact details of the client were also provided to the Indigent office on Wednesday, 13 September 2023	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Income and Expenditure	Provision of payment assistance to the overdue account of an indigent client at 12 Japonica Street, Kylemore	The Indigent office will contact the client regarding her arrears account. The contact details of the client were also provided to the Indigent office on Wednesday, 13 September 2024	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local

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IDP Open Day	4	Cllr. Ralphton Adams	Income and Expenditure	Provision of alternate water scale tariffs for the three families staying at 40 Skool Street, Kylemore	The client was provided with an email address to communicate his living situation in writing to the Department: Revenue for consideration on the change of water tariffs. The client was also informed that those erven with more than 1 residential unit may be charged for water on the domestic water minimum tariff. The tariff allows for the monthly water consumption to be divided by the total number of household units on the property	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Income and Expenditure	Provide clarity on the processes to apply for the indigent rebate for 3 Protea Street, Wemmershoek	The client was informed that since their household's financial situation has changed, they can apply for the indigent rebate. The client was also provided with a leaflet with more information on the requirements for the indigent rebate and the documents to be submitted with the application for the rebate	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Income and Expenditure	Provide clarity on the processes to change a surname on an account at 3 Protea Street, Wemmershoek	The client was provided with the inquiry desk's email address and contact number to email a copy of her new ID document to change her surname on her municipal account	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Income and Expenditure	Make arrangements for payment of the indigent rebate beneficiary account that is currently in arrears	The client was informed that she could make the arrangement with the Indigent office on behalf of her mother. The client must inform the Indigent office of the reason why her mother cannot make the arrangement herself. As soon as the arrangement is finalised, any further arrears will be communicated to the client	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Electrical Services	Provision of feedback on the pole in the yard and pressing against the vibracate, Eskom reference number: 419674521	The department will escalate the issue to Eskom through their customer escalating and correspond the feedback to the client	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Electrical Services	Fixing of service connection problem at 11 Petunia Street in Kylemore	Request the client to log the fault with Eskom to produce a reference number in this regard to serve the connection	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local

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IDP Open Day	3	Cllr. Charles Manuel	Electrical Services	Provision of feedback on the repairing of streetlights at Main Road, Bergsig Street, Wildeklawer, Briessie Street, Akkerlaan, Vygie, Olyf, Langelier, dark spot, Club House (Vierpyl), Lelie Street corner of Lelie and Vierpyl in Lanquedoc and reference No: Es – 0000 19651		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Electrical Services	Repairing of streetlights on Olief Street, Wilde Klawer, Suikerbos, Warde Street in Lanquedoc	The client was asked to report the issue to the WhatsApp group	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Electrical Services	Supply of electronic connection points in Lanquedoc area	The municipality is not able to supply connection points on the Eskom infrastructure. Request that the community, in the event of new developments, insist on being supplied by Stellenbosch Municipality	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Electrical Services	Removal of the electrical pole in front of the driveway at 14 Brook Street Kylemore at no charge	The department will escalate the issue to the Eskom customer service executive to relocate the pole at no charge	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Repairing of potholes in Lelie Street in Lanquedoc	The client complaint was added to the Stellenbosch Customer Care Portal with the reference number RD_000020130	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Cleaning of drain and stormwater channel flows in the yard at Erika Laan next to house nr 27 in Lanquedoc	The client complaint was added to the Stellenbosch Customer Care Portal with the reference number RD_000020132	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Electrical Services	Repairing of streetlights on Aandblom Street in Lanquedoc	The client complaint was added to the Stellenbosch Customer Care Portal with the reference number ES_000020134	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Removal or relocation of the sewer connection that goes to 509 Olyf Street, Languedoc and 510 Olyf Street in Lanquedoc	The complaint will be sent to the building inspector	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Electrical Services	Repairing and maintenance of streetlights in Lanquedoc and Wemmershoek	The client complaint was added to the Stellenbosch Customer Care Portal with the reference number ES_000020136	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Area Cleaning	Cutting of grass at the entrance of the main road in Lanquedoc		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Installation of water and sanitation facilities in the new informal settlement called COVID in Lanquedoc		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local

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IDP Open Day	3	Cllr. Charles Manuel	Informal Settlements	Installation of water and sanitation facilities in the new informal settlement called COVID in Lanquedoc		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Removal of sewer pipes on erf 597 Vuurpyl Street, Lanquedoc	The Section: Sewer Network will investigate to see if there is an easy solution by moving the manhole on Mr Arnold's premises	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Water Services	Relocation of sewage pumping station from Pniël residential area	The department appointed a contractor to make changes at the Pniel pump station. The department trusts that the changes will bring positives. There is planning for a new pumping station, but the current location has not yet been determined	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Property Management	Provision of information on what is happening to the land belonging to Boschendal Trust in Lanquedoc		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Cemeteries	Provision of feedback on the expansion of Pniël cemetery		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	4	Cllr. Ralphton Adams	Roads, Transport and Stormwater	Construction of gabion embankment to stabilize stormwater damage to Erf 22 East End single dwelling in Pniël	Department: Roads, Transport and Stormwater will investigate stormwater damage	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Installation water and sanitation facilities in the new informal settlement called COVID in Lanquedoc		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Informal Settlements	Installation water and sanitation facilities in the new informal settlement called COVID in Lanquedoc		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Repairing of the manhole by 3 Leeubekkie Street in Wemmershoek	The sewer network section will be informed to investigate and propose the necessary repairs or fixes if needed	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Water Services	Provision of information why septic tanks was placed on Erf 2, Skool street 2 in Kylemore	The Section: Sewer Network will investigate why the septic tank was placed on Erf 2	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Roads, Transport and Stormwater	Inspection of the run-off and catchment structure in Blaney Street	Department: RTS to inspect the run-off and catchment structure in Blaney street	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Removal of the sewer connection of 4 Leeubekkie Street, Wemmershoek to the manhole in the road	The Section: Sewer Network to determine if this is a mid-block system and what the feasibility is of moving the specific manhole	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local

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Community Needs and Deliverables					Directorate Information				
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IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Construction of a formal pedestrian path from School Street along the western side of the Sawmill in the direction of the R301, and along the R301 to the Wemmershoek Primary School	The request will be investigated by the Manager: Transport Planning	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Construction of a pedestrian path from Wemmershoek to the bus shelter along the R45 in Wemmershoek	Pedestrian path requests will be investigated by the Manager: Transport Planning	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Maintenance of the stormwater system in Protea Street in Wemmershoek		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Installation of a mirror is requested in the sharp bend of Protea Street in Wemmershoek	The request for a mirror will be investigated by the Manager: Traffic Engineering	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Repairing and maintenance of the bridge to Lanquedoc		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Maintenance of the stormwater system in Vuurpyl Street in Lanquedoc	Stormwater and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Construction of a formal scholar pathway from Lanquedoc to the nearby schools and public transport close to the R310	The request will investigated by the Manager: Transport Planning	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Making Vygie Street in Lanquedoc wider or considering a one-way traffic flow system		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Maintenance of the stormwater manhole in Kerk Street in Lanquedoc	Stormwater and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Maintenance of stormwater systems in Bergsig- and Lelie Street in Lanquedoc	Stormwater and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Maintenance of the open stormwater channel along Disa- and Erika road in Lanquedoc	Stormwater and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Cleaning of the stormwater systems along 15, 16, 18 Main Rd in Lanquedoc	Stormwater and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Relocation of the stormwater low-point by Johnny Johannes in Lanquedoc	Stormwater and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Investigate to provide solutions to keep the Lanquedoc Bridge operational		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	3	Cllr. Charles Manuel	Electrical Services	Maintenance of streetlights along the Main Road in Lanquedoc		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Electrical Services	Installation of streetlights in Erika Street, Olyf Street, Aandblom Street and Akker Street in Lanquedoc		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Maintenance of the stormwater system in Skool Street in Wemmershoek	Stormwater concerns and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Installation of advance turn-off signage for Wemmershoek and Meerlust on the R45 and R301		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Provincial
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Installation of a T-junction chevron signage where R45 and R302 access roads in Wemmershoek and Meerlust connect to the provincial roads		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Provincial
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Repainting of street names in Lanquedoc and Wemmershoek	Street name repaint issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Utilisation of quality materials or methods for potholes repairs in Lanquedoc and Wemmershoek	Pothole repair concerns will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Electrical Services	Relocation of ESKOM electricity poles from the erf adjacent to the road in Wemmershoek	The client was informed to submit concerns directly to ESKOM and request a reference number – once the number has been obtained, the municipality can assist by enquiring with ESKOM about the proposed solutions for the concerns	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Provincial
IDP Open Day	4	Cllr. Ralphton Adams	Roads, Transport and Stormwater	Painting of a centreline in Swart Street in Kylemore	Requests for speedhumps and the painting of the centerline will be investigated by the Manager Traffic Engineering	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Roads, Transport and Stormwater	Construction of speedbumps in Blarney Street and Skool Street in Kylemore	Requests for speedhumps and the painting of the centerline will be investigated by the Manager Traffic Engineering	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Roads, Transport and Stormwater	Construction of paved sidewalks in Kylemore	The request will be investigated by the Manager: Transport Planning	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Reopening of the stormwater channels and installation of subsurface drainage in Erika Street in Lanquedoc	Stormwater concerns and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Maintenance of the stormwater systems in Lanquedoc	Stormwater concerns and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Maintenance of the stormwater systems in Wemmershoek	Stormwater concerns and subsurface water issues will be investigated by the Manager: Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Repairing of sewer at the Y-junction on properties in Wemmershoek		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Roads, Transport and Stormwater	Provide an update on the reported stormwater flooding problems at 22 East End Crescent in Pniël	Stormwater problems will be referred to the Manager: Roads and Stormwater for investigation	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	3	Cllr. Charles Manuel	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with a housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	4	Cllr. Ralphton Adams	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with a housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	4	Cllr. Ralphton Adams	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with a housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	3	Cllr. Charles Manuel	Housing Administration	Provide housing waiting list application information for Drakenstein Municipality residents currently on the waiting list	The client was advised to wait for the finalisation of the divorce before applying for housing on the Stellenbosch Municipal Housing Demand Database	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	3	Cllr. Charles Manuel	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with an housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	4	Cllr. Ralphton Adams	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with a housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	4	Cllr. Ralphton Adams	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with a housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	3	Cllr. Charles Manuel	Housing Administration	Assistance is requested with a title deed for 237 Lelie Street in Lanquedoc	The client was informed that the matter would be investigated and provided feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	4	Cllr. Ralphton Adams	Housing Administration	Provide information on the processes to follow for the transfer of property to children after receiving the title deed from the municipality	The client was advised that the property is private, therefore, the responsibility of appointing attorneys to transfer the property lies with the owner	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	3	Cllr. Charles Manuel	Water Services	Provide clarity on who is responsible to fix damaged waterpipes on a property		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	4	Cllr. Ralphton Adams	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with an housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Safety and Security	Installation of CCTV cameras on the R44 Road between the Pink Flats and Welgevonden traffic lights in Ida's Valley		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Safety and Security	Provision of training and support for the Neighbourhood (NHW) in Ida's Valley		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Safety and Security	Provide information about the CCTV Cameras Masterplan	The client was provided with information about the functions of the CCTV Camera Masterplan	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Safety and Security	Deployment of more security guards or the improvement of security at the Ida's Valley Sportsground	The client was advised to report any security matter to the control room for the incidents to be logged and submitted to the relevant official	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Safety and Security	Closing of the channels on the open space behind Hillside Village in Ida's Valley		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Safety and Security	Provide a schedule of deployed law enforcement to patrol in Ida's Valley	Residents must provide correct details to the control room when submitting complaints in order for law enforcement or traffic officers to respond appropriately	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Safety and Security	Address the noise pollution at Rustenburg Garage in Ida's Valley on paydays	Residents must provide correct details to the control room when submitting complaints in order for law enforcement or traffic officers to respond appropriately	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Safety and Security	Installation of CCTV cameras in the vicinity of Speelkring Park in Ida's Valley	Residents must make use of the control room WhatsApp complaint line to report by-law transgressions. All other major crime-related incidents must be brought to the attention of the South African Police Services	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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IDP Open Day	5	Cllr. Roy Van Rooyen	Safety and Security	Provide information on the procedures to follow to access CCTV footage	An assessment must be done to determine the best possible location for the cameras to be installed	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Safety and Security	Provision of feedback of stolen vehicles in Ida's Valley	Residents must make use of the control room WhatsApp complaint line to report by-law transgressions. All other major crime-related incidents must be brought to the attention of the South African Police Services	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Installation of lights at Ida's Valley sport field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Installation of lights at the Ida's valley Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Repairing and maintenance of the rugby clubhouse in Ida's valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Provision of processes to apply for use of the Ida's Valley Sports field to practice		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Provision of feedback on the Celtic United Soccer Club application to practice on Ida's Valley Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Intervention required of Department: Sport on the continuous rejection of Celtic United Soccer Club application to practice on Ida's Valley Sports field by Sport Council		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Installation of lights at Ida's Valley Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Installation of lights at Ida's Valley soccer field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Repairing and maintenance of the rugby clubhouse in Ida's valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Construction of a medical room and changing room on the Ida's Valley Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Utilisation of the BMX track for sporting activities in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Repairing of sewer pipes and sanitation facilities at the netball or soccer field in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Inspection and repairing of the tank at the Tennis or Hockey field in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Repairing of the entrance at Ida's Valley Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Utilisation of the BMX track for sporting activities in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Provision of feedback regarding the condemned rugby clubhouse in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Recreation and Sport	Upgrading of lights at the Ida's Valley Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Environmental Management	Pruning of trees on the play park in Packham Street		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Parks and Open Spaces	Installation of swings at the playpark in Packham Street		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Environmental Management	Repairing of roots of trees in 31 Luckhoff Street, Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Parks and Open Spaces	Cutting of grass at Speelkring park on both sides in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Parks and Open Spaces	Replanting of x4 bollards and trenches in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Parks and Open Spaces	Removal of benches at Speelkring park in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Environmental Management	Pruning of trees at Luckhoff Street in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Environmental Management	Pruning of trees on electric wires at 54 Karin Street in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Environmental Management	Pruning of trees at Botmaskop in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Community Development	Provision of a container for literacy classes at Hillside Village in Ida's Valley	The resident was informed about the GiA application process to access funding through which the organisation can procure their own container, provided that permission is granted to erect a container on municipal land	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Facilities	Identification of municipal land at Merton Street in Ida's Valley to erect a container for literacy class facilities		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local

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IDP Open Day	6	Cllr. Nateshia Mcombring	Community Development	Provision of information about GiA application cycle and unsuccessful application of the previous financial year	The client was informed about the GiA application process and confirmed the dates of the compulsory clarification meetings and the requirements to RSVP. The Section: Community Development arranged an appointment to see the client on 20 September 2023 to go through the previous application	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Local Economic Development and Tourism	Preservation of public sidewalks at the outdoor dining areas in Stellenbosch	The municipality is busy addressing restaurants to leave 1.5 metres open for people to walk	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Spatial Planning	Provide clarity why Jonkershoek is part of Ward 5		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Facilities	identification of land in Hillside Village to erect a container for Day Care Facility	The client was informed to arrange an appointment with Section: Contract Management so that land can be identified for an application to rent	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Income and Expenditure	Checking of pension rebate for 23 Moses Street in Ida's Valley		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Income and Expenditure	Checking the payment not reflecting on the Account No: 20290007		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Income and Expenditure	Calculation of prepaid electricity for the account Number 10948596		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Income and Expenditure	Fixing of high rates levy, rebate and BUS tariff on the account (374610014)	Section: Rates will setup a meeting with Mr Gordon	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Income and Expenditure	Provision of information about Rates Rebate for NPO	Section: Rates to contact Monique Timmie	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Income and Expenditure	Provision of information about qualifying criteria for BUS Tariff	Section: Rates to contact Monique Timmie	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Income and Expenditure	Provision of application form to convert to Prepaid electricity	Ms M Koegelenberg to send the application form (Prepaid)	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Repairing of streetlights in Rustenburg to Lelie Street, corner of Lelie and Bloekom Street in Ida's Valley		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Repairing of streetlights at R44, corner of Louw Street in Ida's Valley	The department: Electrical Services is busy with the repairs of cables on R44 streetlights and the corner of Louw Street	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Repairing of lights at Nietvoorbij Sportsground Nietvoorbij		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local

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Community Needs and Deliverables					Directorate Information				
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IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Investigation of prepaid meter options to supply Nietvoorbij Sports field with own lighting infrastructure		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Investigation and installation of a Clearview fence in front of the school and in front of Protea Street at Madrasa in Ida's Valley		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Safety and Security	Installation of CCTV cameras near Sonneblom and Ou Helshoogte play parks in Ida's Valley		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Investigation of disappearance of units during load-shedding for meter number 1516008606 at 20 Botmanskop Road		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Waste Management	Provide assistance to remove excess garden refuse that cannot be removed in a wheelie bin in Ida's Valley		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Waste Management	Address the problem of waste pickers in Ida's Valley		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Waste Management	Provision of recycling drop off point in Ida's Valley	The municipality will investigate the feasibility of establishing a dedicated recycling waste drop-off site at Ida's Valley	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Waste Management	Facilitation of awareness campaigns on waste management workshop in Ida's Valley		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Waste Management	Identify a recycling drop-off point in Ida's Valley	The municipality will investigate the feasibility of establishing a dedicated recycling waste drop-off site at Ida's Valley	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Waste Management	Provide assistance to Boland College with green compost bins and initiate a waste awareness program	The municipality will look at creating an awareness forum with all tertiary institutions in the CBD	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Repairing of potholes and at the entrance of Simonswyk Spar in Ida's Valley		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Installation of a traffic mirror for incoming traffic by Rustenburg flats in Ida's Valley		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Repairing and maintenance of streetlights at the corner of Rustenburg and Leliec Streets (direction)		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local

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IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Repairing and maintenance of streetlights at the corner of Lelie and Bloekomlaan Streets (towards Lindley)		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Provide feedback about the repairing vandalised streetlights at AF Louw and R44		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Safety and Security	Installation of safety camera at Old Helshoogte Road beside Speelkring towards Lindley Street in Ida's Valley		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Safety and Security	Deployment of law enforcement to handle emergency complaints during weekends in Ida's Valley		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Water Services	Installation of smart meter at 58 Davy Street in Ida's Valley		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Water Services	Repairing of water leak issue (IKAPA) at 14 Gorridon Street in Ida's Valley		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Safety and Security	Removal of the loose pitbull dog at 22 Botmanskop		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Electrical Services	Availability of standby personnel to switch on the power after load-shedding at Botmanskop		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Parks and Open Spaces	Fencing and installation of gates at Mccoy and Hillside Village open spaces in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Repairing of potholes at Murray Street (50M before the stop sign) in Ida's Valley		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Historic Buildings	Provision of information on processes to follow to declare the historic houses at Kahler Street as historical monuments and get funding in Ida's Valley		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Roads, Transport and Stormwater	Repairing of the sinkhole forming in the road at Maroela Crescent in Ida's Valley		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Water Services	Provision of access to grey water or lie water to start a community vegetable garden in Ida's Valley	A community member was advised to apply for permission to sink a borehole. With regards to the liewater community member must confirm that his title deed does indicate that he is entitled to liewater	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Re-sealing of roads at Bekker Street and Sonnebloem Street in Ida's Valley	The Department Roads, Transport and Stormwater will conduct a visual inspection to assess the condition of surface Roads	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	5	Cllr. Roy Van Rooyen	Roads, Transport and Stormwater	Cleaning of drains to address stormwater runoff from flooding properties in Ida's Valley	The Department: Roads, Transport and Stormwater will conduct a visual inspection to assess the current conditions	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Construction of a pedestrian crossing on R44 next to Welgevonden Spar	The Department: Roads, Transport and Stormwater will conduct an investigation	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Construction of pedestrian crossing on Helshoogte Road at Blue Play court	The Department: Roads, Transport and Stormwater will conduct an investigation	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Area Cleaning	Cutting of grass next to Trinity Methodist Church in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Roads, Transport and Stormwater	Construction of a parking area on the road at 3 Stinkhout, The Ridge in Ida's Valley	The Department: Roads, Transport, and Stormwater will conduct a visual inspection to assess the feasibility	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Roads, Transport and Stormwater	Construction of a parking area on the road at 75 Maroela Cresent, The Ridge in Ida's Valley	The Department: Roads, Transport, and Stormwater will conduct a visual inspection to assess the feasibility	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Installation of traffic lights at the corner of Kromme Rhee Road and R44	The matter will be referred to the Provincial Government	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Installation of traffic lights at the corner of Knorhoek Road and R45	The matter will be referred to the Provincial Government	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Local Economic Development and Tourism	Utilisation of the Ida's Valley Informal Trading Hub during the raining season	The client was provided with a copy of the advertisement to call for proposals from interested parties to conclude a lease agreement with Stellenbosch Municipality for the management and improvement of Ida's Valley Informal Trading Hub	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Local Economic Development and Tourism	Utilisation of Ida's Valley Informal Trading Hub for after-school classes, satellite police station, and church bazaars	The client was provided with a copy of the advertisement to call for proposals from interested parties to conclude a lease agreement with Stellenbosch Municipality for the management and improvement of Ida's Valley Informal Trading Hub	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Informal Settlements	Provide assistance regarding eviction procedures		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Housing Development	Provision of information regarding RDP / GAP housing projects for the Ida's Valley area		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	6	Cllr. Nateshia Mcombring	Housing Construction	Provide information regarding RDP / GAP housing projects for the Ida's Valley area		Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local

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IDP Open Day	5	Cllr. Roy Van Rooyen	Informal Settlements	Provide assistance regarding eviction procedures		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Informal Settlements	Provide assistance regarding eviction procedures		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Development	Provision of RDP housing development opportunities in the Ida's Valley area		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with a housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Housing Administration	Provide assistance with the housing subsidy application form	Explained the qualifying criteria and provided the client with a housing application form and information on documents to be submitted with the form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Informal Settlements	Provide assistance with the housing subsidy application form		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Land Use Management and Building	Provide guidance on the processes to finalise and submit a building plan for a house	The Department: Development Management will arrange for a meeting to go through the records and advise the client of the process that needs to be followed	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Land Use Management and Building	Provide an updated status on the application that was submitted by the Architect	The Department: Development Management will arrange for a meeting to go through the records and advise the client of the process that needs to be followed	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Land Use Management and Building	Holding owners responsible for maintaining the premises and preventing access to the premises which may lead to unsolicited activities		Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Parks and Open Spaces	Rehabilitation of the hole at the corner of Erasmus Smit or Sonnebloem Streets for safety and visual aspects of the entire on the environment		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Historic Buildings	Identification of the "Red House" at Kahler Street Property in Ida's Valley as a Heritage building		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local

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IDP Open Day	6	Cllr. Nateshia Mcombring	Historic Buildings	Investigation of the heritage status of the "Red House" at Kahler Street Property in Ida's Valley		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Housing Development	Provision of information if the housing project at Botmanskop Road a municipal project	The housing project at Botmanskop Road is a private project, and it was approved in 2006	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Development	Provision of housing development opportunities in Ida's Valley for elderly people staying at House Noah old age home		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Development	Provision of housing development opportunities in Ida's Valley		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Administration	Provide information on the duration of being on housing waiting list	The Section: Housing Administration will check the status of the client on the waiting list and provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Housing Development	Provide housing development opportunities in Ida's Valley		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	6	Cllr. Nateshia Mcombring	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with a housing waiting list application form, and the procedures were explained to the client	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Administration	Ensure the fair allocation of RDP houses in Ida's Valley	The client was advised to visit the Department: Integrated Human Settlement for further discussion	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	6	Cllr. Nateshia Mcombring	Housing Administration	Facilitation of Consumer Education on Social Housing in Ida's Valley		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Administration	Provide information on the duration of being on housing waiting list	The Section: Housing Administration will check the status of the client on the waiting list and provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Development	Provision of housing development opportunities in Ida's Valley		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	5	Cllr. Roy Van Rooyen	Informal Settlements	Provision of accommodation as the municipality evicted the family in at 49 Davy Street in Ida's Valley	The Department: Integrated Human Settlement will investigate and provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Development	Provide information of the next housing development project in Ida's Valley	There is no housing development project in Ida's Valley for the next 20 Years. The next housing development projects are Northern Extension (next to Kayamandi) and Jamestown, which are in the process of waiting on approval. The housing development project in Jamestown consists of service sites, Gap housing, and RDP housing housing	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial

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IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Development	Provide information of the next housing development project in Jonkershoek	Jonkershoek is a nature reserve, it was never a residential area. The municipality is investigating ways to assist the residents of Jonkershoek	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	5	Cllr. Roy Van Rooyen	Housing Administration	Provide information on how the Flisp subsidy works	The client was provided with information about the Flip subsidy	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Community Development	Provision of alternative accommodation for the homeless people occupying by Agricultural Hall at Die Laan		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Community Development	Rehabilitation for the homeless people in Stellenbosch area	Law Enforcement reacts to complaints and removes homeless people, but different factors play a role, should the work go by legislation. Make use of Let's Fix It for other types of complaints/problems	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Monitoring of bad driving of taxis in Stellenbosch CBD		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Issuing of tickets for vehicles committing same offenses in Stellenbosch CBD		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Issuing of tickets for vehicles on the red line in Stellenbosch CBD		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Implementation of zero tolerance of bad driving in Stellenbosch CBD		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Community Development	Provision of alternative accommodation for the homeless people occupying the corner of Bird Street and Merriman Laan		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Community Development	Rehabilitation for the homeless people occupying the corner of Bird Street and Merriman Laan		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Water Services	Erecting of public toilets in the Stellenbosch CBD to aid homeless people		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Waste Management	Implementation of a "Trolley by-law" in terms of recycling, to hold homeless people accountable for the rubbish they leave lying around when sorting recyclable material		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local

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IDP Open Day	23	Cllr. Lwando Nkamisa	Waste Management	Implementation of a system to force businesses to take ownership and accountability for their trolleys and the control thereof		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Safety and Security	Implementation of a "Trolley by-law" in terms of recycling, to hold homeless people accountable for the rubbish they leave lying around when sorting recyclable material		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Safety and Security	Installation of CCTV Cameras in ward 11		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Safety and Security	Monitoring of cameras in ward 11		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Safety and Security	Increased capacity of the Control Room		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Electrical Services	Repairing and maintenance of streetlights in ward 11	Infrastructure vandalism is an ongoing problem, which we unfortunately don't have a solution for. A more collaborative approach between communities and municipalities to safeguard the infrastructure, not only streetlights. The problem is becoming more prevalent with loadshedding.	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Safety and Security	Provision of feedback on the case cameras that are working in ward 11		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Safety and Security	Provision of feedback on the upgrading of the camera software in ward 11		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Safety and Security	Provide an update on the MOU with Remgro		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Safety and Security	Deployment of law enforcement to remove homeless people around the business premises in the Stellenbosch area	The Section: Community Development must liaise with Law Enforcement to find a permanent solution	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Safety and Security	Increased visibility of law enforcement to monitor alcohol and drug abuse at the parking area at Oude Libertas and Bergzicht Training centre area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Community Development	Provision of alternative accommodation for homeless people in Stellenbosch area	The Section: Community Development must liaise with Law Enforcement to find a permanent solution	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local

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IDP Open Day	11	Alderman Johannie Serdyn	Environmental Management	Planting of more trees at Onder-Pappegaaiberg	The Department: Community Services requested that Mrs Serdyn send the list of street names to the department	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	11	Alderman Johannie Serdyn	Environmental Management	Replacement of the steel poles installed in Devon Valley Road with wooded poles at Onder-Pappegaaiberg		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	11	Alderman Johannie Serdyn	Environmental Management	Fencing of Huis-Horrison and the Wetland at Onder- Pappegaaiberg		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	11	Alderman Johannie Serdyn	Safety and Security	Maintenance and monitoring of CCTV cameras at Onder- Pappegaaiberg	The software in the control room needs to be upgraded for the cameras to be monitored	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Environmental Management	Planting of more trees in the parking area of the Ou Landbousaal	The Department: Roads, Transport, and Stormwater is currently busy formalising the parking. The Department: Community Services will investigate the possibility of planting trees in the parking area	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Environmental Management	Maintenance of Oak trees in ward 8	The Department: Community Services will conduct an inspection	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	9	Cllr. Zelda Dalling	Environmental Management	Cutting of the dangerous tree at the back of the building in Ou Landbousaal	The Department: Community Services will conduct an inspection	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	9	Cllr. Zelda Dalling	Environmental Management	Provide information of the plan to treat and maintain the Oak trees in ward 9	Changes have been made by management when it comes to the management of oak trees. All oak trees removed will be replaced with Pine Oaks. The tree policy guides management.	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	9	Cllr. Zelda Dalling	Environmental Management	Establishment of a sustainable plan to replace or replant trees that has been removed in ward 9	The challenge with replanting is whether there are underground pipes and wires. The department has also appointed knowledgeable contractors	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	9	Cllr. Zelda Dalling	Environmental Management	Triming and pruning of the dangerous tree at nr18-20, Die Laan	The Urban Forestry team will be notified to do an inspection	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	9	Cllr. Zelda Dalling	Environmental Management	Spraying of Oak trees in Ward 8 like in the past	The department will start again with the tree spraying process.	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	11	Alderman Johannie Serdyn	Environmental Management	Protection and registration of Onder-Pappebaaiberg Nature Reserve as a nature reserve	All requests will be discussed with the Manager: Environmental Management	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	11	Alderman Johannie Serdyn	Environmental Management	Fencing of the Onder-Pappebaaiberg Nature Reserve	All requests will be discussed with the Manager: Environmental Management	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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IDP Open Day	11	Alderman Johannie Serdyn	Safety and Security	Installation of security cameras in Bokmakierie Street, Onderpappegaaiberg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Environmental Management	Replacement of the damaged panels at Onder-Pappebaaiberg Nature Reserve	All requests will be discussed with the Manager of Environmental Management	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	11	Alderman Johannie Serdyn	Environmental Management	Review of the outdated Reserve Plan	The department is in the process of reviewing the management plan	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	11	Alderman Johannie Serdyn	Environmental Management	Cleaning of the rivers to address river pollution in Stellenbosch area	All requests will be discussed with the Manager: Environmental Management	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Deployment of law enforcement to remove homeless people in the Stellenbosch CBD		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Community Development	Provision of alternative accommodation for homeless people in Stellenbosch area		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	Daily spraying, sanitizing, and cleaning of the sidewalks in Stellenbosch as homeless people sleep on the sidewalks		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Deployment of law enforcement and police to address misuse of alcohol and drugs by homeless people in Stellenbosch CBD		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Appointment of private security companies to assist with removal of homeless people in Stellenbosch CBD	Private security companies do not have the same mandate that law enforcement officers have	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Community Development	Appointment of private security companies to assist with removal of homeless people in Stellenbosch CBD		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Community Development	Installation of notice/visual boards in Stellenbosch CBD indicating that it is illegal to give beggars money		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Community Development	Issuing of fine for people caught giving beggars money in Stellenbosch area		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Issuing of fines to people caught giving beggars money in Stellenbosch area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Encourage business owners to report stolen trollies by homeless people in Stellenbosch CBD	The problem that exists is that businesses do not open cases at the police stations when they discover that a lot of their trollies are stolen. They do not report it. If they do report it, then Law Enforcement Officers can confiscate the trollies or apprehend the homeless. Local businesses must join local forums to address the problems of the homeless. The tourism industry must also take part in this initiative. Furthermore, a plan has been submitted for Law Enforcement Officials to work a 24hour shift	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Implementation of a "Trolley by-law" in terms of recycling, to hold homeless people accountable for the rubbish they leave lying around when sorting recyclable material	The problem that exists is that businesses do not open cases at the police stations when they discover that a lot of their trollies are stolen. They do not report it. If they do report it, then Law Enforcement Officers can confiscate the trollies or apprehend the homeless. Local businesses must join local forums to address the problems of the homeless. The tourism industry must also take part in this initiative. Furthermore, a plan has been submitted for Law Enforcement Officials to work a 24-hour shift	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Environmental Management	Removal of Ficus Tree on POS next to erf 11137 CNR of Peeka and Fairways as agreed to by Kleingeluk HOA	The department will investigate the matter	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Deployment of law enforcement to remove homeless people in the Stellenbosch CBD	The municipal control room can be contacted via WhatsApp to report problems	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Community Development	Provision of alternative accommodation for homeless people in Stellenbosch area		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Waste Management	Installation of more rubbish/waste bins in the Stellenbosch CBD		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Water Services	Installation and monitoring of mobile toilets for homeless people in the Stellenbosch CBD		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Waste Management	Fumigation of cockroaches in sewerage pipes and mosquitoes in Helderberg Street in Stellenbosch	Health issues will have to be communicated to Cape Winelands District Municipality, as they have health officials who can assist	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local

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IDP Open Day	21	Cllr. Mynard Slabbert	Property Management	Provision of the status information of Stellenbosch Square and De Zalze trust deed		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Property Management	Provision of the official agreement and legal document of Stellenbosch Square and De Zalze		Directorate: Corporate Services	Section: Legal and Compliance Services	Corporate Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Human Resource Management	Provision of information of when Head: Contract Management post was advertised		Directorate: Corporate Services	Department: Human Resources Management	Corporate Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Historic Buildings	Repairing of windows of the building in the corner of Plein & Dorp Street		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Property Management	Improvement of the telephone response time of the municipal System/Switchboard		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Income and Expenditure	Provide an explanation for the difference in the Pre-paid Electricity price during the month	It was explained to the client that the tariffs are on a sliding scale, and the more electricity you use, the more expensive the units are	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Income and Expenditure	Provide clarity why electricity is more expensive when buying for the second or third time during the month	It was explained that the basic fees are calculated per day and are therefore also payable as units are purchased	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Allocation of more funds on the budget for cycling lanes	The request was forwarded to the Budget Office on 14 September 2023 and was referred to Department Roads, Transport and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Income and Expenditure	Arrangement to pay account of 5 Shiraz Street, Kleingeluk	The Department: Revenue will pay attention to the inquiry and refer back to Karin, as soon as a detailed email from Councillor Groenewald received	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Repairing of 2 potholes opposite Langverweg, 27 Martinson St, Mostertsdrift	Department: RTS is waiting for the tar tender to be approved	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Repairing of 2 potholes next to the 1st speedhump of Jonkershoekweg at Jonkershoek Rd, Mostertsdrift	Department: RTS is waiting for the tar tender to be approved	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Repairing of potholes at the corner of Victoria & Bosman Streets	Department: RTS is waiting for the tar tender to be approved	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Maintenance of road at Bosman Street	Department: RTS waiting for the tar tender to be approved	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	11	Alderman Johannie Serdyn	Electrical Services	Repairing and maintenance of all streetlights at Distillery Rd in Stellenbosch	The labour tender is out, and a site meeting will be arranged with all the successful bidders early next week. Thereafter, the process will be followed to acquire an official order	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Electrical Services	Repairing and maintenance of all streetlights in Hoep-Hoep Ave and Onder Papegaaiberg	The streetlights were repaired on the 14 September 2023	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Property Management	Provide notifications about the progress of complaints reported on Let's Fix It	The complaint was received and reported to Corporate Services-Property Management, and the status was still in progress on the system	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Electrical Services	Provide information for application for a submission for 42 A@ 42 B Safrea Road/ Avenue in Die Boord	The Senior Manager : Electrical Services will speak with Mr. Mark Benson and revert feedback to the customer	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Electrical Services	Installation and maintenance of streetlights in Hoop – Hoop Street		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Electrical Services	Installation of stolen cable at Distillery Road lightning area	The department will revert back to the councillor when the cable will be installed	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Waste Management	Installation of locked and secure bins to alleviate the vagrancy problems in ward 9	It is not only vagrants, it is also people from informal settlements. There is room for improvement. The municipality is looking at identifying the people and providing training. The national government has recognised that this is a system that will not be able to be outlawed	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Safety and Security	Issuing fines for people parking vehicles on the bike/pedestrian path at Van Riebeek Street, New pass at Huis Neethling (Between Bosman and Marais streets)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Safety and Security	Issuing fines to the waste tech vehicles that stop in the middle of the road at Fat Butcher to pick up the litter		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Waste Management	Cleaning of the solid waste truck hydraulic oil in die Boord, Lovell / Roads		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Waste Management	Changing of the bin picker strategy in Stellenbosch	A survey has been done to distinguish between bin pickers and vagrants. The municipality has put funds aside	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Waste Management	Monitoring of bin pickers that sleep on the street near the bins to be close to the work environment in Stellenbosch areas	A survey has been done to distinguish between bin pickers and vagrants. The municipality has put funds aside	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local

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IDP Open Day	22	Cllr. Esther Groenewald	Waste Management	Provision of uniforms, medical check-ups, and regular meetings for bin pickers	A survey has been done to distinguish between bin pickers and vagrants. The municipality has put funds aside	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Waste Management	Removal of bin pickers from the streets to the hub somewhere else	A survey has been done to distinguish between bin pickers and vagrants. The municipality has put funds aside	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Property Management	Cleaning and closing off of the property at Brug Street as the building is not complying		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Waste Management	Cleaning up of Die Braak every morning		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Waste Management	Cleaning of pavements in Devon Valley		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Waste Management	Cleaning of the Stellenbosch Court's Garden		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Water Services	Explain why the water pipes were replaced part by part	The department uses the 'pipe replacement' programme. The pipes' age is considered versus their lifetime to prioritise areas. The budget is R4 million a year, which is enough for one street. There is approval to increase the budget	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Safety and Security	Installation of accessible cameras to residents to assist with providing information of traffic on Stellenbosch roads		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of more bike lanes according to the plan that already exists and has been approved		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Expanding of Martinson Street/Merriman circle track		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Rebuilding of the Mostert Stream	The department will send a team to investigate and assess the damage	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Repairing of the Outfall Dam	The department will send a team to investigate and assess the damage	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Maintenance of land erosion at 15 Thibault Street in Mostertdrift	The department will send a team to investigate and assess the damage	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Installation of mini circles at Jannasch, Merriman, Uitsig, Martinson and Morkel	A traffic assessment will be conducted. Information will be extracted from the traffic model. The model is being updated	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Construction of parking in the high school parking areas	A traffic assessment will be conducted. Information will be extracted from the traffic model. The model is being updated	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Repairing and lowering of the high speedbump at Die Laan (Simonsberg Road) cars are being damaged	There is a standard pertaining to the level of speedhumps but if the community prefers the speedhumps to be lowered, the department will investigate feasibility	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Water Services	Replacement of waterpipes in Lanzerac, Rheezicht and Thibault Streets		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Repairing of the divider slews along the rivers damaged by floods	A request for photographs of the flood damage	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Surfacing of the Simonsberg Road	Some of the roads are being fixed, but the weather is constricting.	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Complete the construction of pedestrian cross in Martinson	Work is underway and should be completed soon	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Provide data for the incoming cars from Polkadraai, Helshoogte, and past Kayamandi	The Department: Roads, Transport, and Stormwater will engage Department: Traffic Services to see how to address the matter	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Collection of traffic data in Stellenbosch using cameras	The Department: Roads, Transport, and Stormwater will engage the Department: Traffic Services to see how to address the matter	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Safety and Security	Provide data for the incoming cars from Polkadraai, Helshoogte, and past Kayamandi	The Department: Roads, Transport, and Stormwater will engage the Department: Traffic Services to see how to address the matter	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Safety and Security	Collection of traffic data in Stellenbosch using cameras		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Roads, Transport and Stormwater	Construction of the loading zone for the Bed Centre at the corner of Bird Street and Merriman Street	The department will get back to the client after consultation	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Roads, Transport and Stormwater	Moving of the loading zone closer or in front of the shop	The department will get back to the client after consultation	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Provide information on the provincial application process for the mobile lift that moves across the road from schools	The department: Roads, Transport and Stormwater will communicate the process for the application	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Repairing and maintenance of Stellenberg Road	There is R150 million worth of damage, consultant has been appointed, and assessments are being done	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Provide information on the plan for the repair of the road and removal of stone at the river at Paul Roos	There is R150 million worth of damage, consultant has been appointed and assessments are being done. Assessments are done with regard to the gabions. Planning to address the issue is in progress. The stones in the river will be taken out	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Provide information of the roads that will be repaired in ward 22	The department is working with Remgro to address the issue in Die Boord. Plans are in progress.	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Utilisation of concrete to install road signs		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Resurfacing of Rattray Road	An assessment is done every 5 years and the team grades the results according to priority. The weather (rain) is the major issue with the response time to fixing potholes	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Provide information on plans to resurface Rattray Road	An assessment is done every 5 years and the team grades the results according to priority. The weather (rain) is the major issue with the response time to fixing potholes	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Provision of a timeframe for the improvement of Devon valley Road	The department will conduct an assessment and provide feedback pertaining to the assessments	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Provide confirmation and timeframes for the upgrading of pathway(sidewalk) on Devon Valley Road	There are no plans at the moment to do sidewalks	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Repairing of Pelican Road to the reserve	The department will conduct an assessment at Pelican Road	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Provide confirmation and timeframes for the repairing of potholes in Vredenburg Road	The department will conduct an assessment and provide feedback pertaining to the assessments	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Reimplementation of winter preparedness programme to clean drains	The department will follow up on when and how we can bring the programme back	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Repairing of the stormwater channel as during rains the stormwater overflow floods property at 32 Kaneel Singel		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
IDP Open Day	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Repairing of Bosman traffic lights	The current weather is not permitting the fixing of the road. There are assessments done every 5 years, but there are also funding constraints, so an evaluation needs to be done to determine the priority	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Repairing of the road at Victoria Road	The current weather is not permitting the fixing of the road. There are assessments done every 5 years, but there are also funding constraints, so an evaluation needs to be done to determine the priority	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Provide information on the plans for the repairs of Bosman traffic lights and Victoria Road	The current weather is not permitting the fixing of the road. There are assessments done every 5 years, but there are also funding constraints, so an evaluation needs to be done to determine the priority	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Repairing of sidewalks at 13/15 Peeka Street in ward 8	Rain is the major hindrance to fixing the sidewalks. There is a process but it's only the weather that is permitting	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Repairing of sidewalks and road ways in ward 8	Rain is the major hindrance to fixing the sidewalks. There is a process but it's only the weather that is permitting	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	Installation of manholes in municipal parking areas	Manhole covers do not last, and there is a lot of theft of covers	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Provision of the plan to repair rivers after the floods	A consultant has been appointed. Highlighted priorities will be addressed as a matter of urgency. There will be a clearing of the river. The plan is to be ready for the next winter	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Provision of feedback on Plankenburg	Plankenburg – This is an ongoing process. The University of Stellenbosch (US) is also looking at ways to address the issue. Cleaning will be intensified. Long-term programme with the US to improve the quality of water	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Repairing of potholes at Formosa Street and Sultaan Street		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Installation of gravel on the illegal parking at Doornbosch Road and Doornbosch Hall		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Construction of speedhump in Hofmeyer Road opposite Lydia Residence		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Construction of a raised intersection at Lourense and Brandwacht intersection		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Construction of a raised intersection at Saffraan		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Safety and Security	Monitoring or issuing fines for Taxi's using the yellow lane on the R44 imposing risk to school children		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	22	Cllr. Esther Groenewald	Land Use Management and Building	Provision of feedback of Erf 11137 corner of Peeka & Fairways	The department will follow up on the status and provide feedback to resident	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	8	Cllr. Carli Van Wyk	Land Use Management and Building	Improvement in services or feedback period of planning processes in Stellenbosch Municipality such as in the City of Cape Town	Each municipality is different, and the capacity is different. The department is aware of the problems and conducted a study in order to do its best	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	7	Cllr. Annemarie Ferns	Land Use Management and Building	Address the Town Planner visited the house without an appointment with building lines change, subdivisions, and title restrictions	The planning consultant who was appointed is the person who communicates with us. Stellenbosch looks through the title conditions as is. We do not add new title restrictions. Please accept our apologies with regards to the town planner, it will be addressed	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	22	Cllr. Esther Groenewald	Land Use Management and Building	Investigate the building plans of Kolbestraat 2A, rebuilt into 4 apartments; Brancwacht 69 connected to student apartments, and canopy encroachment at Lourenzstraat I O	The department will attend to the complaints	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	22	Cllr. Esther Groenewald	Spatial Planning	Please provide a copy of the SDF	A copy of the SDF will be forwarded to Ms Dunaiski	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Local Economic Development and Tourism	Implementation of similar initiative as the Car Guard Project for Waste Pickers in Stellenbosch areas	The Car Guard project was a joint initiative between Visit Stellenbosch, Economic Development, and Law Enforcement. People were sourced from the Job Seekers Database based on the skills requirements. A Waste Pickers project of a similar nature would have to be taken up with the Directorate: Infrastructure Services	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local

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IDP Open Day	23	Cllr. Lwando Nkamisa	Waste Management	Implementation of similar initiative as the Car Guard Project for Waste Pickers in Stellenbosch areas	The Car Guard project was a joint initiative between Visit Stellenbosch, Economic Development, and Law Enforcement. People were sourced from the Job Seekers Database based on the skills requirements. A Waste Pickers project of a similar nature would have to be taken up with the Directorate: Infrastructure Services	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	23	Cllr. Lwando Nkamisa	Local Economic Development and Tourism	Provision of the Job Seekers application form and information sheets	The EPWP Section forwarded all the relevant information to Ms Boraine on 15/09/2023	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	11	Alderman Johannie Serdyn	Housing Development	Provision of housing development plans for the Enkanini Informal Settlements dwellers who are encroaching into the Onderpapagaaiberg Nature Reserve	There is a project planned for the northern extension. The details of the phase of planning will be emailed to the client	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	16	Cllr. Elsabe Vermeulen	Safety and Security	Installation of CCTV cameras in Ward 16 (Shooting Incidents)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Safety and Security	Provision of CCTV cameras footage from Ward 16 for identification of hooting Incidents	All complaints are routed through the control room. There is no dedicated crew responsible for reacting to the cameras	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Safety and Security	Improve response time of Law Enforcement on complaints about loud music in Cloetesville	For complaints about Enforcement's failure to attend to residents' requests, an email should be immediately sent to the Manager Ms Joan Felix or the Senior Manager Mr Charl Kitching with the reference number	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Safety and Security	Issuing fines for the shebeens in Silvia Street, Cloetesville for load music or noise pollution	The residents must report it to the police to conduct operations in the area	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Area Cleaning	Request to appointment a grass cutting contractor in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Community Development	Assist with plants, compost, hose pipes, rakes, forks, garden furniture, Jojo tank and other garden equipment for a community garden in Cloetesville		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Assist with plants, compost, hose pipes, rakes, forks, garden furniture, Jojo tank and other garden equipment for a community garden in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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IDP Open Day	17	Cllr. Peter Johnson	Environmental Management	Removal to 3 fallen trees during the storm in Cloetesville	The department explained that the municipality only made it safe and would come back to remove the trees. With the storm, the department received numerous complaints about the felling of trees and therefore needs to pay attention to all the other complaints to make it safe	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Environmental Management	Removal of the tree hanging on the fence in Wilger Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Parks and Open Spaces	Repairing of the 1 swing on the playpark in Kloof Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Parks and Open Spaces	Cutting of grass on Kloof Street playpark in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Environmental Management	Removal of trees growing on the side of the street at Bougain Villas in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Environmental Management	Cutting and removal of trees in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Environmental Management	Removal of trees that were cut down by the municipality in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Environmental Management	Removal of tree hanging on fence in Wilger Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Parks and Open Spaces	Repairing of 1 swing on the playpark in Kloof Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Parks and Open Spaces	Cutting of grass on Kloof Street playpark in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Parks and Open Spaces	Cleaning of the playpark in Ortell street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Safety and Security	Installation of CCTV cameras in Kloof Street in Cloetesville		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Recreation and Sport	Availing of the Cloetesville Sports field for programmes by Cloetesville Sports Council		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	17	Cllr. Peter Johnson	Recreation and Sport	Building of a pavilion or installation of mobile pavilion in front of the Cloetesville rugby clubhouse		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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IDP Open Day	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Building of a pavilion or installation of mobile pavilion in front of the Cloetesville rugby clubhouse		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Cleaning of drains at Silvia Street (The Steps) in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Waste Management	Removal of garbage and debris on open space in Cloetesville		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Cutting of grass in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Cutting of grass at the playpark in Ortell Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Levelling of playground equipment at Ortell Street playpark in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Provide reasons on the removal of play equipment at Ortell Street playpark in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	17	Cllr. Peter Johnson	Environmental Management	Cutting and removal of the tree, hanging on the washing line at the back of Monde Cresto flats on Rhode Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	19	Cllr. James Williams	Parks and Open Spaces	Extension of the wall on Chippendale Street side		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	19	Cllr. James Williams	Property Management	Extension of the wall on Chippendale Street side		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
IDP Open Day	19	Cllr. James Williams	Water Services	Replacement of sewerage pipe system at the Cloetesville rugby clubhouse		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Upgrading of netball field in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Fencing of netball courts in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Parks and Open Spaces	Installation of an entrance/exit to Chippendale Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	19	Cllr. James Williams	Roads, Transport and Stormwater	Construction of an entrance/exit to Chippendale Street in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	19	Cllr. James Williams	Roads, Transport and Stormwater	Upgrading of the 2010 parking area to Smartie town		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Upgrading of the 2010 parking area to Smartie town		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Construction of a tarred entrance from the Chippendale side to the rugby clubhouse in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Construction of tarred surface on the soccer stadium side for parking in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Construction of tarred surface on the soccer stadium side for parking in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Repairing of pay booth at Chippendale Street side in Cloetesville sports ground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Replacement of asbestos roofs and the roof of the house next to the soccer stadium in Cloetesville sports ground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Housing Administration	Replacement of asbestos roof of the house next to the soccer stadium in Cloetesville sports ground		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Installation of seats for the stadium at Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Repairing and maintenance of lighting around the field at Cloetesville Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Installation of toilets for netball changing rooms in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Installation of wheelchair friendly access to Cloetesville Sportsgrounds		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Construction of tarred entrance from Chippendale side unto the rugby clubhouse in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Extension of wall on the side of the railway at Cloetesville Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Safety and Security	Provide information on whether the cameras stay on during load shedding	The Department: Protection Services will investigate the issue and provide feedback	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Repairing and maintenance of the gym equipment and park in Noble Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Removal of the wheel and installation of a track for soccer on the park in Noble Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Maintenance of the park on Noble Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Parks and Open Spaces	Repairing and maintenance of spotlights on the park in Noble Street in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Property Management	Identification of land for ECDs in Cloetesville		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Community Development	Provision of assistance with ECDs registration	In terms of assistance with the registration of ECDs, Stellenbosch Municipality developed and implemented an ECD Registration SOP that outlines the responsibilities of the different municipal departments in relation to ECD registration. This SOP was developed with the input and approval of all parties (including TEEC) and has led to the successful registration of a record number of 38 full and conditional registrations in the previous financial year	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Housing Administration	Repairing of water leak in flat nr 5 Monte Christo in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Provision of assistance with changing property ownership at 57 Jakaranda Street in Cloetesville	Informed the client that since it is private property, the municipality wouldn't be able to handle the transfer. She would have to get in contact with a transferring attorney to assist with the transfer and advise her on all processes involved with the transfer, etc	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Integrated development planning and public participation	Reconsideration of the current set-up of the IDP meetings as community prefers the old set-up		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Spatial Planning	Reconsideration of ward boundaries of Cloetesville and make it one ward		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Integrated development planning and public participation	Wearing of name tags by officials attending IDP Open Days		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local

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IDP Open Day	16	Cllr. Elsabe Vermeulen	Income and Expenditure	Provide information of profit made by electricity for the last financial year	The client was shown, at the meeting, the annual report for the 2021/22 financial year since the 22-23 report is not yet finalised	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Integrated development planning and public participation	Make public the statistics of residents attendance at the IDP Open Days		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Integrated development planning and public participation	Request presentation at the IDP meetings to show all revenue generated and sources of revenue by the municipality, profits made on electricity, property sold/bought by the municipality		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Integrated development planning and public participation	Consideration of all concerns/issues raised by the community in the ward priorities by ward councillors in Cloetesville		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Integrated development planning and public participation	Provision of feedback to the community on issued raised during IDP public participation process in Cloetesville		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Integrated development planning and public participation	Conducting of feedback meetings by ward councillors on the community on issued raised		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Electrical Services	Provide information on the difference in electricity units purchased during the month		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Removal and replacement of asbestos roofs of all houses in White City in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	17	Cllr. Peter Johnson	Electrical Services	Repairing of stoep and spot lights at flat B8 Kloof Street in Cloetesville	The client will receive a reference number via SMS when a complaint is reported to the Customer Care Portal ES_000021402	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Electrical Services	Repairing of stoep and spot lights at flat H7 Lang Street in Cloetesville	The client will receive a reference number via SMS when a complaint is reported to the Customer Care Portal ES_000021407	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Cleaning of the drains in front of 20 Azalia Street in Cloetesville	The client will receive a reference number via SMS when a complaint is reported to the Customer Care Portal RD_000021412	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Cleaning of the drains in front of 14 Madeliefie Street in Cloetesville	The client will receive a reference number via SMS when a complaint is reported to the Customer Care Portal RD_000021418	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Cleaning of manholes and drains in Silvia Street in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Waste Management	Cleaning of the parking area at shop in Cloetesville		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Assessment and repairing of water drainage system on both side of North end Road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Cleaning of drains at the Steps/ Orlean Lounge in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Roads, Transport and Stormwater	Repairing of Streets and installation of speedhumps in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Roads, Transport and Stormwater	Construction of parking in First Street at corner of First and Lang Street and School Entrance to Fontein Street in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Roads, Transport and Stormwater	Construction of speedhumps both sides of Kloof Street in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Electrical Services	Installation of streetlights in Stalita Park in Cloetesville (face the school and the road in the neighbourhood)		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Cleaning and maintenance of stormwater drainage system in number 16 - 20 Azalia Street in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Cleaning of the stormwater catchpit at 14 Madeliefie Street in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Electrical Services	Provision of clarity for the fine charged on top of usage of power		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Development	Identification of land for housing development in Cloetesville	The Northern Development is the only current large-scale development that will cater to the various housing needs	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Development	Provision of affordable housing in Cloetesville	The Northern Development is the only current large-scale development that will cater to the various housing needs	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial

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IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Renovation of walls of the Steps flats in Cloetesville	Roofs have been upgraded, along with the steps inside in the past and the newly completed renovations. The query will be reverted to PMU (quality of work).	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Development	Provision of feedback on land identified (farm portion 81/33) for housing development in Cloetesville	New in Bosch is a private development	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Removal of asbestos roofs in Cloetesville Area	The question was raised at a national level. Housing Development has sent in inquiries but has not yet received any feedback regarding the funding to remove the roofs. The ward office should inquire about the commencement. A planned project is projected to take place between Kaya Mandi and the Newinbosch project, which will provide housing for all types of housing needs	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Development	Provision of housing opportunities in Cloetesville	The Northern Development is the only current large-scale development that will cater to the various housing needs	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	17	Cllr. Peter Johnson	Housing Administration	Fencing of apartments in Kloof street in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	17	Cllr. Peter Johnson	Housing Development	Provision of more funds for housing development in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Provision of the housing waiting list application status	The department will check the waiting list to see if the information is up-to-date and provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Installation of fire extinguishers and washing lines at Long street and Kloof street in Cloetesville flats	Waiting on supply chain	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	17	Cllr. Peter Johnson	Housing Administration	Repairing of geyser, pipes and window latches at Flat F18 Lang Road in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Repairing of potholes at H Longstreet flats in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Repairing of outside pipes at H Longstreet flats in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Cutting of grass on the playgrounds at H Longstreet flats in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Environmental Management	Removal of the tree that fell at H Longstreet flats in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Repairing of the geyser at H Longstreet flats in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Repairing of the parking at H Longstreet flats in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Construction	Repairing of the leaking roof at 51 Sylvia street in Cloetesville		Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Construction	Repairing of the cracks on the wall, from geyser side at 51 Sylvia street in Cloetesville		Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Monitoring of noise pollution/peace disturbance from 49, 53 & 67 Sylvia street in Cloetesville	Department: Housing Administration will provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Provision of the emergency housing that was promised to Ms. M. Fredericks	The Department: Housing Administration will conduct an investigation	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Administration	Allocation of the empty flat in Pine Street to Ms Fredericks	The Department: Housing Administration will conduct an investigation	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Construction	Rectification of the house at 24 Sylvia Street, The Steps in Cloetesville		Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Construction	Repairing of leaks on the roof at 24 Sylvia Street, The Steps in Cloetesville		Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
IDP Open Day	16	Cllr. Elsabe Vermeulen	Housing Development	Provide information on the housing development on Erf 7001 Stellenbosch that was changed from Low-income to medium GAP Housing		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	16	Cllr. Elsabe Vermeulen	Safety and Security	Provision of the update on the establishment of a Traffic Department, Home Affairs and Correctional Services in Cloetesville		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Housing Administration	Monitoring of noise/ peace disturbance from 17 Monte Christo in Cloetesville	Department: Housing Administration will provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	17	Cllr. Peter Johnson	Safety and Security	Monitoring of noise/ peace disturbance from 17 Monte Christo in Cloetesville	Department: Housing Administration will provide feedback	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	17	Cllr. Peter Johnson	Housing Administration	Replacement of the front door	Department: Housing Administration will provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	17	Cllr. Peter Johnson	Housing Administration	Replacement or repairing of the toilet, basin, leaking roof	Department: Housing Administration will provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	16	Cllr. Elsabe Vermeulen	Local Economic Development and Tourism	Provision of assistance with leasing a space at the Kayamandi Corridor	The Department: LED will arrange a meeting with the client	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Provision of accessible communal ablution facilities for persons with disabilities in Kayamandi		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Community Development	Provision of accessible communal ablution facilities for persons with disabilities in Kayamandi		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Community Development	Development of a plan or strategy to locate persons with disabilities during fires in Kayamandi	Section: Community Development suggested the use of an app with all beneficiaries of ChangeAbility and Disaster Management to assist in finding persons with disabilities during fire	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Fire and Disaster	Development of a plan or strategy to locate persons with disabilities during fires in Kayamandi		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Health	Issuing of assistive devices for persons with disabilities in Kayamandi Clinic	Section: Community Development will refer to DoH for feedback	Directorate: Community and Protection Services	Section: Community Development	Community Services	Provincial
IDP Open Day	12	Cllr. Ayanda Tomose	Community Development	Provision of information on the role of the municipality in registering ECD's and compliance with safety and learning requirements in Kayamandi	The Section: Community Development discussed the following with the client: GIS mapping of ECDs, registration SOP, GiA support for ECDs to become compliant with registration requirements, capacity building, and training of ECD facilities to register. If children are unsafe, the community must report to the department, as the ECD SOP makes provision for closing facilities that are non-compliant	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Health	Provision of assistance with assistive devices and therapy for two persons with disabilities in Enkanini	The matter was referred to ChangeAbility, which provided contact details for the client	Directorate: Community and Protection Services	Section: Community Development	Community Services	Provincial
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Development	Provision of housing opportunities for two persons with disabilities in Enkanini		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	12	Cllr. Ayanda Tomose	Community Development	Provision of assistance with funding	Section: Community Development explained the GiA process and the call for proposals during October. Provided email contact for further enquiries	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local

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IDP Open Day	14	Cllr. Maxwell Danana	Community Development	Provision of skills training for youth of Kayamandi	The client was provided with information relating to the Youth Skills Development Programme and invited to talk to P Jansen (Youth) to talk about the training	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Community Development	Provision of the same services as F Mayembana from Klapmuts in Kayamandi	The Department will request FM to connect re-services in Kayamandi. Provided explanation of GiA process and how Lady Talk Matters can apply for funding to initiate own projects	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Safety and Security	Removal of the broken old vehicles parked in Masinthandani Street in Kayamandi	The issue will be referred to Traffic Services	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Safety and Security	Increase visibility of Law Enforcement in Kayamandi	Crime prevention is the responsibility of SAPS. Law Enforcement only assists. Law Enforcement does patrols in Kayamandi. Peace Officers are deployed in the CBD area [Parking areas]	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Safety and Security	Installation of CCTV cameras in Kayamandi and Stellenbosch CBD	Crime prevention is the responsibility of SAPS. Law Enforcement only assists. Law Enforcement does patrols in Kayamandi. Peace Officers are deployed in the CBD area [Parking areas]	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Safety and Security	Provision NWH training to youth in Kayamandi	In terms of safety, community members must volunteer to form part of a NHW in their various areas	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Safety and Security	Provision of information for available programmes, training and equipment assistance for NHW in Kayamandi	The issue was referred to the NHW Liaison Officer	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Safety and Security	Provision of assistance with equipment like torches, batons etc. to members that avail themselves to try and combat crime at Snake Valley in Kayamandi	The client was advised to establish a NHW in order for the municipality to assist in terms of accreditation, equipment, and certain trainings. Contact Mr. Sakhumzi Magwasa. Crime prevention is the sole mandate of the SAPS	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Environmental Management	Cutting of dangerous trees at Zone I, F, Strong yard and Watergang in Kayamandi	The department of urban forestry is in the process of identifying the areas in Kayamandi where tree cutting and felling will take place	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	14	Cllr. Maxwell Danana	Recreation and Sport	Establishment of youth sporting activities and programmes in Kayamandi	Department: Community Development will be contacted for assistance	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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IDP Open Day	14	Cllr. Maxwell Danana	Recreation and Sport	Upgrading of the netball and baseball courts in Kayamandi	Department: Facilities will assist with repairs and maintenance of the municipal sportsground's facilities	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	14	Cllr. Maxwell Danana	Recreation and Sport	Upgrading of Sportsgrounds in Kayamandi	Department: Facilities will assist with repairs and maintenance of the municipal sportsground's facilities	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	13	Cllr. Mary Nkopane	Environmental Management	Cutting of trees at Corobrick Hostel and Red Brick house that are posing a risk	The Department: Urban Forestry is in the process of identifying the areas in Kayamandi where tree cutting/felling will take place	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	14	Cllr. Maxwell Danana	Environmental Management	Cutting of trees in Zone I,P,D and F that are a posing a risk	The Department: Urban Forestry is in the process of identifying the areas in Kayamandi where tree cutting and felling will take place	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	14	Cllr. Maxwell Danana	Facilities	Reopening of the Strong yard Hall	The request will be escalated to the Department: Facilities for feedback	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Parks and Open Spaces	Repairing of Snake Valley playpark in Kayamandi	The requests will be referred to the Manager: Parks & Cemeteries	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Parks and Open Spaces	Replacement of play equipment with plastic play equipment at Snake Valley Playpark in Kayamandi		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Parks and Open Spaces	Provision of the same service standards delivered to the playparks in Cloetesville and Stellenbosch to Kayamandi playparks		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	14	Cllr. Maxwell Danana	Environmental Management	Cutting of trees in Kayamandi that is posing a risk	The Department: Urban Forestry is in the process of identifying the areas in Kayamandi where tree cutting and felling will take place	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	14	Cllr. Maxwell Danana	Facilities	Repairing of the steep ramp to be wheelchair friendly in Kayamandi Community Hall	The request will be forwarded to the Sport Department	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	14	Cllr. Maxwell Danana	Facilities	Provision of the Kayamandi Community Hall to exercise groups	The request will be forwarded to the Sport Department	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	14	Cllr. Maxwell Danana	Human Resource Management	Provision of information how to get employment at the Stellenbosch Municipality	Municipal work is normally advertised on the Municipal Website, Facebook, Stellenbosch municipality notice board, and ward councillors offices at the Kayamandi Corridor. For EPWP, complete the database form	Directorate: Corporate Services	Department: Human Resources Management	Corporate Services	Local

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IDP Open Day	13	Cllr. Mary Nkopane	Human Resource Management	Provision of information how to get employment at the Stellenbosch Municipality	Municipal work is normally advertised on the Municipal Website, Facebook, Stellenbosch municipality notice board, and ward councillors offices at the Kayamandi Corridor. For EPWP, complete Database form. Encouraged the couple to write and apply for internships at the Directorates	Directorate: Corporate Services	Department: Human Resources Management	Corporate Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Electrical Services	Fencing of the danger box at School Crescent in Kayamandi		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Human Resource Management	Provision of employment opportunities for youth of Kayamandi	Municipal work is normally advertised on the Municipal Website, Facebook, Stellenbosch municipality notice board, and ward councillors offices at the Kayamandi Corridor. For EPWP, complete the database form	Directorate: Corporate Services	Department: Human Resources Management	Corporate Services	Local
IDP Open Day	15	Cllr. Elliot Masimini	Local Economic Development and Tourism	Opening of an office at the Kayamandi Corridor once a week for the submission of EPWP database forms/updating application		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	15	Cllr. Elliot Masimini	Human Resource Management	Implementation of graduate programmes and Internships	Internships are requested by departments, and through HR, one can write a letter to the department	Directorate: Corporate Services	Department: Human Resources Management	Corporate Services	Local
IDP Open Day	15	Cllr. Elliot Masimini	Local Economic Development and Tourism	Establishment of advanced strategies and technology for the EPWP database applications		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	15	Cllr. Elliot Masimini	Human Resource Management	Provision of information how to get employment at the Stellenbosch Municipality	Municipal work is normally advertised on the Municipal Website, Facebook, Stellenbosch municipality notice board, and ward councillors offices at the Kayamandi Corridor. For EPWP, complete the database form	Directorate: Corporate Services	Department: Human Resources Management	Corporate Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Informal Settlements	Provision of updates or feedback on the relocation or upgrading of informal settlements in the Kayamandi area for Township development		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	13	Cllr. Mary Nkopane	Informal Settlements	Provide clarity on why capital projects are postponed such as Township development or not completed in the specified timeframe as allocated in the budget		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Income and Expenditure	Provide assistance with free units of electricity	The matter will be referred to the supervisor of the credit control section to assist the client	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local

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IDP Open Day	12	Cllr. Ayanda Tomose	Income and Expenditure	Provision of assistance of Indigent application for the disabled pensioner at 2861 Watergang in Kayamandi	On 15 September 2023, it was checked with the Indigent section that the client is already indigent	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Provision of free water services for the RDP homeowners in Kayamandi as informal settlement is also not billed for water.		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Income and Expenditure	Provision of municipal bill for address: B1 13th Street, Kayamandi		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Income and Expenditure	Unblocking of prepaid meter of the disabled indigent at address: 3027 Watergang, Kayamandi	The matter was checked on Flexgen, which has an arrangement and failed to pay, hence the metre is blocked. On 15 September 2023, the client was visited to explain why the metre was blocked. The client was assisted in unblocking the metre	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of a leak in the bathroom at address: 1911 Snake Valley in Kayamandi		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Income and Expenditure	Review the bill with very high water consumption at the address: 1931 Snake Valley, Kayamandi	It was checked on FlexGen, the client failed to renew the subsidy, and the indigent was cancelled. The client is aware that they need to renew their subsidy	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	15	Cllr. Elliot Masimini	Supply Chain Management	Provision of information on tenders, specifically construction and suppliers data registration	It was explained that clients must register on CSD through self-registration. Check the municipal website and notice board regularly for tenders, FQs, and quotes. Explained the different processes and how they are advertised. The member was advised to visit the municipal database office to ensure complete registration. All tenders, FQs, and quotes are accessible on the municipal website.	Directorate: Financial Services	Department: Supply Chain Management	Deputy Mayor and Financial Services	Local

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IDP Open Day	14	Cllr. Maxwell Danana	Supply Chain Management	Provision of information on tenders and suppliers data registration	It was explained that the client must register on CSD through self-registration. Check the municipal website and notice board regularly for tenders, FQs, and quotes. Explained the different processes and how they are advertised. The member was advised to visit the municipal database office to ensure complete registration. All tenders, FQ's, and quotes are accessible on the municipal website.	Directorate: Financial Services	Department: Supply Chain Management	Deputy Mayor and Financial Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Electrical Services	Installation and maintenance of streetlights at Thubelitsha in Kayamandi	The Department: Electrical Services will revert back on the streetlights	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Electrical Services	Repairing and maintenance of the electrical cable lying down at K 112 Mjondana Street in Kayamandi	The municipality will investigate and provide feedback	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Electrical Services	Repairing and maintenance of streetlights at Strong yard in Kayamandi	The municipality will investigate and provide feedback	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Electrical Services	Provision of contact details to report electrical illegal connections in Zone: P in Kayamandi	The municipality advised that illegal connections must be reported to law enforcement. Thereafter, law enforcement and the municipality will investigate the matter	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Electrical Services	Repairing of electricity to comeback after loadshedding in Kayamandi	The municipality will investigate and provide feedback	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Water Services	Installation of water service on one section without water of the temporal houses in Watergang area in Kayamandi	The department will look at the current infrastructure that has become dilapidated. The water supply needs to be attended to	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of toilets, doors, taps, and basins at Zone O in Kayamandi	The contractor on the current tender will be informed to do the necessary repairs on the doors and leaking taps	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Water Services	Repairing of toilets, doors and leaks at Zone in Kayamandi	The contractor on the current tender will be informed to do proper maintenance and repair of the doors and investigate the water supply problem	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Water Services	Installation of water to flush ablution facilities at Watergang in Kayamandi		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Installation of more sanitation facilities at Zone-O Phase 2, opposite Thubelitsha	Section: Human Settlement to provide feedback on the progress of the initial investigation	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local

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Community Needs and Deliverables					Directorate Information				
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IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of leaking reservoir in Nkanini	Leaking reservoir complaints will be forwarded to the water network	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Installation of sanitation facilities at Site - B, Nkanini in Kayamandi	Section: Human Settlement to provide feedback on the progress of the initial investigation	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of drain blockage at Site - B, Nkanini in Kayamandi	A sewer blockage complaint will be forwarded to the water network	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Cleaning of drain blockage at Site - B, Nkanini in Kayamandi		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Installation of disabled-friendly sanitation facilities in temporal residential areas and public amenities in Kayamandi	The request will be forwarded to the Department: Human Settlement for an investigation of how to modify or install toiles that are accessible to people with disabilities. A database needs to be compiled to get an idea of the number of people with disabilities in Kayamandi	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of the sewer blockage at Zone -A R23 in Kayamandi	The sewer network will inspect property in Zone- A R23	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Installation of more basins and taps at TRA-2 in Kayamandi	TRA – 2 requests will be forwarded to the Department: Human Settlements	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Installation of more sanitation facilities in Zone - O in Kayamandi		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of the leaking toilet at KY 159 in Kayamandi	The sewer network will request the contractor to investigate and repair the leaking toilet in KY 159	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of the broken concrete tank stands in Azania in Kayamandi		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Installation of more sanitation facilities in Azania in Kayamandi	The request for extra toilets will be forwarded to department: Human Settlements	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Installation of more sanitation facilities in Nkanini	The request for extra toilets will be forwarded to Department: Human Settlements	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of leaking toilets in Nkanini	The water service network department will conduct an inspection and the contractor to do necessary repairs	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Installation of more sanitation facilities in Nkanini	The request for extra toilets will be forwarded to Department: Human Settlements	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Repairing of broken toilets in Nkanini	The water service network department will conduct an inspection, and the contractor will do the necessary repairs	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local

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IDP Open Day	14	Cllr. Maxwell Danana	Roads, Transport and Stormwater	Cleaning of blocked drains (catchpit) in Zone P in Kayamandi	Service Provider Tender to be Implemented for Kayamandi drain cleaning (in process)	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Roads, Transport and Stormwater	Cleaning of stormwater drains/ overflow in Zone P in Kayamandi	Service Provider Tender to be Implemented for Kayamandi drain cleaning (in process)	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Roads, Transport and Stormwater	Cleaning of blocked stormwater drain in Ndumela Street, Zone J	The municipality will conduct an inspection close to Makuphulo Street and Masinthandane Street	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Roads, Transport and Stormwater	Cleaning of blocked stormwater drain in corner of Bassi Street and Ndumela in Kayamandi	The municipality will conduct an inspection close to Makuphulo Street and Masinthandane Street	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Roads, Transport and Stormwater	Cleaning of drainage system at Masinthandane Street in Kayamandi	The municipality will conduct an inspection close to Makuphulo Street and Masinthandane Street	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Construction of roads at Nkanini Informal Settlement in Kayamandi	Inspection with Councillor Ayanda Tomas will be scheduled	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Maintenance of roads at Nkanini Informal Settlement in Kayamandi	Inspection with Councillor Ayanda Tomas will be scheduled	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Construction of roads at Nkanini Informal Settlement in Kayamandi	An inspection with Councillor Ayanda Tomas will be scheduled	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Maintenance of roads at Nkanini Informal Settlement in Kayamandi	An inspection with Councillor Ayanda Tomas will be scheduled	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Construction of roads at Azania Watergang in Kayamandi	Visual inspection and deployment of the team for maintenance	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Maintenance of roads at Azania Watergang in Kayamandi	Visual inspection and deployment of the team for maintenance	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Construction of roads at Nkanini Informal Settlement in Kayamandi	An inspection with Councillor Ayanda Tomas will be scheduled	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Repairing of roads at Nkanini Informal Settlement in Kayamandi	An inspection with Councillor Ayanda Tomas will be scheduled	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Repairing of the strip roads make it flat at Chris Hani Drive/ next to stadium in Kayamandi	An assessment will be conducted	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Cleaning of the blocked stormwater drains at Chris Hani Drive/ next to stadium in Kayamandi	An assessment will be conducted	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Waste Management	Cleaning of all areas in ward 14 by cleaning area staff	Area cleaning teams will be encouraged to clean all designated areas	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local

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IDP Open Day	14	Cllr. Maxwell Danana	Waste Management	Distribution of black bags in Zone P(ezintenteni) 9th avenue in Kayamandi	Black bag distribution to informal settlements is currently underway.	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Distribution of refuse bags to the informal settlements in Kayamandi	People do not receive bags at times as they are not at home during the distribution	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Distribution of wheelie bins at TRAs in Kayamandi	Refuse bags to be provided at the TRA's with the on going bags distribution	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Installation of skip bin that was removed from Zone O, behind Thubelitsha	Skip bin that was removed from Zone O cannot be placed back due to the issue raised with the office of the Public Protector	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Cleaning around the skip bins after emptying the skip bins in Kayamandi	Area cleaning teams that do not clean around the skip will be investigated and provide feedback	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Relocation of the skip bin places on the road close to Zone A in Kayamandi	Currently the municipality aims at providing bags and ensuring that people have a place to place their waste	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Installation of skip bin that was removed at Thubelitsha and Zone O	The skip bin that was removed from Zone O cannot be placed back due to the issue raised with the office of the Public Protector. Bag distribution is currently underway	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Emptying of the skip bin at Thubelitsha frequency	The department will investigate the frequency of emptying the bins to establish whether the bins are not enough or what the issue is preventing collection of the bin	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Collection and emptying of the bins next to the green houses and behind Zone O in Kayamandi	The department will investigate the frequency of emptying the bins to establish whether the bins are not enough or what the issue is preventing collection of the bin	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Removal of the gravel blocking drain that was left by the municipality on Snake Valley Street in Kayamandi	The client will receive the reference number for follow-up through SMS. REF: RD_000020318	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Waste Management	Cleaning of the streets in Snake Valley Street in Kayamandi	The client will receive the reference number for follow-up through SMS. REF: SM_000020318	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Parks and Open Spaces	Repairing of the playpark at Snake Valley in Kayamandi	The client will receive the reference number through SMS. CP_000020320	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	14	Cllr. Maxwell Danana	Water Services	Repairing of the water leakage at 13 Sesibhozo Street, Kayamandi	The client will receive the ref number through SMS. REF: WN_000020321	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local

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IDP Open Day	14	Cllr. Maxwell Danana	Roads, Transport and Stormwater	Cleaning of blocked stormwater drain overflowing at F142 Strong Yard in Kayamandi	The client will receive the reference number through SMS. REF: RD_000020323	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Electrical Services	Repairing and maintenance of streetlights at Strong yard in Kayamandi	The client will receive ref number through SMS. REF: ES_000020324	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Administration	Repairing of the leaking toilet pot at G-2 10th street, Kayamandi flats	The client will receive the reference number through SMS. REF: PE_000020325	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Administration	Repairing of the kitchen sink, tiles and door at G-2 10th street, Kayamandi flats	The client will receive ref number through SMS. REF: PE_000020328	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Electrical Services	Repairing and maintenance of streetlights at School Crescent Street in Kayamandi	The client will receive the reference number through SMS. REF: ES_000020330	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Water Services	Removal of neighbour's water pipe from the water meter passing through the front door at 1856 Snake Valley, Kayamandi	The client will receive the reference number through SMS. REF: WN_000020333	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Roads, Transport and Stormwater	Repairing of the broken stormwater drain at 43 Masithandane street, Kayamandi	The client will receive the reference number through SMS. REF: RD_000020331	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Electrical Services	Repairing and maintenance of streetlights at Masithandane in Kayamandi	The client will receive the reference number through SMS. REF: ES_000020332	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	14	Cllr. Maxwell Danana	Water Services	Cleaning of the blocked sewer drain next to the ablution toilets at Monde Crescent in Kayamandi	The complaint has been resolved	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Local Economic Development and Tourism	provision of funding assistance to start a vegetable garden in the backyard in Kayamandi	The municipality encourages residents to grow food in their gardens because this is how each household can combat food security. Currently, there is a community garden initiative at Nkanini and Kayamandi Primary Schools with 42 households. The homeowner needs to make contact with the programme administrators of the initiative and see whether there is assistance that they can provide	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local

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IDP Open Day	13	Cllr. Mary Nkopane	Local Economic Development and Tourism	Provision of assistance to re-apply for a business license with the municipality	Clients were informed that when applying for a business licence at the municipality for the sale of food, they need to first apply for an Application for a Certificate of Acceptability for a Food Premises in terms of Regulation 3(2) of R 638 of 22 June 2018, at Cape Winelands District Municipality. This regulation prohibits the handling of food on premises for which a valid certificate of acceptability has not been issued or is not in force	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	14	Cllr. Maxwell Danana	Local Economic Development and Tourism	Appointment of residents from the ward on the EPWP to clean streets in their respective ward	The concern will be taken up with the EPWP department. The selection process was explained to the member and how different directorates do their own candidate selections. The role of the EPWP department is to provide a department with candidates to be interviewed for the required job needs of the different directorates	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Local Economic Development and Tourism	Provide clarity why it took 2 years to successfully register on the EPWP database	The concern will be taken up with the EPWP department. The selection process was explained to the member and how different directorates do their own candidate selections. The role of the EPWP department is to provide a department with candidates to be interviewed for the required job needs of the different directorates. The online application process was explained to her and the document detailing the step by step process was given as well	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	14	Cllr. Maxwell Danana	Local Economic Development and Tourism	Provision of feedback on the application for space at the Kayamandi corridor that was advertised	The applications for the Kayamandi Corridor have been concluded and all applicants were going to be notified of the outcomes within the next two weeks, and the recent taxi strikes caused significant damage to the corridor and therefore caused a significant delay in the process	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Local Economic Development and Tourism	Appointment of residents from ward 12 on the EPWP programme to clean Nkanini	The matter will be addressed with the LED manager who oversees the EPWP program. The EPWP process was explained to the member of the public, as well as how selections are made when a department requests workers from the job seekers database	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local

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IDP Open Day	12	Cllr. Ayanda Tomose	Local Economic Development and Tourism	Involvement of ward councillors to identify unemployed individuals for consideration on the EPWP programme	The matter will be addressed with the Manager: LED who oversees the EPWP programme	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	14	Cllr. Maxwell Danana	Housing Development	Provision of updates on the implementation phase of the Town Centre Development	The matter will be referred to the Department: Housing Development	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	14	Cllr. Maxwell Danana	Housing Administration	Provide a progress report or statistics of people from the waiting list who received houses in Kayamandi	The matter will be referred to the Department: Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	13	Cllr. Mary Nkopane	Informal Settlements	Installation of toilets at Zone L in Kayamandi	The matter will be referred to the Department: Informal Settlement	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	13	Cllr. Mary Nkopane	Housing Development	Provide timeframes for the implementation of Northern extension and Town Centre Development	The matter will be referred to the Department: Housing Development	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Administration	Provide assistance with her deceased sister's tittle deed	The client was informed they must first register the estate and then come to the Department: Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Development	Provision of timeframes for the implementation of Northern extension and Town Centre Development	The matter will be referred to the Department: Housing Development	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form for submission at the offices of the Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	14	Cllr. Maxwell Danana	Informal Settlements	Provide a progress report on the Zone O project and the people left behind	It is a deblocking project, those who are left behind are non-qualifiers, and they will get serviced plots	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Income and Expenditure	Unblocking of electricity at 13th Street in one of the municipal flats in Kayamandi	The matter will be referred to the Finance Department	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Administration	Installation of a new geyser at 13th Street in one of the municipal flats in Kayamandi		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	14	Cllr. Maxwell Danana	Housing Administration	Provide clarity on the approved subsidy house which was later cancelled	The client was advised to set up an appointment with the Manager: Housing Administration for further investigation. The Northern Extension project will cater to the people who have been long on the waiting list	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	14	Cllr. Maxwell Danana	Housing Construction	Provide a timeframe when the contractor will start with the Zone O project	The contractor has started working on the site, and it will take about 2 years to be completed	Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
IDP Open Day	15	Cllr. Elliot Masimini	Housing Development	Provision of information of what happened to the serviced plots in Thubelitsha for the non-qualifiers of Zone O	The matter will be referred to the Department: Housing Development and the Department: Informal Settlement for verification of the old structures in Zone O	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	15	Cllr. Elliot Masimini	Informal Settlements	Demolish all informal structures in Zone O of people who moved to the TRAs	The matter will be referred to the Department: Housing Development and the Department: Informal Settlement for verification of the old structures in Zone O	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Administration	Provide assistance with the housing subsidy application form	The Housing Administration field workers will be sent to help citizens complete the housing waiting list application form	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	13	Cllr. Ayanda Tomose	Housing Construction	Provide a timeframe of when the contractor will start with the Zone O project	The contractor has started working on the site, and it will take about 2 years to be completed	Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
IDP Open Day	13	Cllr. Mary Nkopane	Housing Development	Provision of housing opportunities in ward 13	The plan is to build 6 000 houses in the Northern Extension project. The selection will be from the housing waiting list and prioritise the elderly, disabled, and those who have waited long on the housing waiting list	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	13	Cllr. Mary Nkopane	Housing Development	Provide timeframes for the implementation of Northern extension and Town Centre Development	The matter will be referred to the Department: Housing Development	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Informal Settlements	Repairing of the blocked toilet at TRA 3983B	The matter will be referred to the Department: Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Development	Provision of housing opportunities in Kayamandi		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	15	Cllr. Elliot Masimini	Housing Administration	Provide assistance to check if he is on the housing waiting list	The client was advised to visit the Housing Administration Offices in order to be assisted	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Construction	Provision of the timeframe of when the contractor will start with the Zone O project	The contractor has started working on the site, and it will take about 2 years to finish	Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Informal Settlements	Provision of the promised retaining wall in TRA2 3950	The matter of the retaining wall will be referred to informal settlement	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	15	Cllr. Elliot Masimini	Housing Development	Provision of housing opportunities for backyards in Zone N in Kayamandi	The client was advised to update his details on the housing waiting list. The plan is to build 6 000 houses in the Northern Extension project. The selection will be from the housing waiting list and prioritise the elderly, disabled, and those who have waited long on the housing waiting list	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	14	Cllr. Maxwell Danana	Housing Administration	Provision of feedback regarding registration of the house (Title Deed) at 79 Sokuqala Street Costaland in Kayamandi	The matter will be referred to the housing administration manager	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	13	Cllr. Mary Nkopane	Housing Administration	Provide clarity when his family will receive the house as they have been on the waiting list for long	There is land reserved for the Northern Extension. The project will target senior citizens, the disabled, and old applications. Appointment set with the Housing Administration Manager	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	15	Cllr. Elliot Masimini	Housing Administration	Provision of information of the name of the house of his deceased father registered under	The matter will be referred to the Department: housing administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	15	Cllr. Elliot Masimini	Housing Administration	Provide clarity on how the housing database works	The matter will be referred to the Department: housing administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	14	Cllr. Maxwell Danana	Informal Settlements	Provide assistance regarding a change of ownership on the informal structure	Mr Bovana was given information on what to bring to the Department Informal Settlements: death certificate of the deceased, an ID copy of the person the structure would be changed to, a letter from the family of the deceased stating they grant permission, a letter signed by 3 members of the family, and a letter from the ward committee members witnessing and signed by at least 3 or more members	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	13	Cllr. Mary Nkopane	Housing Development	Provide timeframes for the implementation of Northern extension and Town Centre Development	The matter will be referred to the Department: Housing Development	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	13	Cllr. Mary Nkopane	Informal Settlements	Implementation of the numbering of informal structures in ward 13	The client must inform ward committee members regarding the numbering of the structures during community meetings in order to draft a list of all structures that need to be numbered and forward the request to Informal Settlements offices so that the officials can plan implementation accordingly	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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Community Needs and Deliverables					Directorate Information				
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IDP Open Day	15	Cllr. Elliot Masimini	Informal Settlements	Provision of information regarding people currently occupying the Zone O site if they will be staying permanently	Mr Mbulelo Sonwabo was asked to visit the Department: Human Settlements offices for further discussion and clarity	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	15	Cllr. Elliot Masimini	Housing Administration	Provision of clarity on whether people living in the TRA'S will be provided with formal houses on Zone O site	Mr Mbulelo Sonwabo was asked to visit the Department: Human Settlements offices for further discussion and clarity	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	14	Cllr. Maxwell Danana	Housing Administration	Provision of clarity on how long it takes to receive a house when you are on the waiting list		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Housing Administration	Provision on how moving from different house(shack) affect chances of receiving a formal house	The client was informed residents can only receive one formal house and only with the number she registered	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Informal Settlements	Provision of clarity regarding the MOU (TRA'S 2) that community member were suppose to sign but never did		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Land Use Management and Building	Provide information on how long the building plan takes to be approved		Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	13	Cllr. Mary Nkopane	Housing Development	Provision of timeframes for the implementation of Northern extension and Town Centre Development	The matter will be referred to the Department: Housing Development	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Informal Settlements	Provision of assistance to change ownership of a structure	The client was given information on what to bring to the Department: Informal Settlements: death certificate of the deceased, ID copy of the person the structure would be changed to, a letter from the family of the deceased stating they grant permission, signed by 3 members of the family, and a letter from the ward committee members witnessing and being signed by at least 3 or more members	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Environmental Management	Closing of the dam or river near the public open space on Bell Street in Klapmuts	The request will be referred to the manager of parks and cemeteries	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	18	Alderman JC Anthony	Parks and Open Spaces	Construction of the play park on the public open space on Bell Street in Klapmuts	The request will be referred to the manager of parks and cemeteries	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	18	Alderman JC Anthony	Environmental Management	Planting of trees at Klapmuts Primary School		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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IDP Open Day	18	Alderman JC Anthony	Parks and Open Spaces	Provision of assistance with plants to initiate a garden at the Klapmuts Primary School		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Construction of netball and soccer fields on the sports field at Elsenburg	The request will be referred to the relevant manager of sport and recreation	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Establishment and implementation of sporting activities and programmes for youth at Elsenburg	The request will be referred to the relevant manager of sport and recreation	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	19	Cllr. James Williams	Parks and Open Spaces	Construction of playparks in Elsenburg	The requests will be referred to the relevant managers of the parks and cemeteries section	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Provincial
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Repairing of holes on sports field in Elsenburg	The request will be referred to the relevant manager of sport and recreation	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Installation of irrigation on sports field in Elsenburg	The request will be referred to the relevant manager of sport and recreation	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Installation of lights on sports field in Elsenburg	The request will be referred to the relevant manager of sport and recreation	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Construction of netball field on the sports field at Elsenburg	The request will be referred to the relevant manager of sport and recreation	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Construction of changing rooms on the sports field at Elsenburg	The request will be referred to the relevant manager of sport and recreation	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
IDP Open Day	19	Cllr. James Williams	Recreation and Sport	Establishment and implementation of sporting activities and programmes for youth at Elsenburg	The request will be referred to the relevant manager of sport and recreation	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
IDP Open Day	18	Alderman JC Anthony	Safety and Security	Increased visibility of Law Enforcement in Klapmuts	The requests will be referred to the relevant manager of law enforcement	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	19	Cllr. James Williams	Roads, Transport and Stormwater	Prevention of the company utilising the bus stop in ward 19		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Provincial
IDP Open Day	19	Cllr. James Williams	Roads, Transport and Stormwater	Repairing of roads in De Novo		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Provincial
IDP Open Day	18	Alderman JC Anthony	Land Use Management and Building	Conducting building inspections and enforcement of regulations and by-laws for residents developing structures on their properties		Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	19	Cllr. James Williams	Integrated development planning and public participation	Advertisement and communication of the IDP public participation meetings		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local

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IDP Open Day	19	Cllr. James Williams	Integrated development planning and public participation	Advertisement and communication of the IDP public participation meetings		Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local
IDP Open Day	18	Alderman JC Anthony	Community Development	Provision of information of processes of the Grant in Aid	The department provided information on the GiA application process, starting with the call for proposals in October 2023. The client was advised to like the municipal Facebook page to access the information	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	18	Alderman JC Anthony	Community Development	Provision of plans for ECD's in the IDP	The client was provided with the content of the departmental IDP KPIs as it relates to ECD services	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	18	Alderman JC Anthony	Housing Construction	Provision for the development of ECD infrastructure on housing development schemes or projects		Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Land Use Management and Building	Provision of information on whether the municipality provides architect services at a reduced price for ECD's to submit building plans	The municipality does not provide architectural services, but through the ECD forums, a contact (Mr Lawrence – private architect) provides the service at a reduced price	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	19	Cllr. James Williams	Safety and Security	Provision of assistance from SAPS during the night at De Novo	The client was advised to get in contact with the person in charge at the police station	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Provincial
IDP Open Day	18	Alderman JC Anthony	Facilities	Purchasing of the open land or 50 plots between La Rochelle and the new school by the Municipality for emerging farmers	The matter will be referred to contract management or leasing for further action	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	18	Alderman JC Anthony	Facilities	Identification of land for churches in Klapmuts	The matter will be referred to contract management or leasing for further action	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	18	Alderman JC Anthony	Cemeteries	Identification of land for cemetery in Klapmuts	The matter will be referred to contract management or leasing for further action	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	18	Alderman JC Anthony	Facilities	Provide information on the processes to apply for land lease from the municipality	The matter will be referred to contract management or leasing for further action	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	18	Alderman JC Anthony	Facilities	Identification of land for the construction of additional schools in Kayamandi and Klapmuts		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	18	Alderman JC Anthony	Facilities	Provide information on the processes followed to inform the Provincial Department of Education about the available land for the construction of educational facilities		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local

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IDP Open Day	18	Alderman JC Anthony	Facilities	Identification of land for churches in Klapmuts	The matter will be referred to contract management or leasing for further action	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	18	Alderman JC Anthony	Recreation and Sport	Installation of fence at Klapmuts Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	18	Alderman JC Anthony	Human Resource Management	Provision of employment opportunities for the residents of Mandela City in Klapmuts		Directorate: Corporate Services	Department: Human Resources Management	Corporate Services	Local
IDP Open Day	18	Alderman JC Anthony	Community Development	Provision of youth development and skills programmes in Klapmuts		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
IDP Open Day	18	Alderman JC Anthony	Electrical Services	Repairing of the blown electricity transformer at Mandela City in Klapmuts	It was suggested that the community ask Alderman Anthony to approach Eskom to report the problem	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Electrical Services	Repairing of the blown electricity transformer at Mandela City in Klapmuts	It was suggested that the community ask Alderman Anthony to approach Eskom to report the problem	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Electrical Services	Installation of lighting at the TRA in Klapmuts	Superintendent Services will investigate if a separate lighting circuit can be installed by means of the labour tender. Permission from Eskom must be granted to install the system on their infrastructure, and they will have to apply for a metering point	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Electrical Services	Installation of lighting at La Rochelle in Klapmuts	The labour tender was approved last week. During the course of next week, the Superintendent of Services section will organise an on-site meeting with the successful bidders, then we await a quote and thereafter an official order	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Electrical Services	Installation of electricity at La Rochelle in Klapmuts with ready board installations	Eskom area of supply, so the application must be made to Eskom	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Electrical Services	Repairing of the blown electricity transformer at Mandela City in Klapmuts	It was suggested that the community ask Alderman Anthony to approach Eskom to report the problem	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Electrical Services	Repairing and maintenance of streetlighting at Weltevrede park: Cornelius, Collins and Cloete streets	The superintendent of the services section has already contacted Eskom to arrange when their technician is available to switch on the circuits to establish the faulty lights	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Area Cleaning	Cleaning of Mandela City frequently		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local

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IDP Open Day	19	Cllr. James Williams	Housing Administration	Repairing of bathroom leaks, tiles in the kitchen, and wall cracks at 43 Vaaldraai in Elsenburg		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	19	Cllr. James Williams	Housing Administration	Repairing of lights at 8 Vaaldraai in Elsenburg		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	19	Cllr. James Williams	Housing Administration	Repairing of cracks from the bathroom wall, and leaking in bathroom at 35 Vaaldraai in Elsenburg		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	19	Cllr. James Williams	Environmental Management	Removal of the tree at 35 Vaaldraai in Elsenburg		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Provincial
IDP Open Day	18	Alderman JC Anthony	Housing Administration	Provision of information to apply for housing		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Roads, Transport and Stormwater	Expansion of the road in Cornelius Street where it joins up with Collins Street in Klapmuts		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Roads, Transport and Stormwater	Installation of traffic signage to warn all road users of the curves at Cornelius Street where it joins up with Collins Street in Klapmuts	The request for traffic signs and mirrors will be referred to and investigated by the Manager of Traffic Engineering	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Roads, Transport and Stormwater	Repairing of the pothole on the sidewalk on the corner of Gone and Collins Streets in Klapmuts	The request for pothole repairs will be referred to and investigated by the Manager of Roads and Stormwater	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Water Services	Repairing of water and sewer issues at Coronation Street 2701 Klapmuts		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Income and Expenditure	Provision of assistance to register as an indigent water user in Klapmuts	Stellenbosch Municipality has an existing indigent policy that allows water users to register as indigent users if they fall within the set categories. The client must go to Stellenbosch Musicality's offices to inquire about the registration of indigent water user	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local

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IDP Open Day	18	Alderman JC Anthony	Water Services	Installation of additional toilets and standpipes in Mandela City informal settlement in Klapmuts	The client was informed that the request would be referred to Section: Informal Settlements to propose ablution projects in Mandela City. I also informed the client that ablution projects require detailed investigations such as site location, available specifications, property ownership, and funding required. Investigate the proposed location of additional standpipes in Bekela (an area within Mandela City)	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Water Services	Repairing or removal of the water management device that only provides 4 buckets of water per day at No 2701 Cornations Street Klapmuts	I informed the client that he has a water management device (WMD) installed on the premises. This device is installed for indigent water users and has a water use limit depending on the number of people residing on the premises. Advise the client that the matter will be investigated to raise the water use limit, but consent must be obtained from the property owner prior to implementation	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	18	Alderman JC Anthony	Agriculture	Identification of land for small scale farmers in Klapmuts	The small-scale farmers were advised to bring documentation of their engagements with the Directorate: Corporate Services (Mr Piet Smit) and the ward councillor (Cllr Anthony), in order for the Department: LED to see what was discussed and agreed upon and conduct a follow-up	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	18	Alderman JC Anthony	Agriculture	Identification of land for small scale farmers in Klapmuts	The small-scale farmers were advised to bring documentation of their engagements with the Directorate: Corporate Services (Mr Piet Smit) and the ward councillor (Cllr Anthony), in order for the Department: LED to see what was discussed and agreed upon and conduct a follow-up	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	18	Alderman JC Anthony	Spatial Planning	Provide information on new developments earmarked for Klapmuts		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	18	Alderman JC Anthony	Housing Administration	Provide information on criteria to qualify for an RDP house		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Development	Provision of housing development opportunities for La Rochelle area in Klapmuts	The matter will be referred to the Housing Development Section	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	18	Alderman JC Anthony	Roads, Transport and Stormwater	Repairing of the broken dam resulting to water overflowing at La in Klapmuts		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	19	Cllr. James Williams	Housing Administration	Checking of status on the housing waiting list and provision of timeframe to receive a house	The matter will be referred to the Department: Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	19	Cllr. James Williams	Housing Administration	Checking of status on the housing waiting list and provision of timeframe to receive a house	The matter will be referred to the Department: Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	19	Cllr. James Williams	Housing Administration	Checking of status on the housing waiting list	The department will check the status and provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	19	Cllr. James Williams	Housing Administration	Progress report for the provision of housing to people on the waiting list		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	19	Cllr. James Williams	Housing Administration	Checking of status on the housing waiting list	The department will check the status and provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	19	Cllr. James Williams	Housing Administration	Progress report for the provision of housing to people on the waiting list		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	19	Cllr. James Williams	Housing Administration	Checking of status on the housing waiting list	The department will check the status and provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form for submission at the offices of the Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Development	Provision of a status report on the progress of housing development in Klapmuts	The client was informed that there are currently no new developments in the area, and the municipality is busy acquiring land for new developments	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Development	Provision of a status report on the progress of housing development in Klapmuts	The client was informed that there are currently no new developments in the area, and the municipality is busy acquiring land for new developments	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Development	Provision of a status report on the progress of housing development in Klapmuts	The client was informed that there are currently no new developments in the area, and the municipality is busy acquiring land for new developments	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Administration	Provide information on the subsidy applications when moving to different municipalities Flisp Subsidy	The client was advised on the procedure for moving applications to different municipalities and the Flisp subsidy	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	18	Alderman JC Anthony	Housing Administration	Provide information on the progress on providing houses for those on the waiting list	The client was advised on the procedure for moving applications to different municipalities and the Flisp subsidy	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Administration	Provision of assistance with the housing waiting list application form	The client was provided with the application form for submission at the offices of the Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Administration	Checking of status on the housing waiting list	The department will check the status and provide feedback	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form for submission at the offices of the Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Development	Provision of status report on the progress of housing development in Klapmuts	The client was informed that there are currently no new developments in the area, and the municipality is busy acquiring land for new developments	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	18	Alderman JC Anthony	Housing Development	Investigation of Vaaldraai for housing development	According to the studies that were conducted, Vaaldraai was not in the urban edge	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	20	Cllr. Joseph Joon	Safety and Security	Deployment of law enforcement to address cable theft and break-ins at Vlottenberg primary	The client was advised that the complaint is a SAPS matter and that law enforcement can only provide assistance	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Safety and Security	Installation of CCTV cameras at the R44 Rd and Jamestown Cemetery	The request will be drafted for the CCTV Camera Masterplan	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of road signs between Lord Charles up to the turn off to Winery Rd, Raithby		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Traffic Enforcement	Enforcement of speed limit at Lord Charles up to the turn off to Winery Rd, Raithby	Traffic transgressions to be addressed by traffic services	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Traffic Enforcement	Enforcement of road rules or laws to taxi drivers jumping the line to turn off in front of other motorists at the entrance to Winery Rd, Raithby	Traffic transgressions to be addressed by traffic services	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Traffic Enforcement	Enforcement of road rules or laws to taxi drivers jumping the line to turn off in front of other motorists at R44 Rd turn off into Dorp Street	Traffic transgressions to be addressed by traffic services	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
IDP Open Day	20	Cllr. Joseph Joon	Traffic Enforcement	Increase the visibility of law enforcement to enforce the speed limit for the safety of school kids at Vlottenberg primary M12 across the petrol garage		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Repairing and maintenance of traffic lights at Asaraor Baden Powell	The traffic light at Baden Powell is the property of the provincial government	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Safety and Security	Deployment of law enforcement to address cable theft at New Longlands Village in Vlottenberg	The client was advised that the complaint is a SAPS matter and that law enforcement can only provide assistance	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Traffic Enforcement	Installation of speeding cameras at the Vlottenberg Primary, M12 across the petrol garage		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Safety and Security	Establishment of neighbourhood watch at Longlands in Vlottenberg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Local Economic Development and Tourism	Employment of Longlands residents on EPWP worker		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Repairing and maintenance of traffic lights at Vlaeberg		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Electrical Services	Repairing and maintenance of streetlights at Vlaeberg	The Vlaeberg Road is a provincial road. The municipality will investigate the feasibility of this and inquire with the province to look into the request	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Facilities	Identification of land for the construction of a community hall in Vlottenberg area	The requests will be escalated to the relevant section manager. Mr van der Merwe will only get insurance or zoning upon planning over the existing lot available	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Recreation and Sport	Identification of land for a sport field in Vlottenberg area	The requests will be escalated to the relevant section manager. Mr van der Merwe will only get insurance or zoning upon planning over the existing lot available	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	20	Cllr. Joseph Joon	Parks and Open Spaces	Identification of land for a playpark in Vlottenberg area		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	20	Cllr. Joseph Joon	Facilities	Identification of land for the construction of community hall in Vlottenberg area	The requests will be escalated to the relevant section manager. Mr van der Merwe will only get insurance or zoning upon planning over the existing lot available	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local

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IDP Open Day	20	Cllr. Joseph Joon	Recreation and Sport	Identification of land for a sport field in Vlottenberg area	The requests will be escalated to the relevant section manager. Mr van der Merwe will only get insurance or zoning upon planning over the existing lot available	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	20	Cllr. Joseph Joon	Parks and Open Spaces	Identification of land for a playpark in Vlottenberg area	The requests will be escalated to the relevant section manager	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	20	Cllr. Joseph Joon	Beautification	Beautification of Raithby area	The requests will be escalated to the relevant section manager	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	20	Cllr. Joseph Joon	Parks and Open Spaces	Installation of a playpark in Raithby area	The requests will be escalated to the relevant section manager	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Construction of pavements in Raithby area		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Recreation and Sport	Replacement of fence at Jamestown sportsground	The senior manager of the Department: Community Services will have a discussion with the manager of Section: Sports regarding the planning or budget for Jamestown sports grounds and provide feedback to Cllr Slabbert	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Recreation and Sport	Repairing of the rugby field at Jamestown sportsground	The senior manager of the Department: Community Services will have a discussion with the manager of Section: Sports regarding the planning or budget for Jamestown sports grounds and provide feedback to Cllr Slabbert	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	20	Cllr. Joseph Joon	Facilities	Identification of land for the construction of a Multi-purpose community hall at Longlands Development		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Cleaning of Rivers	Cleaning and maintenance of the river by Vlottenberg Primary School		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	20	Cllr. Joseph Joon	Parks and Open Spaces	Identification of land for the construction of a playpark in Longlands development	The request will be escalated to the relevant section manager. The senior manager mentioned that there was no planned budget for 2023/24 financial year for playparks, but this will be discussed and planned for the future budget	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	20	Cllr. Joseph Joon	Recreation and Sport	Identification of land for the construction of sports field in Longlands development		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	21	Cllr. Joseph Joon	Facilities	Identification of land for the construction of a community hall in Longlands development		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local

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IDP Open Day	21	Cllr. Mynard Slabbert	Budget	Provision of an update on the amount of R6.5 million on the 2018/2019 Budget for Tourism Centre and Business Hub project: How were these funds spent?		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Budget	Provision of an update on the amount of R6.5 million on the 2018/2019 Budget for Tourism Centre and Business Hub project: How much was spent on consultants?		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Budget	Provision of an update on the amount of R6.5 million on the 2018/2019 Budget for Tourism Centre and Business Hub project: Why are these projects not completed?		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Local Economic Development and Tourism	Provision of an update on the amount of R6.5 million on the 2018/2019 Budget for Tourism Centre and Business Hub project: How were these funds spent?		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Local Economic Development and Tourism	Provision of an update on the amount of R6.5 million on the 2018/2019 Budget for Tourism Centre and Business Hub project: How much was spent on consultants?		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Local Economic Development and Tourism	Provision of an update on the amount of R6.5 million on the 2018/2019 Budget for Tourism Centre and Business Hub project: Why are these projects not completed?		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Income and Expenditure	Attending to municipal valuation and tax issues at La-Clemence in Jamestown	On September 22, 2023, the letter was forwarded to the municipal valuer via the valuation department. The client will receive a response by September 27, 2023	Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Waste Management	Placement of a skip at Weber Gedenk Primary School in Jamestown		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Electrical Services	Installation of streetlights in Shaw Street in Raithby	The Department: Electrical Services will investigate the installation of lighting on Shaw Street	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local

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IDP Open Day	20	Cllr. Joseph Joon	Electrical Services	Completion of streetlights installation at both entrance roads to Raithby	The Department: Electrical Services will investigate the installation of streetlights at the entrance	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Electrical Services	Provision of feedback on taking over the streetlights at Raithby from Eskom	The streetlights have already been taken over from Eskom	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Electrical Services	Installation of streetlights between the primary and high schools on the gravel road in Jamestown	The Department: Electrical Services will investigate and apply for wayleaves to see if there are services, if not, apply to Eskom for a supply point	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Cleaning and repairing of the blocked stormwater channels at Watson Way Street in Raithby		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Waste Management	Deployment of EPWP Workers to the clean streets in Raithby		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Waste Management	Regular collection of refuse bins in Raithby		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Waste Management	Provision of new refuse bins in Raithby		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Inspection and cleaning of blocked stormwater channels and pipes at Vlottenberg		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Electrical Services	Installation of streetlights at Longlands New Houses in Vlottenberg		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of street names at Longlands New Houses in Vlottenberg		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Construction of speedbumps at Longlands New Houses in Vlottenberg		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Repairing and maintenance of potholes at Lyndoch Services Road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of traffic lights at the corner of Vlaeberg Road and M12 Polkadraai		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Environmental Management	Pruning of trees on the Lyndoch service road near Sustainability Institute		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of traffic lights at the corner of Vlaeberg Road and M12 Polkadraai		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Construction of Bus stop near tennis court in Vlaeberg Rd		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Electrical Services	Installation of streetlights at Vlaeberg road	The Vlaeberg Road is a provincial road. The municipality will investigate the feasibility of this and inquire with the province to look into the request	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Electrical Services	Installation of streetlights at Stellenbosch Kloof road		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of street names at Longlands village in Vlottenberg		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Roads, Transport and Stormwater	Provision of expenditure for Roads reseal in 2022/2023 financial year for Jamestown		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Roads, Transport and Stormwater	Provision of a timeframe for the implementation of School Street upgrade in Jamestown		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of traffic calming measures in Longlands and on the Vlottenberg Road close to the school		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Rectification of speed in the north direction is 50km/h and in the south direction 80km/h in Vlottenberg		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Facilities	Identification of land for educational facilities in Longlands development in Vlottenberg	The layout for housing was approved, and houses were built for the beneficiaries who qualified	Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Recreation and Sport	Identification of land for a sports ground in the Longlands development in Vlottenberg	The request for sports grounds is to be addressed by the municipality, Department: Community Services	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	20	Cllr. Joseph Joon	Parks and Open Spaces	Identification of land for playparks in Longlands development in Vlottenberg	The request for parks and playgrounds to be addressed by the municipality, Department: Community Services	Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Construction of speedhumps on the streets in Longlands development in Vlottenberg	Construction of speedhumps to be investigated by the Department: RTS	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of streets names in Longlands development in Vlottenberg	Street names are to be approved by the Department: Planning Management and procedures to be carried out as they were not part of the initial layout	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Water Services	Engage the Chairperson of Home Owners Association with regard to Shaw Street – Raithby Heights main water connection	The municipality is aware of the issue and has been working with the previous chairperson of the HOA	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Water Services	Maintenance of the Vlottenberg Primary school sewerage system	The school should report the maintenance requirements to the Western Cape Education Department for repair to avoid sewer spills. The school should also check the agreement between the school and the landowner to determine where the responsibility for maintenance lies. Also, either WCED or the landowner should apply for a connection to the sewer main (depending on the agreed-upon terms in the SLA or lease agreement) and pay applicable development contributions	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Water Services	Connection of the Vlottenberg Primary school sewers to the Main Sewer Line as part of the Vlottenburg Housing Project	The school should report the maintenance requirements to the Western Cape Education Department for repair to avoid sewer spills. The school should also check the agreement between the school and the landowner to determine where the responsibility for maintenance lies. Also, WCED or the landowner should apply for a connection to the sewer main (depending on the agreed-upon terms in the SLA or lease agreement) and pay applicable development contributions	Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Electrical Services	Installation of streetlights at Vlaeberg Road	The Vlaeberg Road is a provincial road. The municipality will investigate the feasibility of this and inquire with the province to look into the request	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
IDP Open Day	20	Cllr. Joseph Joon	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form to complete and explained the required document for submission at the offices of Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	20	Cllr. Joseph Joon	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form to complete and explained the required document for submission at the offices of Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form to complete and explained the required document for submission at the offices of Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	20	Cllr. Joseph Joon	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form to complete and explained the required document for submission at the offices of Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	20	Cllr. Joseph Joon	Housing Development	Provision of information for the next housing development project in Vlaeberg	The municipality is waiting on approval from Planning for the next housing project and will provide feedback by the end of the year	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	21	Cllr. Mynard Slabbert	Housing Development	Provision of information on Jamestown Project and the plans for Droëdyke	The communication is only with the Department of Agriculture and not with Stellenbosch Municipality. Stellenbosch Municipality wants to work with the Department of Agriculture regarding the project	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	21	Cllr. Mynard Slabbert	Housing Development	Provision of GAP housing development in Jamestown	There are 408 housing opportunities planned, and the municipality will be able to provide answers by the 31 October 2023. There will be Gap Housing and service sites. The client was advised to apply for a housing subsidy	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	21	Cllr. Mynard Slabbert	Housing Development	Provision of housing development in Jamestown	There are 408 housing opportunities planned, and the municipality will be able to provide answers by the end of October. There will be Gap Housing and service sites	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	20	Cllr. Joseph Joon	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form to complete and explained the required document for submission at the offices of Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	20	Cllr. Joseph Joon	Housing Administration	Provide assistance with the housing subsidy application form	The client was provided with the application form to complete and explained the required document for submission at the offices of Housing Administration	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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IDP Open Day	20	Cllr. Joseph Joon	Housing Development	Provision of housing development in Vlottenberg		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
IDP Open Day	20	Cllr. Joseph Joon	Housing Administration	Checking subsidy application status on the waiting list	The client's status will be checked on the waiting list and provide feedback regarding the application	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
IDP Open Day	20	Cllr. Joseph Joon	Housing Development	Provision of housing development opportunities in Lynedoch	It was explained that there are no projects in the pipeline for Lynedoch and that the project that is in Lynedoch is a private project	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Have Your Say	2	Cllr. Wilhelmina Petersen	Safety and Security	Deployment of more law enforcement officers in Franschhoek area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Have Your Say	2	Cllr. Wilhelmina Petersen	Local Economic Development and Tourism	Provision of more EPWP job opportunities in Franschhoek		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Have Your Say	16	Cllr. Elsabe Vermeulen	Housing Development	Provision of housing opportunities in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Have Your Say	16	Cllr. Elsabe Vermeulen	Roads, Transport and Stormwater	Upgrading and repairing of the streets in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Have Your Say	6	Cllr. Nateshia Mcombring	Community Development	Establishment of a Frial Care Centre with professionally trained workers in Ida's Valley		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Have Your Say	15	Cllr. Elliot Masimini	Roads, Transport and Stormwater	Cleaning of drainage system effectively in ward 15		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Have Your Say	15	Cllr. Elliot Masimini	Electrical Services	Repairing and maintenance of streetlights in ward 15		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Have Your Say	14	Cllr. Maxwell Danana	Electrical Services	Repairing and maintenance of streetlights in ward 14		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Have Your Say	14	Cllr. Maxwell Danana	Area Cleaning	Cleaning of the streets near Kuyasa in Kayamandi		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Have Your Say	14	Cllr. Maxwell Danana	Water Services	Repairing and cleaning of taps and sinks in ward 14		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Have Your Say	14	Cllr. Maxwell Danana	Water Services	Provision of more sanitation facilities in ward 14		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Have Your Say	14	Cllr. Maxwell Danana	Roads, Transport and Stormwater	Repairing of potholes on roads in ward 14		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Have Your Say	15	Cllr. Elliot Masimini	Housing Development	Provision of housing opportunities for disabled people in Kayamandi		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Have Your Say	15	Cllr. Elliot Masimini	Local Economic Development and Tourism	Provision of EPWP opportunities in ward 15 in Kayamandi		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Have Your Say	14	Cllr. Maxwell Danana	Area Cleaning	Cleaning of the streets in ward 14 in Kayamandi		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local

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Have Your Say	14	Cllr. Maxwell Danana	Roads, Transport and Stormwater	Cleaning of drains in ward 14 in Kayamandi		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Have Your Say	14	Cllr. Maxwell Danana	Roads, Transport and Stormwater	Construction of tarred roads on the gravel roads in Ward 14 in Kayamandi		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Have Your Say	15	Cllr. Elliot Masimini	Housing Development	Provision of housing opportunities in Kayamandi		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Have Your Say	15	Cllr. Elliot Masimini	Local Economic Development and Tourism	Provision of EPWP opportunities in ward 15 in Kayamandi		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Land Use Management and Building	Provide information of the future developments in Paradyskloof area	The matter should be investigated, and feedback is required regarding the status	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Land Use Management and Building	Provide information on total payment in the Trust Account (De Zalze/Stellenbosch Square)	The matter should be investigated, and feedback is required regarding the status	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Land Use Management and Building	Provide information of the future developments in Paradyskloof area	The matter should be investigated, and feedback is required regarding the status	Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of street names at Longlands Afri Village in Vlottenberg		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Land Use Management and Building	Provide an update on the status of the approvals for the building plans of Blaauwklippen (Jamestown) (Monica Schoonraad)		Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Recreation and Sport	Provide an update on the status of the application for the development of additional facilities at Flying Club		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Agriculture	Identification of land for small scale farmers in Jamestown	The Department explained that advertisements for vacant land are advertised, and there is an application process. Unfortunately, this process has already taken place for this financial year and is about to be concluded. The client was advised that the department would be in contact with him to provide contact details for other departments that support emerging small farmers	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	21	Cllr. Mynard Slabbert	Local Economic Development and Tourism	Provide a copy of LED strategies to Mr Adams	The approved LED strategy was sent to Mr Adams 15 September 2023	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local

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Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
IDP Open Day	20	Cllr. Joseph Joon	Area Cleaning	Appointment of EPWP worker to clean up in Raithby	The Economic Development and Tourism Unit will arrange an outreach next week Thursday (21/09/2023) as Area Cleaning struggles to appoint people from Raithby from the database. The EPWP department has already consulted with Area Cleaning, and they will try and appoint 5–10 people to clean in Raithby	Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Stakeholder Engagement	WCO24		Electrical Services	Facilitation of community workshops on renewable energy in WC024	Community workshops can be facilitated in the future	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Stakeholder Engagement	WCO24		Electrical Services	Consideration of Hydro Power by the Municipality in WC024	Hydropower: the municipality is considering such a project, and feasibility needs to be done	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Stakeholder Engagement	WCO24		Electrical Services	Installation of solar power panels for households in WC024	The municipality needs to put critical infrastructure in place for alternative energy	Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Stakeholder Engagement	WCO24		Roads, Transport and Stormwater	Improvement of the Uitkyk Intersection in the Franschhoek area in WC024	The due process will be followed after the completion of Le Roux Street	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Stakeholder Engagement	WCO24		Community Development	Provision of ECD infrastructure in WC024	Infrastructure for ECDs will be dealt with in terms of the Spatial Development Framework (SDF)	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Stakeholder Engagement	WCO24		Integrated development planning and public participation	Provision of accessible transport for the disabled to the IDP meetings and other engagements in WC024	The municipality is aware of the need for accessible transport for disabled people. The municipality needs to lobby with transport service providers to adapt their vehicles	Office of the Municipal Manager	Section: IDP/PMS/PP	Deputy Mayor and Financial Services	Local
Stakeholder Engagement	WCO24		Recreation and Sport	Provision of additional sport and recreation facilities in WC024	Schools, hospitals, and recreational facilities are high on the agenda in terms of development approvals. Education facilities are a provincial function	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Stakeholder Engagement	WCO24		Recreation and Sport	Identification of space/land for the development of recreation in WC024	A vacant land study is in the process for potential use in the area	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Stakeholder Engagement	WCO24		Recreation and Sport	Identification of land for additional recreation facilities in WC024	Schools, hospitals, and recreational facilities are high on the agenda in terms of development approvals	Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Stakeholder Engagement	WCO24		Housing Development	Inclusion of ECD facilities on the plans for new development in WC024	Education facilities are a provincial function	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Stakeholder Engagement	WCO24		Spatial Planning	Exemption of ECD facilities on agricultural land from zoning/rezoning tariffs in WC024	A vacant land study is in the process for potential use in the area	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Stakeholder Engagement	WCO24		Agriculture	Preservation of agricultural land in WC024		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local

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Stakeholder Engagement	WCO24		Local Economic Development and Tourism	Provision of support to emerging farmers in WC024	The municipality will further engage with Mr Emile van der Merwe on support for emerging farmers	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Stakeholder Engagement	WCO24		Housing Development	Provision of housing opportunities to farmworkers in WC024		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Stakeholder Engagement	WCO24		Informal Settlements	Provision of assistance and support to evicted people from farms in WC024	The role of the municipality is determined by court orders	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Stakeholder Engagement	WCO24		Agriculture	Monitoring of ashtray animals posing danger to livestock in the Jonkershoek area	Further engagements will be facilitated with the national ministers about forestry towns	Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Stakeholder Engagement	WCO24		Housing Development	Provision of new housing development in the Jonkershoek area	Further engagements will be facilitated with the national ministers about forestry towns	Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Stakeholder Engagement	WCO24		Recreation and Sport	Provision of recreational facilities in WC024		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Stakeholder Engagement	WCO24		Housing Development	Ensuring correct persons serve on the Beneficiary Committee		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Stakeholder Engagement	WCO24		Housing Development	Provision of housing opportunities for backyard dwellers in in WC024		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Stakeholder Engagement	WCO24		Safety and Security	Relocation of Cloetesville Police Station	The municipality is looking at alternative sites to see how to accommodate the SAPS	Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Stakeholder Engagement	WCO24		Community Development	Reviewing of the maximum of the GiA	The GiA policy is reviewed each financial year and published for comment	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Stakeholder Engagement	WCO24		Community Development	Increase of GiA allocation	The GiA policy is reviewed each financial year and published for comment	Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Stakeholder Engagement	WCO24		Community Development	Provision of percentage allocated for ECDs from the GiA		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Stakeholder Engagement	WCO24		Community Development	Provision of the 5-year plan to make space and old municipal buildings available for ECD facilities in WC024		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Stakeholder Engagement	WCO24		Safety and Security	Reviewing of the allocation of radios to Neighbourhood watches		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Stakeholder Engagement	WCO24		Safety and Security	Investigation of better communication methods between the NHW and the police station		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Stakeholder Engagement	WCO24		Community Development	Resolution of the inconsistence of issuing of health and safety certificates for the registration of ECD		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Stakeholder Engagement	WCO24		Safety and Security	Inclusion of NGO's and NPOs in agreements of the car guard project		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Stakeholder Engagement	WCO24		Safety and Security	Recognition of civil society on the employment of people in the car guard project		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Stakeholder Engagement	WCO24		Agriculture	Provision or preservation of agricultural land in Kayamandi for the small scale farmers		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Stakeholder Engagement	WCO24		Housing Development	Implementation of the Northern Extension housing development project		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Stakeholder Engagement	WCO24		Local Economic Development and Tourism	Promotion of local economic development of the Stellenbosch residents		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Email	19	Cllr. James Williams	Housing Administration	Provision of title deeds to homeowners at Kromme Rhee, Vaaldraai, Elsenburg, and De Novo		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Email	19	Cllr. James Williams	Housing Development	Provision of housing opportunities to farmworkers in WC024		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Provincial
Email	19	Cllr. James Williams	Agriculture	Facilitation of Farmworkers Summit in WC024		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Email	19	Cllr. James Williams	Water Services	Provision of basic services to backyarders at Kromme Rhee, Vaaldraai, Elsenburg, De Novo, Weltevrede 1, Weltevrede 2, and Smartie Town		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Provincial
Email	19	Cllr. James Williams	Electrical Services	Provision of basic services to backyarders at Kromme Rhee, Vaaldraai, Elsenburg, De Novo, Weltevrede 1, Weltevrede 2, and Smartie Town		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Provincial
Email	19	Cllr. James Williams	Roads, Transport and Stormwater	Repairing of potholes at Vaaldraai		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Provincial
Email	19	Cllr. James Williams	Recreation and Sport	Upgrading of Sport fields in Kromme Rhee, Vaaldraai, and De Novo		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial

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Email	19	Cllr. James Williams	Recreation and Sport	Repairing and maintenance of spotlights in Kromme Rhee Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
Email	19	Cllr. James Williams	Recreation and Sport	Repairing and maintenance of spotlights in De Novo Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
Email	19	Cllr. James Williams	Recreation and Sport	Upgrading of spotlights at Vaaldraai Sports field		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
Email	19	Cllr. James Williams	Recreation and Sport	Construction of clubhouse in Vaaldraai and De Novo		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
Email	19	Cllr. James Williams	Recreation and Sport	Repairing and maintenance of Kromme Rhee Clubhouse		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Provincial
Email	19	Cllr. James Williams	Parks and Open Spaces	Construction of play parks for kids at Kromme Rhee, De Novo, Vaaldraai, and Elsenburg		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Provincial
Email	19	Cllr. James Williams	Roads, Transport and Stormwater	Scraping of gravel roads in the community of De Novo		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Provincial
Email	19	Cllr. James Williams	Roads, Transport and Stormwater	Construction of speedhump in front of House. No. 29 Waaierpalm street in Weltevrede 2		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	19	Cllr. James Williams	Parks and Open Spaces	Placement of 2 Recycle bins at Waaierpalm park in Weltevrede 2		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Parks and Open Spaces	Upgrading of the gym and other equipment at Waaierpalm Park in Weltevrede 2		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Environmental Management	Cutting of trees at Welgevonden side at the back of House no. 58 in Waaierpalm Street in Weltevrede 2		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Roads, Transport and Stormwater	Installation of safety mirrors at Waaierpalm, and Melkhout Street in Weltevrede 2		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	19	Cllr. James Williams	Parks and Open Spaces	Cutting of grass at Weltevrede 2		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Electrical Services	Removal of the power boxes in front of houses 19 and 25 Waaierpalm Street in Weltevrede 2		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local

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Email	19	Cllr. James Williams	Electrical Services	Removal of the streetlight pole from the driveway of house 11 Waaierpalm Street at Weltevrede 2		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Email	19	Cllr. James Williams	Housing Administration	Upgrading of remaining houses in Smartie Town in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Email	19	Cllr. James Williams	Housing Construction	Rectification houses by contractors in Smartie Town in Cloetesville		Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
Email	19	Cllr. James Williams	Parks and Open Spaces	Upgrading of the Park equipment at Smartie Town in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Parks and Open Spaces	Cutting of grass in the park at Smartie Town in Cloetesville		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Parks and Open Spaces	Cutting of grass in parks at Weltevrede 1		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Roads, Transport and Stormwater	Cutting of grass on the sidewalks at Weltevrede 1		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	19	Cllr. James Williams	Parks and Open Spaces	Placement of recycle bins in parks at Weltevrede 1		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Parks and Open Spaces	Upgrading of park equipment in parks at Weltevrede 1		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	19	Cllr. James Williams	Roads, Transport and Stormwater	Removal of the bollards in Segers Street in Weltevrede 1		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	19	Cllr. James Williams	Roads, Transport and Stormwater	Tar the sidewalk after removal of the bollards in Segers Street in Weltevrede 1		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	19	Cllr. James Williams	Electrical Services	Installation of the fence on the power box in Seger Street in Weltevrede 1		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Safety and Security	Installation of a Close Circuit Camera near Bruckner De Villiers Primary School and Addendorff Street in Ida's Valley		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Email	6	Cllr. Nateshia Mcombring	Safety and Security	Installation of a Close Circuit Camera on Old Helshoogte Park in Ida's Valley		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Email	6	Cllr. Nateshia Mcombring	Safety and Security	Installation of an LPR Camera at the Main Road 5 (Traffic lights on the corner of Helshoogte Road and R44)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Email	6	Cllr. Nateshia Mcombring	Safety and Security	Installation of an LPR Camera on the corner of Rustenburg Road and Sonnebloem Street		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Email	6	Cllr. Nateshia Mcombring	Safety and Security	Utilisation of building at the community market as a Satellite Police Station		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Email	6	Cllr. Nateshia Mcombring	Safety and Security	Increase visibility and regular patrols of Police and Law Enforcement officials on all roads, Sportsgrounds, and farms in ward 6		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Email	6	Cllr. Nateshia Mcombring	Safety and Security	Provision of a stipend to neighbourhood watches conducting patrols		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Email	6	Cllr. Nateshia Mcombring	Electrical Services	Installation of streetlights on Helshoogte Road opposite Beltana in the direction of The Ridge		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Installation of traffic lights on the turn-off from Kromme Rhee Road in the direction of Koelenhoff and turn-off from Elsenburg near Kanonkop		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Installation of pedestrian crossing between Nietvoorbij and Timberlea Farm (Blue Jay) in the direction of Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Installation of pedestrian crossing between Remhoogte and Lavinir		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Installation of information warning boards indicating people are crossing the R44 near Nietvoorbij and Timberlea Farm (Blue Jay) in the direction of Cloetesville and between Remhoogte and Lavinir		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Installation of a pedestrian traffic light on Helshoogte Road near Spar in the direction of Safe House		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Painting of the bus shelter in Bloekom Avenue in front of Luckhoff High School and near the mini circle on the corner of Lindley Street		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Painting of the bus shelter next to the Ida's Valley Public Library and the Ward 6 Office		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Email	6	Cllr. Nateshia Mcombring	Water Services	Replacement of sewer pipes in Ida's Valley		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Parks and Open Spaces	Upgrading of the fence with Clearview and Betafence at Sonnebloem Park and Helshoogte Road in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	6	Cllr. Nateshia Mcombring	Electrical Services	Cleaning of all electricity boxes in Ward 6 and the electrical substation next to Okasie between Sonnebloem Road and Helshoogte Road in Ida's Valley		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Electrical Services	Fencing (Clearview or Betafence) of all Electricity Boxes in Ward 6 and the electrical substation next to Okasie between Sonnebloem Road and Helshoogte Road in Ida's Valley		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Regular painting of road marks in all the roads in Ida's Valley (Ward 6)		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Regular cleaning of all the drains in Ward 6 in Ida's Valley (Winter and Summer Readiness Program)		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Environmental Management	Pruning of the trees hanging over the electricity lines in Ida's Valley in Ward 6		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Construction of tar pavements at Hahn Street, Moffat Street, Erasmussmith Street, Desch Street, Botmanskop Road, Dahlia Street and Speler Street		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Upgrading and resealing of roads and potholes as required in Ida's Valley in ward 6		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Regular cutting of grass on all pavements, not only the six-week cycle in parks and main roads, R44 and Helshoogte Road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Parks and Open Spaces	Regular cutting of grass on all pavements, not only the six-week cycle in parks and main roads, R44 and Helshoogte Road		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Construction of pavement from Khula Development Office Building at 2 Ou Helshoogte Road and Okasie to the direction of Spar in Helshoogte Road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Email	6	Cllr. Nateshia Mcombring	Roads, Transport and Stormwater	Construction of tarred parking next to the Ida's Valley Library and Ward 6 Office		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	6	Cllr. Nateshia Mcombring	Local Economic Development and Tourism	Installation of waterproof covers on the Community Market to allow residents to use the facility as a hall through all weather conditions in Ida's Valley		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Email	6	Cllr. Nateshia Mcombring	Local Economic Development and Tourism	Request for support and funding for Tourism, Running, Cycling, and Walking in Ida's Valley		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Email	6	Cllr. Nateshia Mcombring	Community Development	Request for support and funding for Tourism, Running, Cycling, and Walking in Ida's Valley		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Email	6	Cllr. Nateshia Mcombring	Community Development	Request for support and funding for skills development, reading and other soft skills programmes in Ida's Valley		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Replacement of the vibracrete wall with a solid wall at the Ida's Valley Sport Grounds		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Upgrading of the lights on the rugby fields in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Upgrading of the cricket fields in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Provision of 5 Giant rubberised Chessboard Sets (size of board: 30.5 cm; squares: 2.4x2.4 board) in the schools , ward and public library in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Rebuilding of the Rugby Clubhouse in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Upgrading of the soccer net for the B Field behind the soccer pole in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Installation of 4 floodlights on the hockey field in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Construction of a tarred entrance at the Ida's Valley Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Installation of recycling seats at the stadium in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	6	Cllr. Nateshia Mcombring	Recreation and Sport	Upgrading of the BMX track on the Ida's Valley sports grounds with Clearview or Betafening		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Email	5	Cllr. Roy Van Rooyen	Water Services	Removal of the sewer pipes from the houses in Gorridon and Davy Streets in Ida's Valley to the road		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Email	5	Cllr. Roy Van Rooyen	Housing Administration	Provision of house numbers and address for the houses in Francesca Street in The Ridge		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Email	3	Cllr. Charles Manuel	Roads, Transport and Stormwater	Construction of 2 speedbumps at the corner of Jakaranda and Prins Africa Streets in Wemmershoek		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	3	Cllr. Charles Manuel	Facilities	Returning of the land given by the state to Wemmershoek Community and Ratepayers Association		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local
Email	16	Cllr. Elsabe Vermeulen	Housing Administration	Removal and replacement of asbestos roofs of all houses in White City in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Email	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Upgrading of pavement at Cabriere Street in Franschhoek to the same standard as the rest of the village		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Upgrading of stormwater drainage system between the Anne Marrie Street intersection and the fruit packers entrance in Franschhoek		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Installation of speedhumps at Cabriere Street, Anne Marrie Street intersection, and the fruit packers entrance in Franschhoek		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	21	Cllr. Mynard Slabbert	Income and Expenditure	Reviewing of property tax on common property the double taxation on homeowners of La Clemence ("LC") in Jamestown		Directorate: Financial Services	Department: Revenue and Expenditure	Deputy Mayor and Financial Services	Local
Email	21	Cllr. Mynard Slabbert	Roads, Transport and Stormwater	Repairing of the broken barriers along the R44 in Jamestown		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Email	21	Cllr. Mynard Slabbert	Roads, Transport and Stormwater	Maintenance of Blaauwklippen river		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Reviewing of the mismatch between the MSDF and the CITP		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Reviewing of the mismatch between the MSDF and the CITP		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Addressing of the shortcomings of the draft CITP of intending to continue with an outdated and discredited approach of building additional roads at the expense of addressing public transport issues		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Addressing of the conflicts between the 3rd final draft of the CITP and five key principles contained in the approved June 2023 MSDF		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Reviewing of the proposals to build sections of the so-called Eastern and Western Link Roads. The caption to fig. 7.3 (western link road) on page 106 of the draft CITP, namely, "Alignment of link road currently being designed between R44 and R310", is particularly problematic and disturbing. This is so because the proposal is currently the subject of an EIA process, and it is imperative that alternatives (to provide a second access road to the Thecno Park) should be workshopped and considered with IAP's before any detailed design should commence.		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Email	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Reviewing of the proposed construction of a section of Eastern link road between Paradyskloof and Trumali Avenue (SRMP053) also appears to be irrational. It accordingly needs to be determined whether this is part of a salami-slice strategy by the Municipality to eventually extend the "link road" through Brandwacht and Dalsig in Ward 22. If no such strategy exists, it makes no sense to build the road now		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Reconsideration of the construction of new Roads as they are not part of the priority list of the IDP and not part of the MSDF		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Upgrading of the "Tennis Court" car park as Phase 1 of a reallocation of available parking space in the CBD in conjunction with Phases 2 and 3 in Franschhoek		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Removal of the parking bays on the west side of Huguenot Street between Berg and De La Rey Street and widening the sidewalk (Phase 2) in Franschhoek		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Closure of the southeast side of Church Street and conversion of the existing road into a public amenity area (Phase 3) in Franschhoek		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	1	Cllr. Reginald Pheiffer	Facilities	Development of an amphitheatre in the Circus Ground in Franschhoek as informed by Heritage Western Cape that the Circus Ground, "Erf 23, Excelsior Road / Huguenot Road, Franschhoek, does not have a Section 27 protection gazette." It is not, therefore, a Heritage Site in terms of s27 of the National Heritage Resources Act of 1999		Directorate: Corporate Services	Section: Contract Management	Corporate Services	Local

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Email	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Construction of a taxi holding area at the "Prasa" erf (subject to approval by the Taxi Association)		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	1	Cllr. Reginald Pheiffer	Local Economic Development and Tourism	Implementation of a policy and effective mechanisms to limit and control the use of flats and houses for Short Term Rental (e.g. Airbnb) in Franschhoek: The STR Proposal notes that in terms of s28 of the Zoning Scheme Bylaw "should rental [of a dwelling unit] on a short-term basis exceed 30 calendar days per year, the relevant application for a guest house or tourist dwelling unit, as the case may be, shall be required". It is not believed, however, that "The use of private houses and flats for short term rental in Franschhoek is [effectively] control (sic) and managed in terms of the Zoning Scheme Bylaw		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Email	1	Cllr. Reginald Pheiffer	Local Economic Development and Tourism	Implementation of a policy and effective mechanisms to limit and control "formula restaurants" in the Historic Area of Franschhoek: the Stellenbosch Municipality Zoning Scheme Bylaw of 2019 restricts the use of premises in the Historic Area of Franschhoek for car showrooms and plant nurseries without a Consent Use. The proposal is for the same restriction to be applied to formula restaurants as defined in the draft amendment to the Zoning Scheme		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local

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Email	2	Cllr. Wilhelmina Petersen	Housing Development	Development of Erf 412 and 284 in Groendal: It should be a condition of any regulatory approval that before commencement of any work on Erf 412, land at Groendal High School is laid out as a soccer and recreational area at the expense of the developer for use by Groendal youth in place of Erf 412		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Email	2	Cllr. Wilhelmina Petersen	Land Use Management and Building	Development of Erf 412 and 284 in Groendal: It should be a condition of any regulatory approval that before commencement of any work on Erf 412, land at Groendal High School is laid out as a soccer and recreational area at the expense of the developer for use by Groendal youth in place of Erf 413		Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
Email	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Construction of traffic calming on the R45 between its intersections with La Provence Street and Le Roux Street, it is considered essential that traffic approaching Franschhoek from the Cape Town direction is forced to reduce speed by physical means such as a traffic circle at the Le Roux Street intersection		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Installation of traffic calming measures and solutions such as those successfully used in Paarl and Pniel to be applied on the R45 from the R301 junction up to the village		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	2	Cllr. Wilhelmina Petersen	Electrical Services	Installation of streetlights on R45 from Robertsvlei Road up to R301		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Email	2	Cllr. Wilhelmina Petersen	Safety and Security	Installation of LPR cameras at the R301/R45 intersection		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Email	2	Cllr. Wilhelmina Petersen	Beautification	Installation of plants in beds and or pots from the entrance at Groendal up to the Monument		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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Email	WCO24		Roads, Transport and Stormwater	Cancellation of the draft CITP and begin a new CITP process, Stellenbosch Municipality and Western Cape Government as mobility infrastructure spending priorities are unsustainable because of the excessive emphasis and funding of road infrastructure and neglect of public transport infrastructure		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Dismiss the current consultant: The draft CITP has complied with the formal requirements of the Minimum Requirements law only in the most superficial sense. It has not applied the underlying intentions and results in the applications. In particular, the unwarranted and almost exclusive focus on road and road-related spending makes the CITP unfit for its intended purpose. Hence the present draft should be scrapped altogether, a new CITP consultant should be appointed and a new draft CITP should be compiled		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Withdrawal of the Section 78(1) assessment: Western Cape Government should withdraw the Section 78(1) assessment report written by DTPW in August 2021 and require Stellenbosch Municipality to come up with a viable public transport plan and appropriate budgetary allocations		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Email	WCO24		Roads, Transport and Stormwater	Prioritise the Adam Tas Corridor: In Stellenbosch, the obvious and urgent mobility infrastructure spending priority is the central transport precinct of the Adam Tas Corridor (ATC). Hence the new CITP and revised MTEF and MTREF budgets should give absolute priority to funding both the planning and implementation of public transport infrastructure in the central precinct of the Adam Tas Corridor, centered on the existing or hopefully rebuilt railway station. Subsequently, the link between ATC and the town centre (University Avenue) must be prioritised		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Re-assessment of road maintenance: the existing infrastructure assets must be maintained. The current road network will for the foreseeable future remain important for mobility. However, a fundamental re-assessment of the cost-to-benefit ratio of road maintenance is necessary. Road maintenance swallows up R761million just in the coming three years, 65 percent of the entire funds available for mobility infrastructure. Maintenance spending is crowding out the far more important spending on public transport infrastructure		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Email	WCO24		Roads, Transport and Stormwater	Drastically reduce new road building: the budget for new roads must be drastically reduced and re-allocated to the corresponding true priorities. Eliminate both the northward and southward extensions of Wildebosch Road in Paradyskloof as part of the Eastern Link Road, as they are irrational and unnecessary. Intersection upgrades around the Adam Tas Corridor must be scrapped. These include the Adam Tas/R44, the R44/Alexander, the R44/Plankenbrug, and the R44/Merriman intersections. The Dorp Street West dualling must also be stopped. More than R100million will be saved		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Drastically reduce the Jamestown so-called “Transport Network” in scope. The extension of Skoolstraat is important, as are connectors into future southwards expansions of Jamestown Phase 4. However, there is no merit in a northward extension of Pajero Avenue towards Blaauwklippen Road as it directly traverses viable agricultural land which should not be developed		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Cancellation of the Western Bypass north of Adam Tas altogether. It is irrational and directly contradicts the strategy of focusing on mobility infrastructure development along the main axes of development with the railway at the centre. The R88 million so saved should be used to start with a light rail connection from the railway station westwards towards Droe Dyke and eastwards towards the Bergzicht terrain		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Email	WCO24		Roads, Transport and Stormwater	Cancellation of the Welgevonden Road Extension (R44 to R304). The saved amount of R64 million should also be applied towards upgrading the public transport along the ATC-Kayamandi northern corridor		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Increase the capacity prioritise public transport lanes at Bird Street and expansion of the R44 between Jamestown and van Rheede		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Delay the Adam Tas - Technopark Link road until the priority upgrades of existing R44 and Bird Street upgrades have been completed		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Reviewing of Parking: As set out in legislation, parking must be restricted rather than expanded and made more expensive. The revised CITP should scrap all current plans for parking garages and parking areas in the Stellenbosch CBD. Simultaneously, the new budget must provide for park-and-ride schemes to the south, west, and north of Stellenbosch town centre as well as near the central railway node		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Implementation of an active programme to implement Travel Demand Management (TDM) by e.g. surcharges based on passenger numbers along congested routes and by congestion charging. Use the money so generated to directly subsidise multi-passenger vehicles using the same routes such as taxis and lift clubs by, for example, lanes dedicated to such users		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Email	WCO24		Roads, Transport and Stormwater	Consideration of Densification: The CITP has not taken into account or applied the SPLUMA and MSDF requirements of densification. A new CITP must make direct reference and assess quantitatively the mobility needs and resulting projects resulting from the Adam Tas Corridor and high-density development northwards and westwards thereof		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Appointment of employees who understand modern mobility and apply the law		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Provision of budget priority to funding sustainable infrastructure such as the Adam Tas Corridor, public transport, NMT, the railway station, bringing the taxi industry into the fold etc		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Alignment of CITP and MTREF priorities to the MSDF and IDP goals		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Email	WCO24		Roads, Transport and Stormwater	Alignment of future transport/mobility budgets with SPLUMA and the MSDF in pushing for densification rather than opening up rural land for further road-driven urban sprawl		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	21	Cllr. Mynard Slabbert	Roads, Transport and Stormwater	Expanding the footpath along Techno Road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	21	Cllr. Mynard Slabbert	Area Cleaning	Maintenance and clearing of public areas in Techno Park		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	20	Cllr. Joseph Joon	Access to Basic Services	Provision of basic services to residents in Vlottenburg Road, Vlottenburg		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Conduct safety operations in Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase of crime (cable theft and burglary) in the Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Building of recreational facilities for the youth in Vlottenburg		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	20	Cllr. Joseph Joon	Property Management	Building of a community hall in Vlottenburg		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Improvement of safety measures in Digteby		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Installation of additional lights on the Vlottenburg Rd and intersection		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Lack of recreational facilities in Vlottenburg (parks and a community hall)		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Improvements on safety initiatives due to increase in cable theft, thefts at the Vlottenburg Primary school and vandalism of property		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Lack of recreational facilities in Vlottenburg (parks and a community hall)		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increased attention to safety and security due to the increase in power cable thefts		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Community Development	Support and upliftment of the local community and school		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Theft of electricity cables by syndicates is a massive problem in the Vlottenburg / Longlands area, impacting safety of residents, quality of life and values of properties and future investment		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	20	Cllr. Joseph Joon	Electrical Services	Breakdown of electricity supply to the Vlottenburg / Longlands area, either through weather events or theft becoming a major problem		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Local Economic Development and Tourism	Promote development and investment in our region, to increase job creation		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Building of a community centre for sport and recreational purpose		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase of law enforcement visibility (speeding cars, noise and public nuisance, illegal butchery and shop)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Maintenance of existing streetlights in Digteby / Vlottenburg area		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Maintenance of roads and sidewalks in the Vlottenburg area (blocked by debris and overgrown vegetation)		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Construction of a pedestrian crossing from Vlottenburg across Baden Powel Drive towards the train station		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Construction of a bus/taxi stops Baden Powel Drive towards the train station		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase safety measures in the whole area of Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Local Economic Development and Tourism	Implementation of economic upliftment projects		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase in burglary at homes and at the school in Vlottenburg		Directorate: PED	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Establishing of a sport facility in the Vlottenburg area		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	20	Cllr. Joseph Joon	Safety and Security	Implementation of safety measures in the community next to Longlands Country Estate		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Housing Construction	Infrastructure maintenance at the newly build houses next to the Longlands Estate(despite the houses being new at the moment)		Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project Management Unit (PMU)	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Local Economic Development and Tourism	Provision of job employment opportunities in Vlottenburg		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Provision of recreation facilities in the Vlottenburg area		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase of cable theft in the Vlottenburg area and causing power outages. Request to increase law enforcement visibility		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase safety measures in the whole area of Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Agriculture	Request for assistance with vegetable farming		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase safety measures in the whole area of Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Agriculture	Request for assistance with vegetable farming		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase safety measures in the whole area of Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Agriculture	Request for assistance with vegetable farming		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase safety measures in the whole area of Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Agriculture	Request for assistance with vegetable farming		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local

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Online Form	20	Cllr. Joseph Joon	Community Development	Implementation of upliftment programmes in terms of schooling programs and recreational activities		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Local Economic Development and Tourism	Job creation opportunities		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase safety measures in the whole area of Vlottenburg (substance abuse and crime)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Health	Access to health facilities		Directorate: Community and Protection Services	Section: Community Development	Community Services	Local
Online Form	20	Cllr. Joseph Joon	Local Economic Development and Tourism	Job creation opportunities linked to improved education options and transport		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Agriculture	Improved practices on farms, incentivising sustainable building and energy creation, cleaning rivers, safe and clean transport		Directorate: PED	Department: Development Planning	Rural Management	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Improve general safety and prevention of cable theft		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Construction of sport facilities for recreational activities and leisure		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase of crime (cable theft and burglary at the school) in the Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Provision of recreation facilities in the Vlottenburg area		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increased in cable theft is causing lack of income		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Community Development	Youth development: Provide opportunities for learnerships and internships		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase in cable theft leaving Vlottenburg without electricity		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	20	Cllr. Joseph Joon	Local Economic Development and Tourism	Unemployed in the Vlottenburg area results in youth turning to crime and substance abuse		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase regular and visible policing on the urban edge in Vlottenburg		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Traffic Enforcement	Request for the implementation of automated licence plate tracing for incoming vehicles from the N2		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Electrical Services	Inadequate electricity infrastructure in the Vlottenburg area causing frequent blackouts		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase in theft and vandalism of electricity infrastructure / cables - this require intervention from the municipality		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Community Development	Implementation of literacy, crafts, storytelling/ culture programmes in the Vlottenburg area		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	20	Cllr. Joseph Joon	Housing Development	Provision of affordable housing in close proximity to places of work and schools		Directorate: Infrastructure Services	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	21	Cllr. Joseph Joon	Access to Basic Services	Access to sanitation facilities in Vlottenburg / Lynedoch area		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase in theft of electricity cables leading to criminal activities in the area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase safety at the Vlottenburg Primary School due to vandalism and burglary		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Provincial
Online Form	20	Cllr. Joseph Joon	Local Economic Development and Tourism	Job creation for the people in Vlottenburg		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Prioritize safety and security in the Vlottenburg area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Provincial
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase in cable theft and drug abuse in the Vlottenburg area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	20	Cllr. Joseph Joon	Spatial Planning	The town of Stellenbosch has no choice but to grow and develop the specific area		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Traffic into Stellenbosch from Spier / Polkadraai remains a nightmare		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Development of 500 houses in the pipeline and no study can be found on the future impact on town		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Traffic lights are not synced, particularly the few new ones around Heineken. As a result, massive build-ups around one or two intersections		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Roads, Transport and Stormwater	Provincial traffic lights not working 70% of the time - need to be escalated		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Provincial
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase in cable theft in the Vlottenburg area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Recreation and Sport	Provision/construction of sport facilities at the Longlands Village (soccer / rugby field)		Directorate: Community and Protection Services	Department: Community Services	Community Services	Local
Online Form	20	Cllr. Joseph Joon	Parks and Open Spaces	Construction of a play area at the Longlands Village		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	20	Cllr. Joseph Joon	Area Cleaning	Cleaning of area (Vlottenburg / Digteby)		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Increase in cable theft causing guests without hot water		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	20	Cllr. Joseph Joon	Safety and Security	Protection of farmers to be self-sufficient		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	18	Alderman JC Anthony	Housing Development	Provision of housing to waiting list applicants in the Klapmuts area		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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Online Form	18	Alderman JC Anthony	Electrical Services	Explain the high tariffs for electricity		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	6	Cllr. Nateshia Mcombring	Libraries	Invest in the neglected state of the Ida's Valley library grounds		Directorate: Community and Protection Services	Department: Community Services	Community Services	Local
Online Form	6	Cllr. Nateshia Mcombring	Libraries	Municipal support and investment in an ECD resource centre and sensory garden		Directorate: Community and Protection Services	Department: Community Services	Community Services	Local
Online Form	6	Cllr. Nateshia Mcombring	Environmental Management	Re-establish an ethic of care within the Ida's Valley community		Directorate: Community and Protection Services	Department: Community Services	Community Services	Local
Online Form	17	Cllr. Peter Johnson	Housing Development	Housing opportunities for Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	17	Cllr. Peter Johnson	Roads, Transport and Stormwater	Construction of speedhumps in Kloof Street and Fir Street		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	17	Cllr. Peter Johnson	Roads, Transport and Stormwater	Construction of a parking space in Fir Street in front of Rietenbosch Primary School		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Construction of a cycle path from Devon Park into the CBD (the new bridge to Die Boord is a good example)		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Parks and Open Spaces	Regular cleaning of tending (mowing) of the park in Devon Park / Onder Papegaaiberg		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	11	Alderman Johannie Serdyn	Parks and Open Spaces	Removal of dilapidated scout obstacle course and replaced with a simple outdoor gym		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	19	Cllr. James Williams	Environmental Management	More attention needs to be given to preserving the rural atmosphere and to limiting the number of developments in the area		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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Online Form	19	Cllr. James Williams	Roads, Transport and Stormwater	A stricter speed limit needs to be imposed on the Kromme Rhee Road.		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	19	Cllr. James Williams	Roads, Transport and Stormwater	The roads in the area are inadequate for sustaining the number of new developments that are being planned in the area		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Recreation and Sport	Ward 11 and within the proposed Adam Tas Corridor and has the potential for the construction of facilities such as pedestrian trails, bicycle paths, **parks, outdoor gyms, and a "Confluence Park"** (like in Denver, Colorado, USA) at the confluence of these rivers		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Ward 11 and within the proposed Adam Tas Corridor and has the potential for the construction of facilities such as **pedestrian trails, bicycle paths**, parks, outdoor gyms, and a "Confluence Park" (like in Denver, Colorado, USA) at the confluence of these rivers		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Environmental Management	Papegaaiberg Nature Reserve is another grossly underutilised area: provision of facilities for environmental educational, sports and recreation		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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Online Form	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Ward 11 is increasingly becoming a busy node of activity for developments. However, areas such as Onder Papegaaiberg, Devon Valley and Bosman's Crossing remain cut of from town in terms of safe NMT options, e.g. pedestrian footbridge over railway and safe NMT crossings over Adam Tas Road (R310) and Strand Road (R44). The recent extension of the Eerste Rivier Wandelpad into Die Boord, as well as the NMT bridge between Stellentia Road and Die Boord, are a very welcome way for residents of Ward 11 to reach other parts of Stellenbosch via NMT		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	21	Cllr. Mynard Slabbert	Housing Development	Provision of housing opportunities to people living in shacks in Jamestown		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	21	Cllr. Mynard Slabbert	Local Economic Development and Tourism	Job creation for unemployed persons in Jamestown		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	22	Cllr. Esther Groenewald	Roads, Transport and Stormwater	Improvement of safe cyclists path. The cycling path along Rhenisch High School just ends		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	22	Cllr. Esther Groenewald	Spatial Planning	The Libertas development should be halted. Do not extend the city limits		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	19	Cllr. James Williams	Area Cleaning	Area cleaners are not properly cleaning the street in Cloetesville		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local

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Online Form	19	Cllr. James Williams	Roads, Transport and Stormwater	Tarring / Paving of sidewalks in Cloetesville		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	19	Cllr. James Williams	Electrical Services	Prioritise Stellenbosch to get of the grid from Eskom		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	19	Cllr. James Williams	Electrical Services	Subsidised residents to get of the Eskom grid		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	18	Alderman JC Anthony	Housing Development	Development of RDP housing opportunities for residents of Klapmuts		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Stakeholder Engagement	WCO24		Local Economic Development and Tourism	Job creation for unemployed persons in Klapmuts		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	18	Alderman JC Anthony	Electrical Services	Maintenance of streetlights that have been out of commission for the past three years		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	9	Cllr. Zelda Dalling	Historic Buildings	Repair and conservation of historic buildings in Dorp Street (for example the building that accommodate Department: Informal Settlements)		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
Online Form	9	Cllr. Zelda Dalling	Environmental Management	Convert high-traffic streets (for example Dorp) to pedestrian-friendly streets. Low emission pollution zone (for example Dorp).		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	17	Cllr. Peter Johnson	Housing Development	Provision of housing opportunities to people in Cloetesville		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local

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Online Form	10	Cllr. Rozette Du Toit	Safety and Security	Implementation of safety initiatives due to increase in crime (pickpockets, gangsters and vagrants on the streets in the CBD)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	10	Cllr. Rozette Du Toit	Area Cleaning	Cleaning of CBD area. Stellenbosch is full of litter and the homeless people are tossing garbage on the grounds.		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Online Form	16	Cllr. Elsabe Vermeulen	Housing Development	Ms de Klerk opposes the exclusionary housing policies that don't make provision for the lower income residents on the housing waiting list like the Newinbosch that are built on farm 81/33 Cloetesdal. The land is part of the heritage of Cloetesdal and we are being excluded from the right to land and decent affordable housing		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	16	Cllr. Elsabe Vermeulen	Housing Development	The current administration hasn't built one house since it came into power. Our people are kept in the backyards of other people whilst the town decision of 1963 makes provision for housing for coloured people first over Europeans. The rollover budgets for housing are lost every 5 years after elections. Empty promises and lies for almost 18 years.		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	5	Cllr. Roy Van Rooyen	Electrical Services	Provide relief to residents of Stellenbosch, Franschhoek, Lanquedoc, Lyndoch and Jamestown in terms of the electricity challenges		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	5	Cllr. Roy Van Rooyen	Area Cleaning	Provision of area cleaning services in The Ridge. Area cleaning is becoming a problem		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Online Form	5	Cllr. Roy Van Rooyen	Land Use Management and Building	Council to provide street names and house numbers to Arbeidslus (Baobab, The Ridge Ida's valley, Stellenbosch)		Directorate: PED	Department: Development Management	Planning, LED and Tourism	Local
Online Form	10	Cllr. Rozette Du Toit	Traffic Enforcement	Traffic enforcement for speeding and drunken driving in Merriman Street		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Implementation of measures for pedestrian safety in Merriman Street		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	12	Cllr. Ayanda Tomose	Local Economic Development and Tourism	Job creation of the unemployed p		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	12	Cllr. Ayanda Tomose	Area Cleaning	Improvement of area cleaning in Kayamandi (ward 12)		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Online Form	21	Cllr. Mynard Slabbert	Area Cleaning	Improvement of area cleaning in Jamestown		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Online Form	21	Cllr. Mynard Slabbert	Area Cleaning	Cleaning of empty erves in Jamestown		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	Construction of a pedestrian crossing is needed on Victoria Street outside 11 Victoria Street to connect the Lutz and Bergville student accommodation to the university campus buildings directly across the road. There is a pedestrian gate on the university side with a ramp over the gutter and students cross here already. There just needs to be an official crossing. There are currently no pedestrian crossings on Victoria Street between Andringa and Ryneveld		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	9	Cllr. Zelda Dalling	Beautification	Installation of flower pots and plants around the bases of the trees on Victoria Street between Andringa and Ryneveld		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	Installation of bollards on the sides of driveways that crossed a path, because pedestrian paths next to Die Laan between Van Riebeeck and the bridge are used by cars for parking		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	Lowering of curbs where Die Laan crosses De Vos to enable accessibility		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Online Form	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	The painted traffic islands at the Bosman - Merriman intersections should be constructed into physical islands drivers approach more cautiously and pedestrians can stand on the islands while crossing Merriman to improve safety. The intersection could also be raised for pedestrians to cross similar to the Neethling - Van Riebeeck or Victoria - Marais raised intersections. There are no provisions for improvements at this intersection in the CITP		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Construction of a pedestrian crossing to cross Dorp Street from Stellentia Road onto Stadler Road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Traffic Enforcement	Regulating traffic at the intersection from Stellentia Road onto Stadler Road		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	11	Alderman Johannie Serdyn	Water Services	Investigate the water colour in Stellenbosch. The water colour is yellow		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Online Form	14	Cllr. Maxwell Danana	Community Development	Conducting First Aid training Level 2		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	14	Cllr. Maxwell Danana	Community Development	Expired / Leftover food from shops to be distributed in Kayamandi and Cloetesville		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	Installation of metal grates over the water gutters, especially on Dorp Street. It will not restrict water movement but widen the road, and lead to fewer accidents and reduce the risk of people going in on rainy days		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Safety and Security	Petty crime is on the rise in the ward 11 area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	11	Alderman Johannie Serdyn	Parks and Open Spaces	Protection of the Pappegaaiberg Nature Reserve		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Construction of bicycle path		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	11	Alderman Johannie Serdyn	Roads, Transport and Stormwater	Construction of pedestrian infrastructure from Mosterdrift, to the local school and then on into town		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Shared paths are not wide enough and junctions are not designed for cycling. Make cycling a viable option for all ages and abilities to travel to school and into town to work and shop		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	1	Cllr. Reginald Pheiffer	Community Development	The upliftment of the poor and disadvantaged to become useful members of society (Franschhoek)		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	1	Cllr. Reginald Pheiffer	Education	Our level of education requires attention. Many learners leave school not in a position to become useful citizens		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Implementation of NMT measures: Increase the parking fees, restrict first year students from having cars in town, CL number plates to pay higher fees		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	The focus of the municipality should be diverted to the construction of bicycle lanes and implementation of initiatives for bicycles in CBD		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of a dedicated underground bicycle parking with a bicycle guard on duty		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of a camera by the traffic lights on Merriman Avenue (just before the bridge closer to the Maths and Industrial Psychology building)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Traffic Enforcement	Traffic enforcement for cars on Merriman Avenue. When the robot is red there are still cars who do not bother to stop especially during loadshedding. They don't stop as they should they keep driving as if the light was green (when the robot is actually off during load shedding)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Harassment of female students on and off campus by men		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	9	Cllr. Zelda Dalling	Traffic Enforcement	By-law enforcement on cars with loud exhausts and high speeds in Dorp/Kerk/Plein Street		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Community Needs and Deliverables						Directorate Information			
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	Installation of brighter streetlights		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Upgrading of Roux Street which is in a terrible condition with multiple potholes. The potholes were recently fix but damage by the rain again		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Upgrading of roads around the university		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of a pedestrian crossing to cross Merriman at the Bosman Street / Merriman traffic lights. There have been recent incidents of hit-and-runs where a student's life was taken		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Aside from the bridge crossing the construction of a pedestrian crossing is needed lower down the bridge on Merriman to get to the Engineering faculty, Academia Student Accommodation and other digs/student accommodation in that area		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Safety and Security	Additional security Marshalls on Bird Street and surrounding areas		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Construction of tar roads around the Cloetesville Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Installation of lights by the Cloetesville Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Provision of ablution facilities for Cloetesville Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Ensure that roads are wheelchair friendly		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	16	Cllr. Elsabe Vermeulen	Recreation and Sport	Building of cloakrooms for the netball players at the Cloetesville Sportsground		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local

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Community Needs and Deliverables					Directorate Information				
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Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of a safer pedestrian crossing for students to cross Merriman Avenue. The bridge is too low down for most students and a pedestrian crossing/speedhump should be placed at the Eendrag/Simonsberg Residence towards private accommodation		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	The street lights at the intersection between Merriman and Andringa need to be retimed, as the pedestrian light goes on at the same time as the opposing street is able to turn into the street making it useless and resulting in people crossing the road where it is unsafe		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Upgrading of streetlights on campus and Merriman Avenue, within loadshedding time periods		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Traffic enforcement for cars speeding and hooting down Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Visible security at the university hostels during loadshedding with uninterrupted CCTV coverage at all hostel entrances and student card scanners at all entrances, which remain activated when there is no power		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Despite bike lanes being implemented on Merriman, it remains reasonably unsafe as motorists continue to drive dangerously close to bicycles		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Beautification	Cleaning and making sure the roads and surroundings are beautiful ensures more tourism and safety, increasing the amount of money coming into Stellenbosch		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Reduce the speed limit on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Community Needs and Deliverables					Directorate Information				
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Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Upgrading of streetlights on Merriman Avenue		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	9	Cllr. Zelda Dalling	Safety and Security	Implementation of crime prevention strategies due to the escalating of criminal activities		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	9	Cllr. Zelda Dalling	Electrical Services	Installation of solar-powered street lights to prevent accidents and escalating crime during load-shedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	Installation of additional speedhumps and zebra crossings in Bird Street		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	1	Cllr. Reginald Pheiffer	Housing Development	Access to housing opportunities in the Coetzenburg area		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Increase the visibility of private security on campus		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	Installation of solar-powered street lights to prevent accidents and escalating crime during load-shedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Spatial Planning	The provision of parks should form part of Spatial Planning		Directorate: PED	Department: Development Planning	Human Settlements	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Provision of parking for university students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	1	Cllr. Reginald Pheiffer	Water Services	Attention to the sewerage reticulation above Mooiwater and below Dalabuthle School. It has been overflowing for at least 2 months and runs into the waste water which I think might flow into the river		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Online Form	1	Cllr. Reginald Pheiffer	Roads, Transport and Stormwater	Road markings in Groendal, Mooiwater and above need urgent painting. Speed humps are often not visible because of the lack of markings.		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	5	Cllr. Roy Van Rooyen	Environmental Management	Maintenance of open space, nature areas and rivers in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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Community Needs and Deliverables					Directorate Information				
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Online Form	5	Cllr. Roy Van Rooyen	Environmental Management	Support to be provided to organisations and individuals who stand for conservation in Ida's Valley		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	5	Cllr. Roy Van Rooyen	Environmental Management	Invest in the conservation of natural resources in previous dispossessed and currently disadvantaged communities		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	5	Cllr. Roy Van Rooyen	Local Economic Development and Tourism	Activating the Ida's Valley Community Market as a tourism hub for Ida's Valley. Using the Ida's Valley Community Trails Initiative together with Visit Stellenbosch to make the market our tourism hub where tourists can come book wine farm tours for the wine farms in Ida's Valley		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Implementation of safety measures for pedestrians using Merriman Avenue (proposals for a traffic circle, speed camera)		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power panels and lights on the bridge on Merriman Avenue		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Installation of a speed camera on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of an additional traffic lights at the intersection of Joubert and Merriman Road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Reduce speed limit on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	4	Cllr. Ralphton Adams	Housing Development	Request a progress status on the development of houses on Erf 64 in Kylemore		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	11	Alderman Johannie Serdyn	Environmental Management	Protection of the nature reserve from informal settlements		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	11	Alderman Johannie Serdyn	Environmental Management	Installation of CCTV cameras in the nature reserve pointing in the direction toward Kayamandi to prevent further informal development		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	11	Alderman Johannie Serdyn	Parks and Open Spaces	Cutting of overgrown grass and cleaning of parks in Onder Papegaaiberg		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

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Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	21	Cllr. Mynard Slabbert	Roads, Transport and Stormwater	Opposing Wildebosch Extension to Trumali Road (Phase 1) proposal		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	21	Cllr. Mynard Slabbert	Spatial Planning	The Wildebosch Road Extension to Trumali Road cutting over a wetland and Vineyards will not just disturb a quiet neighbourhood and bring down the value of houses in Paradyskloof, but will also disturb wildlife and the rural face of this area		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	5	Cllr. Roy Van Rooyen	Community Development	Implementation of programmes for First Aid training Level 2 and drivers licence		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	5	Cllr. Roy Van Rooyen	Facilities	Building of a community hall / multipurpose centre in Ida's Valley to host school holiday programmes		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Installation of speed cameras along Merriman Avenue to ensure road safety for pedestrians		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of additional pedestrian crossings on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar-powered street lights along the entire Merriman Avenue		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Construction of a pedestrian crossing near the traffic light Helshoogte Residence to ensure road safety		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Installation of additional CCTV cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of solar-powered traffic lights on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of an additional pedestrian crossing on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Reduce speed limit on Merriman Avenue. The roads are frequently used for street races or showing off in the middle of the night, leading to at least 3 accidents on Banghoek Road in 2022		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Online Form	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Installation of traffic cameras on Bangkok Road will significantly reduce the risk of accidents		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Parks and Open Spaces	Cleaning and maintenance of parks		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	10	Cllr. Rozette Du Toit	Safety and Security	Keep the homeliness people out of the parks		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	17	Cllr. Peter Johnson	Area Cleaning	Illegal dumping		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Online Form	17	Cllr. Peter Johnson	Roads, Transport and Stormwater	Regular cleaning of drains and streets		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of traffic cameras on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Improve streetlights on Merriman Avenue to make safer for pedestrians at night		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Installation of traffic cameras / solar panel traffic lights on Merriman Avenue to ensure road safety for students crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing on Merriman Avenue to ensure road safety		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Installation of safety cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue or solar powered traffic lights		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power panels and lights on the bridge on Merriman Avenue		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Additional security guard patrols on and off campus		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue or solar powered traffic lights		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue or solar powered traffic lights		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power panels and lights on the bridge on Merriman Avenue		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Visibility of security guards		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of additional speed cameras down Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Additional parking space		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Spatial Planning	Include parking spaces in SDF		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Ensure safety on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of additional safety measures on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Installation of CCTV cameras		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Implementation of safety initiatives for students to feel safe when walking home or to the study centre at night		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Construction safe and effective cycling lanes that don't interfere with pedestrians		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of additional safety measures on Merriman Avenue to reduce speeding of cars		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	Electricity is essential		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Implementation of safety initiatives to reduce crime		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	17	Cllr. Peter Johnson	Area Cleaning	It is sad to see hundreds of people employed for area cleaning (StellCare etc) just walking around aimlessly through our streets. It is understood that it brings them an income and also believe it keeps them in a state of stagnation. Teach them a critical skill which would make them gainfully employable rather		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Online Form	17	Cllr. Peter Johnson	Roads, Transport and Stormwater	Construction of a paved walkway next to Rhode Street flats (along the Pieter Langeveldt Primary fence). It will be used by our learners and wheelchair-bound citizens as currently especially in winter that area is muddy and inaccessible		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	17	Cllr. Peter Johnson	Housing Administration	The municipal rental stock is in decay due to ageing and the municipality has no clear plan to look after it. The municipality should have an in-house department to deal swiftly with any kind of infrastructure complaints, especially with reference to rental stock		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	17	Cllr. Peter Johnson	Community Development	Training opportunities for persons older than 35 years. Training opportunities are only made available to youth under 35 while able bodied parents are left unemployable. This is part of why our communities are decaying due to unemployed parents who can't fulfil their roles in their homes and in the community leaving the door open for criminal influences to take their place as (negative) role models		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local

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Online Form	17	Cllr. Peter Johnson	Spatial Planning	The 5th gen IDP and SDF are still pursuant to the old Group Areas Act tendencies whereby it is clear that the poorer segment of the Stellenbosch community will again only be build houses on the fringes of this town while all land closest to the CBD and economic activity are being reserved for those with the financial means. The Municipality has never shown any real interest to reserve land closer to where our people live		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	17	Cllr. Peter Johnson	Housing Development	The idea of infill housing as contained in the Housing Pipeline (Pipedream?) should be rejected as our people will soon have open spaces for recreation yet the municipality made it a bylaw transgression for our children to play sports or cultural games in the Streets as per the Stellenbosch Roads and Streets bylaw		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power lights on Merriman Avenue to enhance visibility of cars		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Environmental Management	Removing of invasive plants along rivers		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Erection of signs to warn drivers about porcupines crossing on the roads near Coetzenburg (specifically along the Eerste River		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Water Services	The water is discoloured not safe to drink		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	23	Cllr. Lwando Nkamisa	Community Development	Something must be done to assist homeless in the town, the numbers are rapidly growing and no human should be made to live like that		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	23	Cllr. Lwando Nkamisa	Community Development	Environmental sustainability goes hand in hand with food security and housing but the poor homeless people around Stellenbosch are really struggling to find food or make a living. They mess plastic everywhere trying to make ends meet which is understandable but something needs to be done by the municipality to first of all aid the homeless in finding food and shelter.		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	9	Cllr. Zelda Dalling	Area Cleaning	Cleaning of CBD		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue / installation of speed cameras or solar powered traffic lights		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power lights on Merriman Avenue to enhance visibility of cars during loadshedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue / installation of speed cameras or solar powered traffic lights		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	10	Cllr. Rozette Du Toit	Safety and Security	There's an abandoned houses on the corner of Smuts and Merriman that has been taken over by homeless people. They've made the place into a dump, do drugs out in the open, and make open fires right by the Smuts/Merriman parking lot. It's an eyesore and it makes students feel very unsafe, and it could be used for extra student housing. Something should be done about this.		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power lights on Merriman Avenue to enhance visibility of cars during loadshedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Installation of speed cameras or solar-powered traffic lights		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Installation of solar powered crossing lights		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue/installation of speed cameras or solar-powered traffic lights.		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power lights on Merriman Avenue to enhance visibility of cars during loadshedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of solar -powered traffic lights among Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power lights on Merriman Avenue to enhance visibility of cars during load shedding (especially on the Merriman bridge)		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of solar -powered traffic lights among Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power lights on Merriman Avenue to enhance visibility of cars during load shedding (particularly on the Merriman bridge)		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Bike lane enforcement: There is no parking at the Engineering Faculty. Traffic to enforce laws on cars using bike lanes / parking on bike lanes		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Construction of cycling-friendly roads: As can be noted from the ridiculous amount of parking fines that Stellenbosch Municipality issues, there is a shortage of parking and too many cars. The logical thing to solve this is to promote biking, but first, we need to have bike-friendly roads, especially through the centre of town. We need more bike lanes, and they need to be enforced.		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of pedestrian bridges or tunnels to enhance the safety of pedestrians on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Investigate alternatives to ensure pedestrian safety on Merriman Avenue for example: creating raised sidewalks, installing barriers between the road and the walkway, or creating pedestrian-only paths		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Conducting regular road safety audits of roads and surrounding areas that can help to identify potential hazards and areas for improvement, leading to better pedestrian safety		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power lights on Merriman Avenue to enhance visibility of cars during load shedding (particularly on the Merriman bridge)		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Implementation of safety initiatives to ensure the safety of students		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar power lights on Merriman Avenue to enhance the visibility of cars during load shedding to ensure the safety of student crossing Merriman Avenue		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Bus running from the student areas to the university and surrounding areas. Especially at night so one doesn't need to walk in the dark during loadshedding. It would also ease up traffic and promote safety. If one could tap their student card or a transport card to commute around then it would be nice		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Traffic Enforcement	Merriman is a complete safety hazard since cars speed and run the risk of hitting students since the foot traffic is so high due to the residences and buildings being on the opposite side of the road. Loadshedding worsens this along with many drunk drivers at night and the fact that there is only one crosswalk		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	10	Cllr. Rozette Du Toit	Safety and Security	Bylaw enforcement of noise disturbance in complexes and businesses - generators are used during night		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	10	Cllr. Rozette Du Toit	Safety and Security	Bylaw enforcement of noise disturbance - The generators from Eikestad are across my window and are well over 80db and run for about 30 minutes after loadshedding has ended. This means the generators can run from 6-10:30pm and again from 12-4:30am or 2-6:30am. Many members in my apartment complex have complained about this too		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	10	Cllr. Rozette Du Toit	Safety and Security	Provision of a dedicated 'hotline' or designated website link to report noise disturbances		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	9	Cllr. Zelda Dalling	Safety and Security	Increase law enforcement patrols down the alleyway between Eikestad at night to stop people getting mugged		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	Installation of solar power street lights		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Electrical Services	Installation of additional street lights on roads to improve visibility during loadshedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue and roads used daily by students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	Create renewable energy through solar investments for households. The municipality will still own it, but it on the house's roof because space is a limiting factor for solar farms		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	23	Cllr. Lwando Nkamisa	Roads, Transport and Stormwater	Upgrading of the Merriman and R44 The intersection of Merriman and R44 urgently needs to be upgraded for better traffic flow, the current two lanes must both turn left onto the R44 to Somerset West and a short additional lane can be added for the few cars that must turn right, there is really only a few of them, because they rather go via Bird street tot Paarl and etc from Merriman Avenue. There is a grass bank that can be halved where the short additional lane can be added		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Online Form	23	Cllr. Lwando Nkamisa	Roads, Transport and Stormwater	The intersection till the Y-crossing traffic light at the R44 and Polkadraai Road traffic light from Merriman till that Y traffic light must be in sync for better traffic flow since it is absolutely chaotic and accident-zone. Especially because the people came to realise it's faster to take a shortcut by driving on the road between the R44 and Van der Stel sports field/cricket ground to skip one out-of-sync robot and join the traffic light closest to Wes-Kerk		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Electrical Services	Installation of additional street lights on roads to improve visibility during loadshedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of additional pedestrian crossings		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue to ensure safety of students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Electrical Services	Installation of additional street lights on roads to improve visibility during loadshedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Safety and Security	Improve safety patrols within Stellenbosch		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of an additional foot bridge on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Traffic Enforcement	Increase traffic enforcement on Merriman Avenue to discourage drinking and driving		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7	Cllr. Annemarie Ferns	Electrical Services	Adequate street lights on roads to improve visibility during load shedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of a pedestrian crossing along Merriman Avenue to ensure safety of students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of an additional pedestrian crossing along Merriman Avenue to ensure safety of students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of a speed camera on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of solar -powered traffic lights among Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar powered lighting along Merriman (especially on the Merriman bridge)		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of an additional pedestrian crossing along Merriman Avenue to ensure safety of students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Keep regular road blocks and speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Installation of speed cameras on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction of an additional pedestrian crossing along Merriman Avenue to ensure safety of students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar powered lighting along Merriman (especially on the Merriman bridge)		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Electrical Services	Installation of solar powered lighting along Banghoek		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Increase law enforcement patrols during load shedding to ensure the safety of students when walking home at night or gathering places		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	IPPs for alternative power supply		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	Implementation of contingencies for load shedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Parking facilities should be built for students and non-resident professionals outside of the CBD and safe public transport should transfer individuals into the CBD		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	9	Cllr. Zelda Dalling	Roads, Transport and Stormwater	Regulating traffic in the CBD: Traffic is terrible in the CBD. Too many cars and not enough parking is making our roads dangerous		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Additional campus security points near the parking spaces outside of the residences		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Installation of solar-powered traffic lights on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar -powered lights among Merriman Avenue		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	2	Cllr. Wilhelmina Petersen	Roads, Transport and Stormwater	Ensure safer roads		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	2	Cllr. Wilhelmina Petersen	Water Services	Provision of cleaner water		Directorate: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Traffic Enforcement	Traffic enforcement on Merriman Avenue due to reckless driving		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Education	Quality education and equality amongst faculties in terms of importance is crucial		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	National
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Provide a bus transport from the university area to clubs and bars		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Traffic Enforcement	Increase traffic officer visibility on roads - Students keep crossing the roads when they shouldn't.		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Construction / implementation of road safety measures on Merriman Avenue in terms of crossing the road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Implementation of safety initiatives on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Closing of Merriman Avenue as a pedestrian street / Construction of speedhumps or circles to make the road safer		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Implementation of road safety precautions for pedestrians on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Implementation of road safety precautions for pedestrians on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Increase road safety measures on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Safety and Security	Why am I paying for parking at Eikestad Mall parking, when my car got broken into in the middle of the day? I'm clearly not paying for security so what am I paying for? Obviously, I'm only paying for parking because of the very low supply of parking in Stellenbosch. This town is immaculate other than the crime. I don't mind paying for parking but keep our streets safe and our students which bring in a lot of money		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Recreation and Sport	Other than Jan Marais Park, Coetzenburg and some Art Stores there is nothing affordable fun to do in central Stellenbosch other than going out to eat or drink. I think if there were more recreational activities to do such as putt-putt, bowling, arcades etc, that do not include drinking, the drinking culture of students in Stellenbosch will change		Directorate: Community and Protection Services	Department: Community Services	Community Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Implementation of road safety precautions on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	9	Cllr. Zelda Dalling	Safety and Security	Implementation of safety initiatives on Merriman Avenue and Eikestad mall. There is an increase of muggings and safety issues		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local

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Online Form	9	Cllr. Zelda Dalling	Community Development	The homelessness situation is absolutely devastating in the Western Cape, including Stellenbosch. Furthermore, some of the people are so desperate and poor that they endanger the safety of students who walk home with cash or food. I realise that there are homeless shelters, however, I think we should also try to find another practical situation as it is devastating watching these people suffer		Directorate: Community and Protection Services	Section: Community Development	Youth, Sport and Culture	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Implementation of safety initiatives on Merriman Avenue (high speed, lack of speed cameras)		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	9	Cllr. Zelda Dalling	Safety and Security	The increase of homeless individuals around Stellenbosch University individuals led to many cases of harassment and theft. There is a large cause for concern, and this situation needs to be carefully monitored. Please contact me for more specific details and information with regards to the student community as I'm a representative on the University Academic Affairs Council.		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Implementation of safety initiatives in Stellenbosch		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Safety and Security	Implementation of safety initiatives on Merriman Avenue (high speed, lack of speed cameras) - students get injured and killed along Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Implementation of road safety initiatives on Merriman Avenue (speedhumps) - students get injured and killed along Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Implementation of pedestrian safety initiatives on Merriman Avenue (speedhumps)		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Implementation of pedestrian safety initiatives on Merriman Avenue / Construction of additional pedestrian crossings		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Electrical Services	Installation of solar-powered streetlights on Merriman Avenue		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Implementation of pedestrian safety initiatives on Merriman Avenue / Construction of additional pedestrian crossings		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	20	Cllr. Joseph Joon	Electrical Services	Installation of street lights on roads to improve visibility during loadshedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Safety and Security	Kayamandi overtaking reserve		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	9	Cllr. Zelda Dalling	Housing Development	There are specific homeless people who have been here on the streets the whole time. I believe that the Council has the necessary resources at its disposal to grant these people their basic constitutional/human rights to dignified living conditions and access to food and water		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	Grant private persons with the ability to generate electricity at a higher rate using renewables		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Safety and Security	Implementation of safety initiatives on Merriman Avenue students get harassed and catcalled by men (including employees of the municipality) when walking to the University or Stellenbosch Central		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Installation of paving from Ryneveld Street between its intersection with Merriman Avenue all the way to Kromrivier Road		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	The pavements from Ryneveld Street between its intersection with Merriman Avenue all the way to Kromrivier Road is inaccessible for people making use of wheelchairs or walkers		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

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Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	8	Cllr. Carli Van Wyk	Safety and Security	Implementation of safety initiatives to ensure the safety of students when walking on and off campus		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	23	Cllr. Lwando Nkamisa	Roads, Transport and Stormwater	The taxi rank should be moved from the Stellenbosch centre and away from the University as it makes it more unsafe for students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	9	Cllr. Zelda Dalling	Safety and Security	Installation of a speed camera on Merriman Avenue near the BA building that is very unsafe to cross		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	8	Cllr. Carli Van Wyk	Electrical Services	Installation of battery operated streetlights close to the university		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Electrical Services	Installation of additional streetlights that is on during loadshedding		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	11	Alderman Johannie Serdyn	Safety and Security	Installation of a camera on Merriman Avenue		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	11	Alderman Johannie Serdyn	Environmental Management	Cleaning of rivers - huge amount of litter in leiwater		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	Construction of additional pedestrian crossings on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	10	Cllr. Rozette Du Toit	Roads, Transport and Stormwater	NMT Routes - make walking and using of bicycles more accessible		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	8	Cllr. Carli Van Wyk	Roads, Transport and Stormwater	Construction of sidewalks on Soeteweide Road - students are forced to walk in the road. There are more pedestrians than cars on the road most hours. It may be necessary to make Soeteweide one-way and use the other lane for walking and cycling students		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	NMT - Construction of pedestrian crossings to make Merriman Avenue accessible for pedestrians		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7,8, 9, 10 and 23		Roads, Transport and Stormwater	Reducing the speed limit on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Construction of sidewalks on Soeteweide Street		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Implementation of pedestrian safety initiatives on Merriman Avenue		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
Community Needs and Deliverables					Directorate Information				
Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	16	Cllr. Elsabe Vermeulen	Housing Development	Provision of housing opportunities		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	4	Cllr. Ralphton Adams	Recreation and Sport	Construction of Basketball Courts - Stellenbosch Oak City Basketball Club has been requested through the SSRA and Pniël Sports Council for the needed facilities. Youth will be kept off the streets away from drugs and other social ills through the municipality providing the needed and prescribed facilities		Directorate: Community and Protection Services	Department: Community Services	Youth, Sport and Culture	Local
Online Form	12	Cllr. Ayanda Tomose	Housing Development	Self-build housing scheme - residents to be allowed to build their own houses because the shacks are burning out each and every day in Nkanini		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	18	Alderman JC Anthony	Safety and Security	Implementation of safety initiatives in Klapmuts - Petty theft and violent attacks are prevalent in the area, especially close to the train station and train tracks. These activities happen mostly in the mornings when people walk to the station or the bridge		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	17	Cllr. Peter Johnson	Safety and Security	Installation of a fence to close 'Soekmekaar' - gateway and hiding place for the criminal elements or increase the visibility of law enforcement in the area		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	17	Cllr. Peter Johnson	Parks and Open Spaces	Construction of additional playparks		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Online Form	14	Cllr. Elliot Masimini	Housing Development	Provision of housing opportunities for residents in Zone P - roofs are in bad shape and should be replace		Directorate: PED	Department: Integrated Human Settlements	Human Settlements	Local
Online Form	15	Cllr. Elliot Masimini	Safety and Security	Increase police / law enforcement visibility especially in the morning hours when people are going to work and back at night		Directorate: Community and Protection Services	Department: Protection Services	Protection Services	Local
Online Form	2	Cllr. Wilhelmina Petersen	Electrical Services	When customers purchase electricity units, they receive too few units		Directorate: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local
Online Form	2	Cllr. Wilhelmina Petersen	Community Development	Identification of land for the building of ECD and Aftercare Centres		Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local

2nd Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: September and October 2023									
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Source	Ward	Ward Councillor	Priority	Community Needs and Inputs	Deliverable (Action)	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	NMT - Improvements to cycle infrastructure to enable cycling as a mode of transport for all ages and abilities including for example children cycling to school, parents cycling to schools, shops and places of work.		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	7	Cllr. Annemarie Ferns	Roads, Transport and Stormwater	Drafting of a traffic circulation plan to reduce unnecessary traffic in the CBD as well as circulating traffic looking for car parking, ensuring safer streets for everyone including drivers, cyclists and pedestrians. As an example, raised intersection and a modal filter at Coetzenburg Street and van Riebeek Street would quieten Coetzenburg street to local access only, enabling more students to feel comfortable to cycle to the university sports grounds. It would provide part of a bicycle network with no real additional cost.		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	4	Cllr. Ralphton Adams	Roads, Transport and Stormwater	Construction of a 3-way stop on the main road of Pniël - it is challenging to cross the road to Stellenbosch		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
Online Form	4	Cllr. Ralphton Adams	Area Cleaning	The empty erf next to 20 Berg Street, Johannesdal is a fire risk		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local
Email	WCO24		Spatial Planning	Libertas Farm: REM Farm 1040, 1480, PTN 2 of Farm 374 & REM PTN 2 (a PTN of PTN 1) of Farm Valley Lustery 371, Stellenbosch – Motivation for inclusion within the Urban Edge		Directorate: PED	Department: Development Planning	Planning, LED and Tourism	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Area Cleaning	Cleaning of streets in Snake Valley in Kayamandi		Directorate: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Roads, Transport and Stormwater	Cleaning of drains at Snake Valley in Kayamandi		Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local
IDP Open Day	12	Cllr. Ayanda Tomose	Parks and Open Spaces	Repairing and maintenance of the playpark at Snake Valley in Kayamandi		Directorate: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local

Written Submissions - Emails

Franschhoek Heritage and Ratepayers Association

Nwabisa Jozana

From:	Barry Phillips <barryphillips505@gmail.com>
Sent:	Wednesday, 04 October 2023 18:05
To:	idp
Cc:	Wilfred moses; Wilhelmina Petersen; Reginald Pheiffer; Siegfried Schafer; Irmela Alberts
Subject:	[EX] IDP 5th Generation Review - Comments by the FHRPA
Attachments:	Franschhoek Heritage and Ratepayers Association - Update Proposals for the IDP - 04.10.2023.docx

Good afternoon

Attached is an update of the proposals for Wards 1 and 2 originally submitted on 12th January 2022 supplemented by comments sent on 29th April 2023 on the 5th Generation IDP.

Please refer to the original submission and comments for the annexures referred to in this attachment.

A signed copy of this update will be sent.

Please acknowledge receipt.

Barry Phillips
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Franschhoek 7690
SOUTH AFRICA
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Franschhoek Heritage and Ratepayers Association

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Update on Proposals submitted on 12th January 2022 by the Franschhoek Heritage & Ratepayers Association (FHRPA) of Projects for inclusion in the 5th Generation Stellenbosch Integrated Development Plan (IDP) .

The proposals below are not made in any order of priority.

Proposals for Ward 1

1. **Upgrading of the "Tennis Court" car park.**

   Brief Motivation. Plans for this were substantially agreed with the Directorate Infrastructure This upgrade should be seen as Phase 1 of a reallocation of available parking space in the CBD in conjunction with Phases 2 and 3 as per Proposals 2 and 3 below.

2. **The removal of the parking bays on the west side of Huguenot Street between Berg and De La Rey Street and widening the sidewalk. - Phase 2**

   Brief Motivation: Most of the sidewalk of Huguenot Street between Berg and De La Rey Street is too narrow for the number of pedestrians using it in season. Pedestrians walking in opposite directions often inadvertently obstruct each other or step into the road to avoid doing so. The problem is exacerbated by A frames for adjacent shops and other impediments. Widening of this sidewalk by the width of the existing parking bays will resolve this problem, provide space for plant holders and possibly a cycle path, and generally enhance the quality of the visitor's experience. This would be Phase 2 of a reallocation of available parking space in the CBD.

3. **Closure of the southeast side of Church Street and conversion of the existing road into a public amenity area. - Phase 3**

   Brief Motivation: As motivated in more detail in the Franschhoek Master Plan (FMP) that was attached to the proposals submitted on 12th January 2022, the purpose of this proposal is to "*strengthen the quality of the village centre by creating a focal point that is available to the public as a central village garden on the informal traders' side of Church Street where residents and visitors can meet, relax and enjoy views of the Church, the Town Hall and the*

mountains." This should be seen as Phase 3 of a reallocation of available parking space in the CBD.
The order of implementation of Phases 2 and 3 are interchangeable.

4. Development of an amphitheatre and wine museum in the Circus Ground as per the FMP

Brief Motivation: As stated in the FMP, the purpose of this proposed development is *"to develop for the community the economic value of the Circus Ground while preserving its availability and social value for passive recreation"* and that it will be privately funded. Please refer to the FMP for further detail.

The proposal for a wine museum is withdrawn as one has been opened at Baylonstoren.

In a letter to the FHRPA dated 28th June 2023, the Municipal Manager said the proposal for an amphitheatre at the Circus Ground was not *"feasible due to the site's heritage status."* With respect to the Municipal Manager, we do not agree.

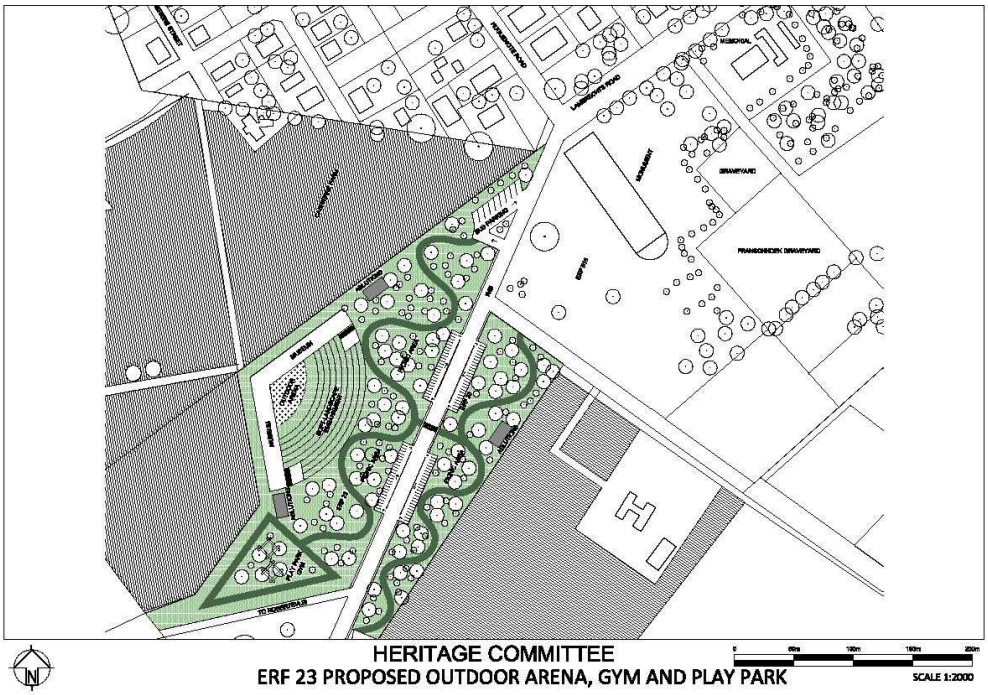
We have been informed by Heritage Western Cape that the Circus Ground, *"Erf 23, Excelsior Road / Huguenot Road, Franschhoek, does not have a Section 27 protection gazette."* It is not, therefore, a Heritage Site in terms of s27 of the National Heritage Resources Act of 1999. However, although in the Stellenbosch Heritage Inventory the Circus Ground is recommended as a Grade IIIa heritage resource and is in an area designated as a Grade II Landscape Unit, a compatible change of use in a very small part of this area is not thereby precluded. It must be noted that two unsightly (but necessary) toilet blocks were erected by the municipality on the Circus Ground as well as the swings and slides and roundabouts etc in the playground area and an outdoor gym *after* Council had adopted the Stellenbosch Heritage Inventory. Incidentally, the outdoor gym should also include equipment for disabled people to exercise.

It is inconsistent for the Council to carry out these developments and then say an amphitheatre in a relatively small part of the Circus Ground is not *"feasible due to the site's heritage status."* The amphitheatre in a small part of Kirstenbosch did not preclude it from being a World Heritage Site.

The plan below is the basis for our proposals for the Circus Ground. It was originally presented as part of the FMP at our meeting with the Municipal Manager and others in June 2021. A primary purpose of these proposals is to enhance and improve its attractiveness as an outdoor recreational space for those in our community who may have limited access to such spaces and for our visitors. It will complement the landscaping of the Huguenot Memorial grounds. The softly landscaped amphitheatre partially screened by trees will only be intermittently visible from Excelsior Road.

Please reconsider the feasibility of an amphitheatre in the context of the overall upgrading of the Circus Ground and the broadly based socio-economic benefits it will bring.

A Circus Ground Amphitheatre has the support of Franschhoek Wine Valley.



5. **Development of a taxi holding area at the "Prasa" erf (subject to approval by the Taxi Association)**

Brief Motivation: Due to ongoing problems associated with the use of legally designated bays in Reservoir Street as a taxi "holding" area, there is an urgent need for an alternative location. The Prasa erf has been proposed as an alternative location (subject to approval by the Taxi Association) but it will not be possible to agree this with Prasa in the short term. Pending a long-term solution, it has been proposed that the sandy area behind the municipal offices in Franschhoek could be used as a holding area if agreed by the Taxi Association.

6. **Implementation of a policy and effective mechanisms to limit and control the use of flats and houses for Short Term Rental (e.g. AirBnB) in Franschhoek.**

Brief Motivation: The FHRPA is concerned that the extensive use of flats and houses in the village area is having a negative impact on the number of permanent residents and viability of the community as discussed in more detail in a proposal with draft amendments to the Zoning Scheme Bylaw submitted to the Director of Planning in December 2020 and presented to the Municipal Manager and others on 14th June 2020 and sent to officials on 25th June 2021.

The comments of the FHRPA dated 29th April 2023 on the departmental review comments are set out below in italics.

IDP Description

Establish a policy to control and limit the use of private houses and flats for short term rental in Franschhoek.

IDP Deliverable

The use of private houses and flats for short term rental in Franschhoek is control (sic) and managed in terms of the Zoning Scheme Bylaw.

Departmental Comment

This is regulated by the municipal Zoning Scheme Bylaw.

FHRPA Comments:

Although the data it quotes needs to be updated, the motivation for the better control and regulation of the use of private houses and flats for short term rental (STR) in Franschhoek is given in the Proposal for a Short Term Rental Overlay Zone (STR Proposal) (Annexure C) submitted to the department in September 2020 by the FHRPA and the Van Wijk & Cabriere Street Residents Association and again to the Municipal Manager, the Director of Planning and Economic Development and other municipal officials at a meeting in June 2021 along with the Master Plan and the Memorandum re Fast Food Restaurants in Franschhoek.

*As noted in paragraph 5.2 of the STR Proposal, "**in a count on 15th August 2019, around 250 houses and flats within or close to Franschhoek's Urban Edge were listed"** for STR on the AirBnB and Booking.com websites and in paragraph 5.5 that a 2014 study by Professor Donaldson of Stellenbosch University estimated that 36% of houses and flats in Franschhoek were owned as second homes with the "Main function being investment", - i.e. used for STR purposes.*

It is believed that since Covid, the number of houses and flats in Franschhoek listed on the AirBnB, Booking.com and similar platforms and bought solely for STR purposes has increased . It is not known how many have Consent Use for a a Guest House or a Tourist Dwelling Unit or but it is thought that very few (if any) have either or the owners are even aware of the need for it. Furthermore, recent developments of houses and flats in Franschhoek are reasonably believed to have been designed more for STR purposes instead of long term rental where there is an acute shortage houses and flats available at affordable prices and rents due in large measure to the number used for STR purposes.

The STR Proposal notes that in terms of s28 of the Zoning Scheme Bylaw "should rental [of a dwelling unit] on a short-term basis exceed 30 calendar days per year, the relevant application for a guest house or tourist dwelling unit, as the case may be, shall be required". It is not believed, however, that "The use of private houses and flats for short term rental in Franschhoek is [effectively] control (sic) and managed in terms of the Zoning Scheme Bylaw." If such use is being effectively controlled and managed, the department is asked to tell the FHRPA:

- *what criteria are applied in deciding applications for Consent Use for a Tourist Dwelling Unit or a Guest House in Franschhoek; and*
- *How many flats and houses in Franschhoek have Consent Use for a Tourist Dwelling Unit or a Guest House in Franschhoek.*

Further comment by the FHRPA:

It is believed that there is now a critical imbalance between the number of dwelling units in the residential part of the village available for occupation by permanent residents and those being used for STR purposes, as guest houses or are unoccupied as second homes for most of the year.

7. **Implementation of a policy and effective mechanisms to limit and control "formula restaurants" in the Historic Area of Franschhoek**

Brief Motivation: The FHRPA is concerned that nothing in Zoning Scheme Bylaw prevents fast food outlets (e.g. KFC or McDonalds) from opening in the Historic Area of the village as seen by a Starbucks in the Checkers development. Franschhoek sells itself and depends in part on its reputation as a fine food destination. The opening fast food outlets in its Historic Area will be most detrimental to its image with adverse consequences as discussed in a proposal presented to the Municipal Manager and others on 14th June 2020 and sent to officials on 25th June 2021 with draft amendments to the Zoning Scheme Bylaw.

The comments of the FHRPA dated 29th April 2023 on the departmental review comments are set out below in italics.

Description

Implementation of a policy and effective mechanisms to limit and control formula restaurants in historic areas of Franschhoek.

IDP Deliverable:

Land Use is currently managed in terms of the Stellenbosch Municipality Zoning Scheme Bylaw of 2019. Therefore, the proposed policy will infringe on persons rights to operate a business.

Departmental Comment:

It would rather be suggested that an urban design policy be developed to insure that the historical character (landscapes and building facades etc) of Franschhoek is retained.

FHRPA Comments:

Except as permitted by applicable planning and zoning laws and bylaws, no one has the right to operate a business wherever they choose to do so.

As pointed out in the Memorandum re Fast Food Restaurants in Franschhoek submitted by the FHRPA to the department in June 2021 (Annexure B), the Stellenbosch Municipality Zoning Scheme Bylaw of 2019 restricts the use of premises in the Historic Area of Franschhoek for car showrooms and plant nurseries without a Consent Use. The principle of such a restriction is,

therefore, established. The proposal in the Annexure B Memorandum is for the same restriction to be applied to formula restaurants as defined in the draft amendment to the Zoning Scheme in the Annexure B Memorandum and there is a policy for deciding such applications.

Further Comment by the FHRPA:

Bootleggers is about to open in the centre of the Historic Area. Although it is a "formula restaurant" with around 35 sites in South Africa, it may be acceptable in Franschhoek. However, this demonstrates how easy it would be for an unacceptable formula restaurant - e.g. KFC, MacDonalds - to also open in Franschhoek. This would do irreparable damage to the Franschhoek brand. It is not inconceivable that if that were to happen near one of the "fine dining" restaurants for which visitors come, it would leave. Please reconsider.

Proposals for Ward 2

1. **Development of Erf 412 and 284 Groendal**

   Brief Motivation: Provision of additional middle-income housing and a commercial hub in Groendal for local entrepreneurs is seen as an urgent priority. Erfs 412 and 284 have been vacant since relocation of residents in the informal settlement on Erf 412 to RDP houses in Mooiwater in 2003. Since then, it has been used as an informal soccer and recreation area by the youth of Groendal.

   A comprehensive proposal for redevelopment of Erf 412 with an appropriate mix of residential and commercial units was submitted to the municipality by a consortium led by Uvukho Developments CC, an empowerment company, in 2004. Without knowledge of this at the time, a similar redevelopment proposal for Erf 412 and also for Erf 284 was made in the FMP as attached based on a public private partnership with the intention that the capital cost would be borne by the developer.

   It should be a condition of any regulatory approval that before commencement of any work on Erf 412, land at Groendal High School is laid out as a soccer and recreational area at the expense of the developer for use by Groendal youth in place of Erf 412.

2. **Traffic Calming on the R45**

   Brief Motivation: Having regard to the number of accidents on the R45 between its intersections with La Provence Street and Le Roux Street, it is considered essential that traffic approaching Franschhoek from the Cape Town direction is forced to reduce speed by physical means such as a traffic circle at the Le Roux Street intersection.

However, it has become apparent in the last few days that the railway line crossing the R45 at the entrance to Franschhoek may be used by the Wine Tram. This will require additional traffic calming measures and solutions such as those successfully used in Paarl and Pniel to be applied on the R45 from the R301 junction up to the village.

3. **Street Lights on R45 from Robertsvlei Road up to R301**

Brief Motivation: The existing streetlights on the R45 are a valuable crime deterrent and need to be extended to cover the area up to the R301 junction.

4. **Security Camera at crime hotspots**

Brief Motivation: Security cameras at crime hotspots as identified by the SSI and linked to the SSI are imperative for curbing the drastic increase in crime in Franschhoek and ensuring that residents are safe.

The LPR camera which the Council has should now be installed at the R301/R45 intersection.

5. **Plants: Flowers, shrubs and trees**

Brief Motivation: Franschhoek is one of the most popular destinations in South Africa for both local and international visitors. The Village however looks bland and plants in beds and or pots from the entrance at Groendal up to the Monument will greatly enhance the experience of visitors.

Submitted to Stellenbosch Municipality by the Franschhoek Heritage & Ratepayers Association on 12th January 2022

Updated and submitted to Stellenbosch Municipality on 4th October 2023.

_____ _____

Wilfred Moses – Co-chairperson **Barry Phillips – Co-chairperson**

Friends of Stellenbosch Mountain

Nwabisa Jozana

From: H Eggers <heggers@pm.me>
Sent: Wednesday, 04 October 2023 15:10
To: idp
Subject: [EX] FSM Comments on the IDP, MTREF, CITP
Attachments: 231004-fsm-idp-mtref-citp.pdf; 230512-fsm-citp-comments.pdf

Good afternoon,

attached please find the FSM comments of 4 October 2023 as input into the IDP and MTREF. The comments are of course also highly relevant to the draft CITP which should not be approved. The original 12 May 2023 CITP comments are also attached and should also be included into the IDP public particpation documents.

Could you please acknowledge receipt of this email and the two comments.

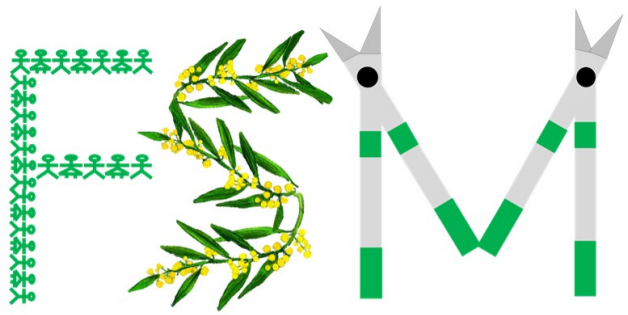
Kind regards

HC Eggers

Chairperson: Friends of Stellenbosch Mountain

On 2023/09/06 10:06, idp wrote:

> Dear Resident
>
> ## IDP PUBLIC PARTICIPATION OPEN DAYS SCHEDULE: SEPTEMBER 2023
>
> In accordance with the approved SDF / IDP / Budget Time Schedule / Process Plan 2024/25, the Stellenbosch Municipality plans to embark on an IDP public participation process, which entails several area–based engagements in the form of IDP Public Participation Open Days. The Stellenbosch Municipality encourages participatory democracy and invites all members of the public to attend our IDP Public Participation Open Days for their ward/area, as scheduled below.
>
> In addition to the IDP Public Participation Open Days, alternative platforms will be available to community members and stakeholders to submit their community input and needs for the 2nd Review of the 5th Generation IDP 2022 – 2027 by using the following platforms:
>
> 1. Municipal Website: https://stellenbosch.gov.za/5th-generation-idp-2022-2027/ ;
> 2. Stellenbosch Citizen App: Download from Google Play Store, iStore, Windows Store and Java;
> 3. WhatsApp: 067 427 1556;
> 4. Email: idp@stellenbosch.gov.za; and
> 5. "Have your Say" forms will also be available at all libraries and ward offices during normal office hours.
>
> The public participation period commences on **Monday, 4 September 2023** and the closing date for input is **Wednesday, 04 October 2023** at **16:30**.
>
> Kind regard,
>
> IDP Team



Chairperson: H Koekemoer
hanneskoekemoer@proton.me

Secretary: HC Eggers
076-785-3514 heggers@pm.me

https://fsmountain.org
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Public Benefit Organisation No. 930049434

2023 Draft CITP: FSM Comments, Questions and Criticism

12 May 2023

1 Background and motivation

1.1 **The law, budget constraints and climate change realities all prescribe investment into public transport and NMT infrastructure as priority over road-related infrastructure**. National and provincial legislation and strategy and even the Stellenbosch IDP and MSDF are all clear on this.[1]

1.2 Obviously, public transport is impossible without the underlying **public transport infrastructure**. The City of Cape Town and George Municipality have made significant strides in putting into place the necessary infrastructure and are now reaping the benefits. Stellenbosch, by contrast, is far behind on public transport infrastructure and must catch up urgently.

1.3 At present, **The Stellenbosch public transport infrastructure situation is catastrophic.** Stellenbosch has a well-developed road system but virtually no public transport infrastructure. The rail system is currently dysfunctional. Bus services exist only for schools and special needs. Taxi ranks constitute the only current public transport infrastructure even worth mentioning. While Non-Motorised Transport (NMT) is important for short trips, it plays little to no role for longer distances and the associated bigger infrastructure needs.

1.4 Public transport oriented mobility plans were put together by a task team over three years but canned by the municipality in 2000. Stellenbosch was also selected in 2007 as a priority for public transport, and the present draft CITP is the fourth one. However, public transport sections of previous CITPs were never taken seriously or implemented. Far from being innovative, Stellenbosch Municipality has remained in a cars-and-roads-only mindset. The emphasis remains on roads: road building, road maintenance and road planning. A Roads Master Plan (RMP) was compiled in great detail and its many projects continue to dominate planning and spending. Stellenbosch Municipality explicitly rejected efforts in the years 2016 to 2019 to make use of available grant funding such as the PSTP and has historically invested very little into public transport infrastructure.

[1] Examples: the *National Land Transport Act*, the associated *2016 Minimum Requirements*, the March 2023 *National Land Transport Strategic Framework*, Western Cape planning documents such as the *Provincial Spatial Development Framework*, the WC Government Medium Term Expenditure Framework Vote 8, etc all say the same thing: public transport must be prioritised.

1.5 There is therefore a catastrophic backlog in public transport and related infrastructure which has built up over decades. Spending on reducing the backlog in public transport infrastructure is therefore critical for the future of Stellenbosch.

1.6 In spite of the legislation and the backlog and in line with the outdated approach of the municipality, the present draft CITP makes no effort to comply with the legally prescribed prioritisation of public transport but on the contrary only perpetuates and worsens the already bad imbalance in planning and spending in favour of roads and road-related spending.

1.7 Planning documents come and go, but what remains are the completed projects, both good and bad, which dominate the physical and mobility situation for decades to come. The motivation for the budget analysis presented below is hence to analyse budgeted infrastructure projects with respect to their contribution to future sustainability.

2 Budget analysis

2.1 In Appendix I, we analyse 3-year and 10-year budgets in depth, categorising mobility infrastructure projects as roads-related or as public transport-related.[2] Since provincial grants play such a big role, we have included them into our analysis. Western Cape Government (WCG) allocation to mobility infrastructure in Stellenbosch far exceeds that of SM spending (R928m compared to R245m; see below).

Our findings are devastating.

a. To start with our conclusions:

> **Of the total of R1.173 billion jointly budgeted for the next three years by Western Cape Government (WCG) and Stellenbosch Municipality (SM) for mobility infrastructure, 95 percent is allocated to roads and road-related projects. The remaining 4 percent are split between public transport and NMT infrastructure and miscellaneous spending.**

With respect to the (Municipality-only) 10-year horizon:

> **Of the R859m in mobility infrastructure projects, the Municipality intends to spend 65 percent on new roads and a further 20 percent on road maintenance, i.e. 85 percent on roads. The 10 percent (R84m) to be spent on public transport is dominated for the next 10 years by NMT (R31m) and a single footbridge (R26m), leaving only R27m for the rest.**

b. For detail on a project-by-project level, see Appendix I. The Rand amounts quoted here are taken directly from the totals calculated in that Appendix.

c. Of its total R928m (MTEF Votes 8 and 10) relevant budget allocations, WCG allocates R210m to road upgrading and new roads, while R718m, by far the largest amount in all categories, is allocated to road maintenance.

d. WCG allocates **zero Rands** to public transport infrastructure in Stellenbosch, while more than R1billion is granted to Cape Town and George. This catastrophic omission is the result of Stellenbosch Municipality actively cancelling the previous PSTP programme and instead proactively agitating for grant allocations for roadbuilding instead.

[2] We use the collective term *mobility infrastructure* to refer to rail, road, public transport and NMT infrastructure. The term includes also associated works such as stormwater, bridges, parking space and parking garages, sidewalks and pedestrianised roads, taxi ranks, cycling paths etc. Mobility infrastructure excludes water, electricity, sewage and other infrastructure projects.

e. Of the total municipal (MTREF) 3-year budget of R245million allocated to mobility infrastructure, **R145m (59 percent) is allocated towards new road building** and another **R43million (18 percent) to road maintenance** over and above the huge WCG maintenance grant. The allocation of R43million to public transport infrastructure (also 18 percent) is dominated by a single project, a Kayamandi pedestrian bridge (R26m). The remaining 5 percent goes to miscellaneous projects.

f. The crucial **Adam Tas Corridor** project, the centrepiece of sustainable Stellenbosch town and mobility restructuring, is budgeted to receive a total of R2million for a "Transport Study" and nothing for any actual infrastructure.

g. We could not find a 10-year project list within WCG documents. Appendix C of the draft CITP contains, however, budget plans for the next 10 years. That SM 10-year budget allocation is even worse than the 3-year one: Of the total of R859million over 10 years, R561m or 65 percent is planned for new and upgraded roads, with R171m allocated to road maintenance. Again, public transport infrastructure is completely neglected and receives only R84million over ten years (10 percent) which includes the R26m Kayamandi bridge. SM allocates **Zero Rands** to fund Adam Tas Corridor public transport projects beyond the R2m of the 3-year budget allocated to a "Transport Study".

2.2 **Operational budgets and planning**

The analysis so far includes only **capital budgets**, while corresponding **operational budgets** should be added. Relevant operational costs would departmental posts and salaries, transport authorities, regulation and administration of public transport.

To our knowledge, Stellenbosch Municipality has just one or two posts allocated to public transport matters, while the overwhelming majority of mobility-related posts and operational costs are dedicated to road-related matters, including planning and maintenance.

By contrast, Cape Town already has a fully functional Urban Mobility Directorate (see `tct.gov.za`) and George also has a transport authority. Stellenbosch has nothing. The draft CITP makes no provision for any future transport authority.

Unsurprisingly, Stellenbosch has made no application for a Provincial Transport Operational Grant (PTOG).

3 Conclusions from the budget analysis

3.1 It is of high concern that a large number of the projects listed in CITP Appendix C (and reproduced in our Appendix I below) are to be sourced from "*CRR – Own Funding*" which refers to the SM *Capital Replacement Reserve*. In other words, SM wants to use its capital reserves to fund projects whose spending priorities are not proven and whose outcomes do not justify the tapping of reserve funds.

All projects earmarked for CRR funding should be stopped until their long-term merit is assessed and proven.

3.2 While George and Cape Town actively developed their public transport programmes, Stellenbosch Municipality did not. As mentioned, Stellenbosch Municipality has in the last few years actively terminated existing PSTP programmes, despite the WCG having identified Stellenbosch as priority for public transport. In addition, in 2021 SM approached the then Western Cape Department of Public Transport and Public Works (DPTW) which has since been split into two departments. On request, DTPW in August 2021 provided a so-called Assessment Report in terms of Section 78(1) of the Municipal Systems Act.

3.3 In their list of projects, the budgets reveal the fundamental underlying problem: The draft CITP and the Stellenbosch Municipality are still driven by an **engineering- and**

roads-driven approach in which the private motor car is king and all other needs are subordinated to it.

3.4 The inclusion of the Eastern Link Road and similar projects further reveal that the basis for prioritisation is not the law or public need, but the needs and demand of property developers. In the case of the Eastern Link Road, these are *Brandwacht Land Development* and *Blaauwklippen Agricultural Estates*, both of which abut the Eastern Link Road and would directly benefit from its construction and in turn subsidise its construction. We consider the Eastern Link Road in Appendix II in more detail.

3.5 This **developer-and-car** chain of causality is therefore

Developers and cars → Road Projects → Budgets → CITP and MSDF changes

A prime example of this illegal and erroneous approach is the so-called Roads Master Plan, which was compiled independently, based on personal whims and developer's requests and without regard for the legal hierarchy.

3.6 By contrast, the **legally prescribed chain of causality** is

Sustainability → Laws → MSDF and CITP → Mobility Priorities → Budgets

3.7 The legality of the resulting actions is explored in Section 6 below.

4 CITP Chapter 8 on "Transport Demand Management"

4.1 The draft CITP has a Chapter 8 entitled "Transport Demand Management (TDM) Strategy". The title itself tells the story: the AECOM consultant and the municipal Directorate of Infrastructure are so ignorant that they confuse "Travel Demand Management" with "Transport Demand Management". There is no such term as "Transport Demand Management". The National Land Transport Act section 1 defines TDM as

> ***"travel demand management"*** *means a system of actions to maximise the capacity of the transport system for the* ***movement of people and goods rather than vehicles****, among others, through* ***increasing vehicle occupancy, developing priority measures for public transport, encouraging travel during off-peak periods, shifting demand between modes, restricting the space available for parking, adjusting the price of parking, and other appropriate measures;***

4.2 Not surprisingly, Chapter 8 of the draft CITP is but a shell with little to no content. It exists only to satisfy – in letter but not in spirit – the requirements of the law as contained in the *2016 Minimum Requirements*.

- Section 8.1 of the CITP comprises a list of TDM-related issues contained in other documents.
- Section 8.2, called *TDM Categories*, is a little half-page itemised list of concepts without any substance.
- Section 8.3 called *TDM Objectives* in its ignorance redefines TDM while not being aware of even the above definition contained in the NLTA, not to speak of any unpacking or application of it in the Stellenbosch context.
- Section 8.4 entitled *Future Solutions / Proposed Interventions* is a meaningless one-page table.

4.3 Returning to the NLTA definition of **travel demand management**: the draft CITP and the Stellenbosch Directorate of Infrastructure must, by law, develop plans with respect to

- increasing vehicle occupancy,
- developing priority measures for public transport,
- encouraging travel during off-peak periods,
- shifting demand between modes,
- restricting the space available for parking,
- adjusting the price of parking, and other appropriate measures.

Not one of these legally prescribed measures is even attempted in the CITP. On the contrary,

- the roadbuilding encourages lower vehicle occupancy,
- no priority measures for public transport are in sight,
- all the arguments for roadbuilding are based on peak hours and peak loads,
- Stellenbosch Municipality is embarking on a massive program of parking provision, and no parking fee increases are contemplated.

4.4 One of the simplest and short-term effective measures would be that of congestion charges, combined with a park-and-ride infrastructure and shuttle services.

4.5 George Municipality has been highlighting what is possible. Its public transport system now generates 25,000 to 30,000 passenger trips per day. In the context of roads and cars, that is equivalent to taking 15,000 to 20,000 car trips off the roads.

If Stellenbosch had taken its public transport infrastructure seriously in the past, there would be no congestion and no need for additional roads.

4.6 The current occupancy ratio (number of persons per car) averages 1.2 in Stellenbosch. Measures to increase this would be sufficient to relieve congestions and render all new roadbuilding unnecessary. The CITP does not even try to do so.

5 Section 78 report by DTPW

We briefly mentioned in Section 3 the existence of a Section 78(1) assessment report. Authored by the Western Cape Department of Transport and Public Works, *The provision of public transport services in Stellenbosch Municipality*, this Section 78(1) assessment report is dated August 2021. It appeared as Appendix 1 in Item 11.6.1 of the agenda of Stellenbosch Municipality Council meeting of 29 March 2023, almost two years later. This council item is reproduced in full in Appendix VI. It is remarkable for several reasons:

5.1 This 2021 DTPW assessment report makes strong statements with regard to the economic viability of public transport systems. With reference to experience in George and Cape Town, the report claims that an "incremental approach" to the provision of public transport should be followed in Stellenbosch and that

> [DTPW] *is unwilling to replicate the George-model in future municipalities and has developed a Provincial Sustainable Transport Programme to plan and implement a different approach to public transport improvement in partnership with priority local municipalities. The PSTP will support alternative approaches to public transport improvement which are lower in cost, recognise the complexity of industry transition. The Incremental Approach is core to the Programme and includes an initial focus on getting public transport basics right, while progressively moving toward improved public transport services over time.*

5.2 This report was clearly commissioned in early 2021 but was not made public. Instead, it was published only years later and in the same agenda which also itemized the draft CITP and other key municipal plans.

5.3 The CITP makes no mention whatsoever of this Section 78 report, even though it was available for nearly two years and is clearly relevant to public transport. This omission is highly irregular and possibly unlawful for several reasons:

a. **Misleading of the consultant or by the consultant:** Either Stellenbosch Municipality and/or DTPW withheld crucial information from the very consultant tasked with compiling the CITP (in other words, the consultant was misled), or the consultant decided to make no use of it and not to mention it, thereby writing a misleading CITP in which material facts are concealed.

b. **Misleading of Council:** It is possible that Council was misled by separating this Section 78 report from the CITP item. The Section 78 Item does mention the CITP in the agenda, but the CITP Item does not mention the Section 78 Item.

c. **Misleading of the public:** In both cases, the public was being misled, since the draft CITP published for public comment omits any mention of the existence and import of the Section 78(1) report.

5.4 **Noninclusion of DTPW Section 78 conclusions and recommendations in the CITP:** Whatever the chain of events or cause, there is a fundamental discrepancy between the 2021 DTPW report and the 2023 draft CITP. If, as claimed by DTPW, there is now an entirely different "PSTP" and "incremental" approach to public transport, why does such PSTP not appear at all in the CITP? If, as the MTEF claims, it is a success and implementable anywhere, why does the CITP not make use of it? Why does Stellenbosch not apply for a PSTP grant?

5.5 **Irrelevance of Section 78 to capital expenditure projects:** Secondly, the provincial PSTP is a purely operational programme (see Vote 8 Programme 2 of the 2023 MTEF). If the Section 78 recommendation to follow an "incremental approach" is valid at all, it would seem to not apply to the crucial public transport capital infrastructure projects, and it provides no excuse to Stellenbosch not to prioritise such projects on a big scale.

5.6 At the moment, the Section 78 recommendation for an "incremental approach" appears to be an excuse to not do or spend anything at all with respect to public transport and related infrastructure. Neither the law nor regulations nor strategic frameworks can be misconstrued to an extent that their main priorities are thereby completely negated.

6 Other legal aspects

Apart from the many weaknesses of the CITP, and apart from the other grounds and reasons why the CITP may be considered unlawful, we here list those sections of the National Land Transport Act (NLTA) and the related Minimum Requirements which appear to be not satisfied by the current CITP draft and its contents.

6.1 The fact that 95 percent of proposed spending is to be allocated to roads and road-related projects is a clear violation of the substance of the law.

6.2 As set out elsewhere, the CITP has pro forma followed the chapter structure set out in the prescribed NLTA Minimum Requirements. It has not, however, applied the provisions at all, as the example of Chapter 8 set out in Section 4 shows. Similarly, Chapter 7 of the CITP formally follows the format but not the intentions of the Minimum Requirements.

6.3 According to Section 36 of the NLTA, the MEC may approve a CITP only if the criteria of s36(2) are satisfied.

6.4 Rail aspects have not been adequately addressed in the CITP: see section 36(5) of the NLTA.

6.5 It remains to be confirmed whether the content and recommendations both of the CITP and of the Section 78 report comply with the following sections of the National Land Transport Act:

- section 11(1)(c)(xi) on promotion of public transport
- section 11(1)(c)(xvi) on traffic management techniques aimed at improving road traffic movement;
- section 11(1)(c)(xxii) on applying travel demand management.

7 The way forward

7.1 **Fundamental restart**

The current draft CITP, Stellenbosch Municipality and Western Cape Government mobility infrastructure spending priorities are unsustainable because of the excessive emphasis and funding of road infrastructure and neglect of public transport infrastructure. There has to be a fundamental re-assessment and re-alignment of spending to finance mobility infrastructure projects which have a future.

7.2 **Dismiss the current consultant and throw away the draft CITP**

The draft CITP has complied with the formal requirements of the Minimum Requirements law only in the most superficial sense. It has not applied of the underlying intentions and results in the applications. In particular, the unwarranted and almost exclusive focus on road and road-related spending makes the CITP unfit for its intended purpose. Hence the present draft should be scrapped altogether, a new CITP consultant should be appointed and a new draft CITP should be compiled.

7.3 **Withdraw the Section 78(1) assessment**

Western Cape Government should withdraw the Section 78(1) assessment report written by DTPW in August 2021 and require Stellenbosch Municipality to come up with a viable public transport plan and appropriate budgetary allocations.

7.4 **Prioritise the Adam Tas Corridor**

In Stellenbosch, the obvious and urgent mobility infrastructure spending priority is the central transport precinct of the Adam Tas Corridor (ATC). Hence the new CITP and revised MTEF and MTREF budgets shold give absolute priority to funding both the planning and implementation of public transport infrastructure in the central precinct of the Adam Tas Corridor, centered on the existing or hopefully rebuilt railway station.

Subsequently, the link between ATC and town centre (University Avenue) must be prioritised.

7.5 **Road maintenance**

Evidently, the existing infrastructure assets must be maintained. The current road network will for the foreseeable future remain important for mobility. However, a fundamental re-assessment of the cost-to-benefit ratio of road maintenance is necessary. Road maintenance swallows up R761million just in the coming three years, 65 percent of the entire funds available for mobility infrastructure. Maintenance spending is crowding out the far more important spending on public transport infrastructure.

One measure which can be implemented quickly and cheaply is a set of **very strict controls on heavy loads and freight** which is responsible for most of the damage. There must be many more weighbridges and a mobile unit capable of intercepting trucks on the streets. It is also easy to promulgate regulations limiting the maximum weight of freighters on certain roads.

7.6 **Drastically reduce new road building**

While a budget for maintenance of *existing* roads should no doubt be retained, the budget for *new* roads must be drastically reduced and re-allocated to the corresponding true priorities. In particular, the following projects have no merit and should be eliminated:

a. Both the northward and southward extensions of Wildebosch Road in Paradyskloof as part of the Eastern Link Road, as they are irrational and unnecessary. The Eastern Link Road serves no purpose except those of luxury housing developers Brandwacht Land Development and Blaauwklippen Agricultural Estates adjacent to it.

b. Intersection upgrades around the Adam Tas Corridor must be scrapped. These include the Adam Tas/R44, the R44/Alexander, the R44/Plankenbrug and the R44/Merriman intersections. The Dorp Street West dualling must also be stopped. More than R100million will be saved. These amounts should be allocated to the transport-centered designs and implementations around the central public transport precinct around the railway station.

7.7 The Jamestown so-called "Transport Network" should be drastically reduced in scope. The extension of Skoolstraat is important, as are connectors into future southwards expansions of Jamestown Phase 4. However, there is no merit in a northward extension of Pajero Avenue towards Blaauwklippen Road as it directly traverses viable agricultural land which should not be developed.

7.8 The Western Bypass north of Adam Tas must be scrapped altogether. It is irrational and directly contradicts the strategy of focusing mobility infrastructure development along the main axes of development with the railway at the centre. The R88million so saved should be used to start with a light rail connection from the railway station westwards towards Droë Dyke and eastwards towards the Bergzicht terrain.

7.9 The Welgevonden Road Extension (R44 to R304) should be scrapped. The saved amount of R64million should also be applied towards upgrading the public transport along the ATC-Kayamandi northern corridor.

7.10 There is merit in dualling Bird Street and expansion of the R44 between Jamestown and van Rheede, as long as the increase in capacity prioritises public transport lanes.

7.11 The Adam Tas - Technopark Link road must be delayed until the priority upgrades of existing R44 and Bird Street upgrades have been completed.

7.12 **Parking**

As set out in legislation, parking must be restricted rather than expanded and made more expensive. The revised CITP should scrap all current plans for parking garages and parking areas in the Stellenbosch CBD. In line with international experience, parking fees should also be significantly increased. Simultaneously, the new budget must provide for park-and-ride schemes to the south, west and north of Stellenbosch town centre as well as near the central railway node.

7.13 **Travel Demand Management**

Implement an active programme to implement TDM by eg surcharges based on passenger numbers along congested routes and by congestion charging. Use the money so generated

to directly subsidise multi-passenger vehicles using the same routes such as taxis and lift clubs by, for example, lanes dedicated to such users.

7.14 Densification

The CITP has not taken into account or applied the SPLUMA and MSDF requirements of densification. *Densification* refers to increasing to an increase in the density of housing units **within the existing urban edge**. Densification may not be misconstrued as so-called **urban infill** which attempts to appropriate existing agricultural and open space for additional development. A new CITP must make direct reference and assess quantitatively the mobility needs and resulting projects resulting from the Adam Tas Corridor and high-density development northwards and westwards thereof.

7.15 Human Resources

It is high time for the 20th-century road-and-car mindset still prevalent both in Stellenbosch and in the provincial Department of Infrastructure to be changed. New appointments are needed who understand modern mobility and apply the law are urgently needed.

I Budget Analysis: Roads and Nonroad Infrastructure Spending

2023 Stellenbosch Draft CITP Appendix C: Budgeted Projects over three and over ten years (2023 to 2033)																					
Also including provincial grants which were forgotten in the CITP																					
Date: May 2023																					
Author: Friends of Stellenbosch Mountain																					
Project Name	**Funding Source**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028 to 2033**	**2023 to 2033**	**3-year New Road/Car**	**3-year Maintenance Road/Car**	**3-year Mobility and Transport**	**3-year Undetermined**	**10-year New Road/Car**	**10-year Maintenance Road/Car**	**10-year Mobility and Transport**	**10-year Undetermined**
Department Roads and Stormwater																	
Capital Projects																	
Adam Tas Intersection Upgrades	CRR (own funds)							12 000 000	12 000 000		0	0	0	12 000 000	0	0	0
Bridge Construction	IUDG	15 000 000	5 000 000	-				6 000 000	11 000 000	5 000 000	0	0	0	11 000 000	0	0	0
Bridge Construction	CRR (own funds)	2 700 000						0		0	0	0	0		0	0	0
Devon Valley Rd	CRR (own funds)	-						0		0	0	0	0		0	0	0
Dorp Street West dualling				-				0		0	0	0	0		0	0	0
Klapmuts Transport Network	CRR (own funds)	-	600 000					1 000 000	1 600 000	0	0	600 000	0	0	0	1 600 000	0
Lanquedoc Access Road and Bridge	DC-Roads	-	5 000 000	12 000 000	15 000 000				32 000 000	32 000 000	0	0	0	32 000 000	0	0	0
Lanquedoc Access Road and Bridge	CRR (own funds)	-	-	3 000 000					3 000 000	3 000 000	0	0	0	3 000 000	0	0	0
Parking Area Upgrades - Franschhoek	DC-Parking	-	711 442	-					0	0	0	0	0		0	0	0
Parking Area Upgrades - Stellenbosch	DC-Parking	-	800 000	-					0	0	0	0	0		0	0	0
R304/West Kayamandi intersection Construction	DC			-					0	0	0	0	0		0	0	0
Stormwater Drainage - Kayamandi and Enkanini	DC-Stormwater	-							0	0	0	0	0		0	0	0
Wilderbosch Extension to Trumali (Eastern link)	CRR (own funds)	1 000 000	1 500 000	1 500 000	3 000 000	7 000 000	7 000 000		20 000 000	6 000 000	0	0	0	20 000 000	0	0	0
Wilderbosch Extension to Techno Park (Eastern link)	CRR (own funds)	-	-				1 500 000	15 500 000	17 000 000		0	0	0	17 000 000	0	0	0
											0	0	0		0	0	0
Planning Maintenance Operations																	
Ad hoc Minor Upgrading of Roads (WC024)	CRR (own funds)				700 000			1 400 000	2 100 000	700 000	0	0	0	2 100 000	0	0	0
Ad hoc Reconstruction of Roads (WC024)	IUDG	3 000 000	3 000 000	3 000 000	5 000 000	5 000 000	7 000 000	35 000 000	58 000 000	0	11 000 000	0	0	0	58 000 000	0	0
Ad hoc Reconstruction of Roads (WC024)	CRR (own funds)	827 249							0			0	0	0	0	0	0
Furniture, Tools and Equipment	CRR (own funds)	400 000	400 000	400 000	400 000	400 000	400 000	2 000 000	4 000 000	0	0	0	1 200 000	0	0	0	4 000 000
Gravel Roads Devon Valley - Safety Improvements Structural Repairs	CRR (own funds)	-		500 000	300 000				800 000	0	800 000	0	0	0	800 000	0	0
Reseal Roads - Klapmuts and Surrounding	CRR (own funds)	-	1 250 000	-			1 500 000	1 500 000	4 250 000	0	1 250 000	0	0	0	4 250 000	0	0
Reseal Roads - Kylemore and Surrounding	CRR (own funds)	1 500 000	-	-	1 500 000			3 000 000	4 500 000	0	1 500 000	0	0	0	4 500 000	0	0
Reseal Roads - Stellenbosch and Surrounding	CRR (own funds)	4 200 000	5 000 000	5 000 000	7 000 000	7 000 000	8 000 000	40 000 000	72 000 000	0	17 000 000	0	0	0	72 000 000	0	0
Reseal Roads - Franschhoek and Surrounding	CRR (own funds)	-	2 000 000	-		2 000 000		2 000 000	6 000 000	0	2 000 000	0	0	0	6 000 000	0	0
River Rehabilitation Implementation	CRR (own funds)	-	1 000 000	-			1 000 000	1 000 000	3 000 000	0	0	0	1 000 000	0	0	0	3 000 000
Rivers Rehabilitation Planning and Design	CRR (own funds)	500 000	-	-		500 000		500 000	1 000 000	0	0	0	0	0	0	1 000 000	1 000 000
Specialised Vehicles: Heavy Duty Roads	CRR (own funds)	-	2 500 000	2 000 000	2 500 000			8 000 000	15 000 000	0	7 000 000	0	0	0	15 000 000	0	0
Specialised Vehicle: Jet Machine Blockages	CRR (own funds)					5 000 000			5 000 000	0	0	0	0	0	5 000 000	0	0
Specialised Vehicle: TLB Digger Loader	CRR (own funds)			3 000 000			3 000 000	6 000 000	0	0	0	3 000 000	0	0	0	6 000 000	
Upgrade Stormwater Retention Facilities	CRR (own funds)	-		1 500 000			1 500 000	1 500 000	4 500 000	0	0	1 500 000	0	0	0	4 500 000	
Update Pavement Management System	CRR (own funds)	-	1 000 000	-			1 500 000	2 500 000	0	1 000 000	0	0	0	0	2 500 000	0	0
Update Stormwater System	CRR (own funds)					200 000		200 000	400 000	0	0	0	0	0	0	0	400 000
Vehicle Replacement: Light Vehicles (LDV)	CRR (own funds)							3 000 000	3 000 000	0	0	0	0	0	0	0	3 000 000
TOTAL as per CITP		30 675 191	28 250 000	31 900 000	35 400 000	27 100 000	27 900 000	123 100 000	273 650 000	0	0	0	0	0	0	0	0
Total (own calculations)		**30 675 191**	**28 250 000**	**31 900 000**	**35 400 000**	**27 100 000**	**27 900 000**	**138 100 000**	**288 650 000**	**46 700 000**	**41 550 000**	**600 000**	**6 700 000**	**97 100 000**	**168 050 000**	**2 600 000**	**21 900 000**
										95 550 000	Crosscheck total			289 650 000	Crosscheck total			
Department Traffic Engineering																	
Capital Projects																	
Bird Street Dualling - Adam Tas to Kayamandi	CRR (own funds)	150 000	500 000	5 000 000	10 000 000	15 000 000			30 500 000	15 500 000	0	0	0	30 500 000	0	0	0
Endler and Martinson Street Intersection Upgrade	CRR (own funds)	1 000 000	-						0	0	0	0	0	0	0	0	0
Jamestown Transport Network	CRR (own funds)	1 000 000	3 000 000		2 000 000				5 000 000	5 000 000	0	0	0	5 000 000	0	0	0
Planning Maintenance Operations																	
Ad hoc Intersection Improvements	CRR (own funds)				2 000 000			2 000 000	4 000 000	2 000 000	0	0	0	4 000 000	0	0	0
Furniture, Tools and Equipment: Traffic Engineering	CRR (own funds)	150 000	150 000	150 000	150 000	150 000	150 000	600 000	1 350 000	0	0	0	450 000	0	0	0	1 350 000
Heavy Duty Vehicle (Truck)	CRR (own funds)	150 000						3 000 000	3 000 000	0	0	0	0	0	0	0	3 000 000
Main Road Intersection Improvements: Franschhoek	CRR (own funds)	1 000 000	10 000 000	-				11 500 000	21 500 000	10 000 000	0	0	0	21 500 000	0	0	0
Main Road Intersection Improvements: Franschhoek	IUDG	-	2 129 950					750 000	2 879 950	2 129 950	0	0	0	2 879 950	0	0	0
Main Road Intersection Improvements: Helshoogte/La Colline	CRR (own funds)	434 696	3 000 000	-					3 000 000	3 000 000	0	0	0	3 000 000	0	0	0
Main Road Intersection Improvements: Helshoogte/La Colline	DC-Roads	1 738 065	-	-		1 000 000	10 000 000	50 000 000	0	0	0	0	0	0	0	0	0
Main Road Intersection Improvements: R44/Merriman	DC-Roads	1 000 000	-	4 000 000				65 000 000	65 000 000	4 000 000	0	0	0	65 000 000	0	0	0
Main Road Intersection Improvements: Stellenbosch	CRR (own funds)							16 500 000	16 500 000	0	0	0	0	16 500 000	0	0	0
Main Road Intersection Improvements: Strand/Adam Tas/Alexander	DC-Roads	1 000 000	-	4 000 000	5 000 000	10 000 000	20 000 000		39 000 000	9 000 000	0	0	0	39 000 000	0	0	0
Optic Fibre Traffic Signal Remote Management System	CRR (own funds)	300 000	500 000	-					500 000	0	0	0	500 000	0	0	0	500 000
Pedestrian Crossing Implementation	CRR (own funds)	300 000	300 000	-		300 000		300 000	900 000	0	0	300 000	0	0	0	900 000	0
Raised Intersection Implementation	CRR (own funds)	600 000	-	600 000			600 000	600 000	1 800 000	0	0	600 000	0	0	0	1 800 000	0
Roads and Signs Maintenance	CRR (own funds)		500 000					1 000 000	1 500 000	0	500 000	0	0	0	1 500 000	0	0
Road Upgrades School Precincts	CRR (own funds)	1 000 000							0	0	0	0	0	0	0	0	0
Road Safety Improvements	CRR (own funds)	350 000	-	500 000					500 000	0	0	0	500 000	0	0	0	500 000
Signalisation Implementation	CRR (own funds)	500 000	500 000	-					500 000	0	0	0	500 000	0	0	0	500 000
Specialised Equipment: Roadmarking Machine + Trailer	CRR (own funds)	-	-	500 000	600 000				1 100 000	0	1 100 000	0	0	0	1 100 000	0	0
Traffic Calming Projects: Implementation	CRR (own funds)	300 000	300 000	-	400 000			800 000	1 500 000	0	0	0	700 000	0	0	0	1 500 000
Traffic Management Improvement Programme	CRR (own funds)	1 042 030	1 000 000	-		100 000			1 100 000	0	0	0	1 000 000	0	0	0	1 100 000

Traffic Signal Control: Installation, Upgrading Traffic Signals and Associated Component	CRR (own funds)	1 500 000	500 000	500 000	500 000	500 000	500 000	2 000 000	4 500 000		1 500 000	0	0	0	4 500 000	0	0	0
Traffic Signal Management System	CRR (own funds)	-	-	-	1 000 000				1 000 000		1 000 000	0	0	0	1 000 000	0	0	0
Universal Access Implementation	CRR (own funds)	600 000	200 000	-		300 000		600 000	1 100 000		0	0	200 000	0	0	0	1 100 000	0
TOTAL as per CITP		13 964 782	20 450 000	17 379 950	21 650 000	27 350 000	31 250 000	89 650 000	207 729 950		0	0	0	0	0	0	0	0
Total (own calculations)		**13 964 781**	**20 450 000**	**17 379 950**	**21 650 000**	**27 350 000**	**31 250 000**	**89 650 000**	**207 729 950**		**53 129 950**	**1 600 000**	**1 100 000**	**3 650 000**	**192 879 950**	**2 600 000**	**3 800 000**	**8 450 000**
											59 479 950	Crosscheck total			207 729 950	Crosscheck total		
Department Transport Planning																		
Capital Projects																		
Adam Tas - Technopark Link Road	CRR (own funds)	2 300 000	3 000 000	5 000 000	20 000 000	30 000 000	30 000 000		88 000 000		28 000 000	0	0	0	88 000 000	0	0	0
Bicycle Lockup Facilities	CRR (own funds)	200 000	300 000	-		500 000		500 000	1 300 000		0	0	300 000	0	0	0	1 300 000	0
Kayamandi Ped Bridge (R304, River and Railway Line)	IUDG	3 000 000	16 000 000	-	10 000 000				26 000 000		0	0	26 000 000	0	0	0	26 000 000	0
Kayamandi Ped Bridge (R304, River and Railway Line)	DC-Roads	-	-						0		0	0	0	0	0	0	0	0
												0	0	0				
Planning Maintenance Operations												0	0	0				
Adam Tas - Corridor Transport Study	CRR (own funds)	500 000	1 000 000	-	1 000 000				2 000 000		0	0	2 000 000	0	0	0	2 000 000	0
Comprehensive Integrated Transport Plan	CRR (own funds)	600 000	600 000	600 000	1 000 000	2 000 000	1 000 000	6 000 000	11 200 000		0	0	0	2 200 000	0	0	0	11 200 000
Continued feasibility studies to establish a transport operating company	CRR (own funds)	-	-	600 000					600 000		0	0	600 000	0	0	0	600 000	0
Cycle Plan - Design and Implementation	CRR (own funds)	784 739	500 000	-	500 000	500 000	500 000	2 500 000	4 500 000		0	0	1 000 000	0	0	0	4 500 000	0
Development business model transport service persons with disabilities - Stellenbosch		600 000	-	-					0		0	0	0	0	0	0	0	0
Feasibility Link Road: Adam Tas (Devon Valley) to R304 (Kayamandi)	CRR (own funds)			2 000 000				42 000 000	44 000 000		2 000 000	0	0	0	44 000 000	0	0	0
Feasibility Upgrade Existing Bridge or Add Bridge Eerste River Stellenbosch CBD	CRR (own funds)				400 000	400 000		62 000 000	62 800 000		400 000	0	0	0	62 800 000	0	0	0
Feasibility Welgevonden Road Extension R304 to R44	CRR (own funds)			2 000 000				62 000 000	64 000 000		2 000 000	0	0	0	64 000 000	0	0	0
Freight Strategy for Stellenbosch and Franschhoek	CRR (own funds)	-	500 000	-				500 000	1 000 000		0	0	0	500 000	0	0	0	1 000 000
Non-Motorised Transport Implementation	CRR (own funds)	1 000 000	1 000 000	-	3 000 000	3 000 000	4 000 000	20 000 000	31 000 000		0	0	4 000 000	0	0	0	31 000 000	0
Non-Motorised Transport Implementation	TBC	3 000 000	-						0		0	0	0	0	0	0	0	0
Park and Ride (Transport Interchange)	CRR (own funds)	100 000	250 000	-					250 000		0	0	250 000	0	0	0	250 000	0
Pedestrian Streets in Stellenbosch	CRR (own funds)	-	-	1 700 000					1 700 000		0	0	1 700 000	0	0	0	1 700 000	0
Provision Bulk Parking Planning & Development	CRR (own funds)		3 000 000	3 000 000	3 000 000				9 000 000		9 000 000	0	0	0	9 000 000	0	0	0
Public Transport Infrastructure (Public Transport Shelters and Embayments)	CRR (own funds)	400 000	-	400 000				800 000	1 200 000		0	0	400 000	0	0	0	1 200 000	0
Public Transport Facilities (Taxi Ranks)	CRR (own funds)	-		500 000		1 000 000		3 000 000	4 500 000		0	0	500 000	0	0	0	4 500 000	0
Public Transport Planning - WC024	CRR (own funds)	-	600 000	-	2 000 000				2 600 000		0	0	2 600 000	0	0	0	2 600 000	0
Public Transport Service (Inclusive of Mobility Impaired)	TBC	165 278	-	500 000					500 000		0	0	500 000	0	0	0	500 000	0
Re-design of Bergzicht Public Transport Facility	CRR (own funds)	1 800 000	-	-					0		0	0	0	0	0	0	0	0
Stellenbosch - Bicycle network	CRR (own funds)	500 000	1 000 000	-					1 000 000		0	0	1 000 000	0	0	0	1 000 000	0
Stellenbosch Tour Bus Parking	CRR (own funds)	50 000	600 000	-					600 000		600 000	0	0	0	600 000	0	0	0
Taxi Rank - Franschhoek	CRR (own funds)	-	500 000	-					500 000		0	0	500 000	0	0	0	500 000	0
Technopark Kerb and Channel Upgrade	CRR (own funds)	-	-	1 500 000					1 500 000		1 500 000	0	0	0	1 500 000	0	0	0
Update Roads Master Plan for WC024	CCR	-	-	2 000 000					2 000 000		2 000 000	0	0	0	2 000 000	0	0	0
TOTAL as per CITP		15 000 017	28 850 000	19 800 000	40 900 000	37 400 000	35 500 000	199 300 000	361 750 000		0	0	0	0				
Total (own calculations)		**15 000 017**	**28 850 000**	**19 800 000**	**40 900 000**	**37 400 000**	**35 500 000**	**199 300 000**	**361 750 000**		**45 500 000**	**0**	**41 350 000**	**2 700 000**	**271 900 000**	**0**	**77 650 000**	**12 200 000**
											89 550 000	Crosscheck total			361 750 000	Crosscheck total		
GRAND TOTAL as per CITP Appendix C		59 639 989	77 550 000	69 079 950	97 950 000	91 850 000	94 650 000	412 050 000	843 129 950		0							
Grand Total (own calculations) excluding provincial grants		**59 639 989**	**77 550 000**	**69 079 950**	**97 950 000**	**91 850 000**	**94 650 000**	**427 050 000**	**858 129 950**		**145 329 950**	**43 150 000**	**43 050 000**	**13 050 000**	**561 879 950**	**170 650 000**	**84 050 000**	**42 550 000**
			244 579 950	3-year total							244 579 950	Crosscheck total			859 129 950	Crosscheck total		
Percentages (excluding provincial grants)											**59**	**18**	**18**	**5**	**65**	**20**	**10**	**5**
Percentages (excluding provincial grants)												**77**	**18**	**5**		**85**	**10**	**5**
Provincial Grants (not included in 2023 Draft CITP)																		
											3-year	**3-year**	**3-year**	**3-year**	**10-year**	**10-year**	**10-year**	**10-year**
Project Name	**Funding Source**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028 to 2033**	**2023 to 2033**		**New Road/Car**	**Maintenance Road/Car**	**Mobility and Transport**	**Undetermined**	**New Road/Car**	**Maintenance Road/Car**	**Mobility and Transport**	**Undetermined**
CWDM Reseal		14 200 000	-	-	-						0							
CWDM Regravel		28 006 000	30 000 000	31 500 000	33 075 000						94 575 000							
R310 Baden Powell (C914)		120 000 000	120 000 000	20 000 000							140 000 000							
C1092 SW/Stellenbosch		2 202 000	-	-	-						0							
CWDM Maintenance		112 565 000	142 317 000	145 017 000	163 558 000							450 892 000						
C749 Paarl/Franschhoek		-	-	-	-						0							
C1217 Helshoogte-Pniel reseal				22 000 000	46 000 000							68 000 000						
C1225.1 N!-Stellenbosch reseal					60 000 000							60 000 000						
C1229.1 Paarl-Franschhoek reseal					45 000 000							45 000 000						
C1228 Old Paarl Road				5 000 000	60 000 000						65 000 000							
C1225 N1-Stellenbosch doubling					5 000 000						5 000 000							
Total provincial grants (own calculations)		276 973 000	**292 317 000**	**223 517 000**	**412 633 000**						**210 000 000**	**718 467 000**	**0**	**0**				
			928 467 000	3-year total														
TRUE GRAND TOTAL (including provincial grants)			**369 867 000**	**292 596 950**	**510 583 000**						**355 329 950**	**761 617 000**	**43 050 000**	**13 050 000**				
			1 173 046 950	3-year total							1 173 046 950	Crosscheck total						
Percentages (True Grand Total including provincial grants)											**30**	**65**	**4**	**1**				
Percentages (True Grand Total including provincial grants)												**95**	4	1				

II Example: the Eastern Link Road

1. Most of the new road projects listed in the CITP Appendix C, the MTREF budget, the Capital Expenditure Framework have little to no merit within the legally prescribed chain of causality of Section 3. Here we analyse by example of the Eastern Link Road (ELR) how nevertheless such projects end up being prioritised. It has a long and controversial history and has re-appeared yet again in Section 7.1.3.1 of the draft CITP and as two items in the 3-year budget.

2. Figure 7-1 of the CITP shows both the southern part (Wildebosch to Trumali) as Phase 1 and the northern part (Wildebosch to Techno Park) as Phase 2. Figure 7-1 of the CITP reproduces the corresponding figure in the Roads Master Plan of November 2022 as shown in Appendix III.

3. What both figures do *not* show is the logical continuation of this "Link" road northwards across the land of Farm 1049 Brandwacht, who are currently applying for development rights, and across the Welgevallen property of Stellenbosch University towards the Eerste Rivier.

4. Both purport to show that the "Link" road stops at Trumali Road. As such, this project is ludicrous and irrational. The traffic modelling shown in the RMP figure (see Appendix III) does not justify the costs of this project at all. It is blindingly obvious that this project makes sense only if it is later extended to the Eerste Rivier.

5. The original 2019 RMP was presented to Council and approved again on 28 April 2021. In 2022, the Roads Master Plan was modified several times, in such a way that the Eastern Link Road was given increased priority and prominence. Page 82 of that RMP is reproduced in Appendix V below.

6. The RMP was modified yet again in November 2022 to show only the truncated part to Trumali Road shown in Appendix III. This modification was the direct result of an outcry and significant opposition by residents to the proposed land development on Farm 1049 Brandwacht, which showed the Eastern Link Road in full length.

7. Meanwhile, on the other side, Blaauwklippen Agricultural Estates has provided repeated strong indications that it intends to apply for development of various of its land units, among them Farm 1457 which directly abuts the southern part of the Eastern Link Road. The most recent BAE application is contained in the agenda of the Stellenbosch Mayoral Committee meeting of 19 April 2023.

8. The truncated ELR only to Trumali Road is clearly irrational, given the thin traffic modelled for it, yet it is being prioritised in Section 7.1 and Appendix C. Should be removed. The real agenda appears to be the Brandwacht land development application and possibly Grondves and Blaauwklippen.

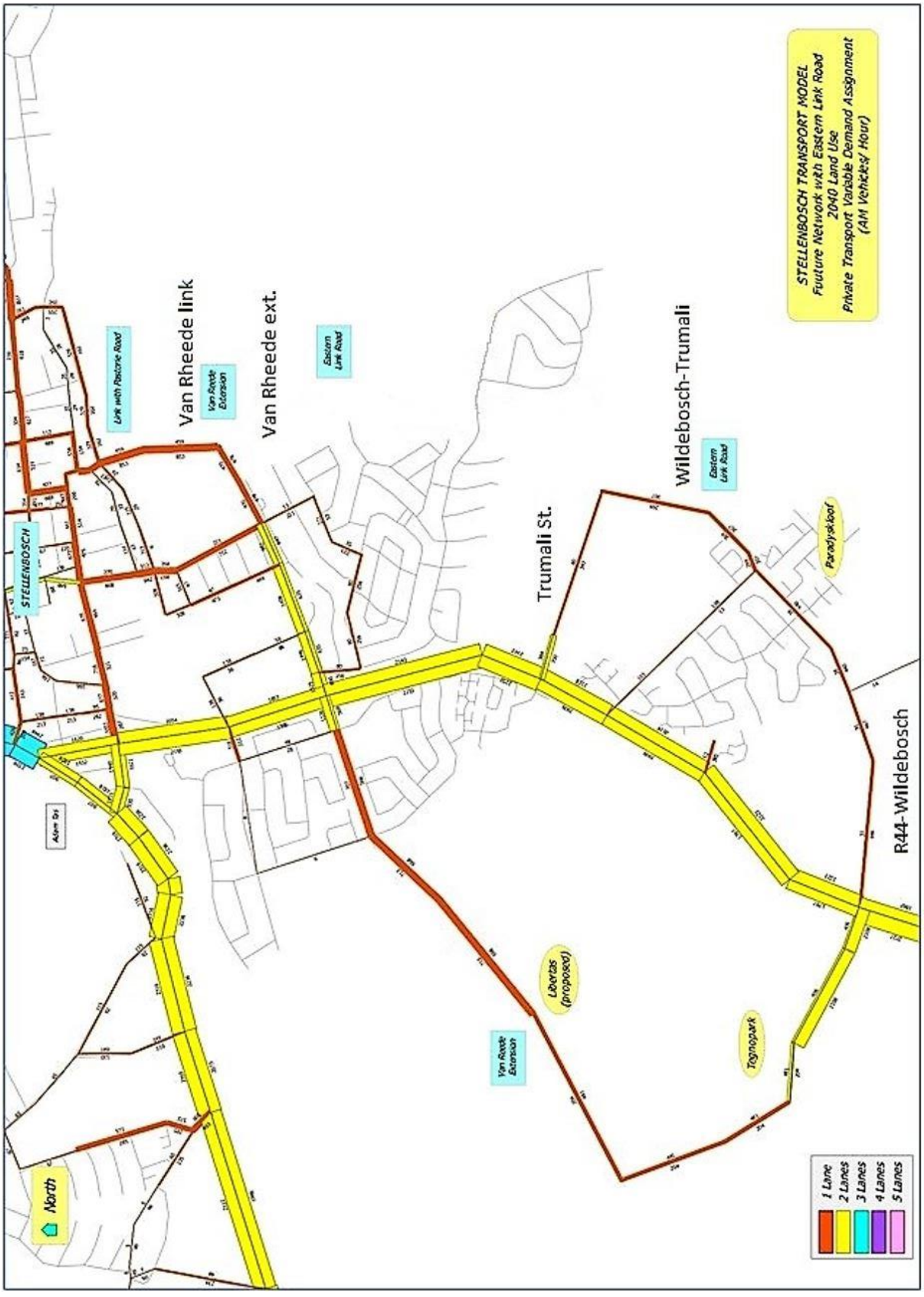
9. **Line item discrepancy of R15million, added at the last minute**

   One of the two line items relating to the ELR is marked in orange in Appendix I. The amounts marked in orange are R15,500,000 and R17,000,000 pertaining respectively to the 2028-2033 period and the 10-year budget total. Lower down, the totals calculated for these columns were calculated to be R138,100,000 and R288,650,000. However, the CITP itself lists totals of R123,100 and R273,650,000.

   The incorrect total in the CITP Appendix C item for the ELR is a strong indication that this line item was increased by R15,000,000 at the last minute. This is a strong indicator of the political and developer-driven motivation for this link.

10. All of the above shows that the Eastern Link Road project is driven not in the least by laws, principles or even traffic considerations, but by the ad hoc needs of the developers and the roads lobby. It also shows that Stellenbosch Municipality is willing to hide its true intentions and play tactical games to achieve a long-term roadbuilding agenda.

III Figure 7-3 of Roads Master Plan, November 2022



IV Complete Eastern Link Road in 2019 and 2022 Roads Master Plans



V Eastern Link page from October 2022 Roads Master Plan

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 to include portions of the link road into the 2022 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 as a result of local traffic using portion of 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.

In terms of these findings, a strong case can be made for 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 implementation of the Wilderbosch extension to Trumali Road and the Wilderbosch extension to (R44) Technopark would also have immediate benefits due to access restrictions on the R44 and proposed residential developments in the area.

VI Section 78 report of 2021, in Council item of March 2023

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

11.6.1	**PROGRESS ON THE PROVISION OF A PUBLIC TRANSPORT SERVICE FOR STELLENBOSCH**

Collaborator No: 742663
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 22 March 2023 & 29 March 2023

1. SUBJECT: PROGRESS ON THE PROVISION OF A PUBLIC TRANSPORT SERVICE FOR STELLENBOSCH

2. PURPOSE

Council to note the Section 78(1) Assessment Report, and to note the proposed approach by the Infrastructure Services Directorate.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The Western Cape Government's Department of Transport and Public Works (DTPW) had previously provided assistance to Stellenbosch Municipality and compiled a Section 78 (1) Assessment Report on the provision of a public transport service, for Stellenbosch. See attached **APPENDIX 1**. The report was based on a study that, at the time, proposed a conventional (largely bus-based) public transport system, that would be managed by the Municipality.

The key findings by the DTPW's, Section 78(1) Assessment Report is as follows:

- The municipality is better suited to an incremental upgrade rather than a brand new large scale bus-based system.
- Irrespective of the mechanism selected to deliver a public transport service (internal vs. external) and based on the lessons learned from the public transport implementation of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to a public transport service.
- The municipality does not have the capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport service.

Taking into account recommendations from the current Comprehensive Integrated Transport Plan (CITP), advice from industry experts, advice from the DTPW, and lessons learned from other Municipalities (where conventional public transport services were rolled out), an alternative approach to a public transport service for Stellenbosch is proposed.

The Directorate therefore proposes that the municipality adopts an incremental approach to bring about improvements to existing systems. This will allow adaptions to existing public transport modes, incremental budgeting to be used for those improvements, as well as existing arrangements with the bus and taxi operators and associations to be tweaked accordingly, rather than a "Big-Bang" new approach to be implemented.

The incremental approach, being more flexible at incorporating and assigning the different modes of public transport is most suitable for a developing area such as Stellenbosch.

The Directorate also proposes that a Public Transport Plan first be developed. The Public Transport Plan will set the framework and context of the public transport service and identify necessary projects to be implemented.

5. RECOMMENDATIONS

(a) that Council notes the Section 78(1) Assessment Report on the provision of public transport services. (**APPENDIX 1)**;

(b) that Council accepts that all the requirements of Section 78(1), has been complied with;

(c) that Council concurs with the finding of the study i.e.

- The municipality is better suited to an incremental upgrade rather than a brand-new large-scale bus-based system.
- Based on the lessons learned from the public transport implementation of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to a public transport service.
- The municipality does not have the internal capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport service.

(d) that Council considers an alternative approach, namely the Incremental Approach that progressively moves towards improved public transport services and, over time, establishes the most efficient public transport service; and

(e) that a Public Transport Plan be compiled to facilitate improvements to existing public transport services, identifying necessary projects to ultimately establish an efficient public transport service.

6. DISCUSSION / CONTENTS

6.1 Background

The Western Cape Government's Department of Transport and Public Works (DTPW) had previously provided assistance to Stellenbosch Municipality and compiled a Section 78 (1) Assessment Report on the provision of a public transport service, for Stellenbosch. See attached **APPENDIX 1**.

Section 78 (1) Assessment Report was based on a Public Transport Services Network Study that the Municipality had undertaken, for the implementation of Public Transport System for Stellenbosch. The study proposed a conventional (largely bus-based) public transport system, that would be managed by the Municipality. The public transport service comprises of a network of 11 local routes within Stellenbosch, and 8 long distance routes linking Stellenbosch to Klapmuts, Paarl, Somerset West, Eerste River, Bellville, Airport Industry etc. The financial cost of implementing such as a service is estimated to exceed R200M over first 4 years of implementation.

Stellenbosch Municipality's Comprehensive Integrated Transport Plan (CITP) for the period 2022-2027, currently being finalized, presents a framework for development of an integrated public transport service network, highlighting the Incremental Approach as being most suitable approach to bring about improvements to the public transport.

The CITP further proposes the compilation of a Public Transport Plan to assist the Municipality to further conceptualize public transport requirements and identify necessary projects.

6.2 Discussion

Section 78 (1) Assessment Report by the Western Cape Government's Department of Transport and Public Works (DTPW) states that the Department does not intend, at this time, to replicate conventional bus-based public transport systems and will support alternative approaches to public transport. The DTPW proposes an Incremental Approach, that focusses on getting the basics right while progressively moving towards an improved public transport service over time. The report also mentioned that cities at the forefront of public transport improvements are exploring alternative hybrid models that are more cost effective and better recognizes the complexities of an industry in transition.

The key findings by the Department of Transport & Public Works (DTPW)'s, Section 78(1) Assessment Report is as follows:

- The municipality does not have the capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport services.

- That irrespective of the mechanism selected to deliver a public transport service (internal vs. external), based on the experiences of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to public transport improvement.

It should be mentioned that nationally and regionally, the public transport services industry is currently in a state of flux. The majority of rail service is not operational and severely impacted upon by vandalism and theft, regional bus services are operating a limited and reduced service and the taxi industry continues to be plagued by violence.

Given the high cost of implementing a conventional (largely bus-base) public transport service and the need to introduce austerity measures due to current economic conditions, the Directorate supports the Incremental Approach towards an improved public transport service.

Therefore, taking into account, recommendations from the Comprehensive Integrated Transport Plan (CITP), advise from industry experts, advise from the Department of Transport and Public Works (DTPW), and lessons learned from other Municipalities (where conventional public transport services were rolled out), an alternative approach to a public transport service for Stellenbosch is proposed. The Directorate therefore proposes that the Incremental Approach be used to bring about improvements to existing systems. The Incremental Approach, being more flexible at incorporating and assigning the different modes of public transport is most suitable for a developing town such as Stellenbosch.

Transport legislation such as the National Land Transport Act and other existing institutional arrangements can underpin partnerships, define roles and responsibilities and provide for the necessary agreements to be compiled. Existing partnerships with stakeholders such as Department of Transport and Public Works (DTPW), Bus and Taxi Associations, the University of Stellenbosch, Development Agreements with Developers etc., will be utilized to achieve the required improvements to public transport services.

The Directorate also proposes that a Public Transport Plan be developed. The Public Transport Plan should set the framework and context of the public transport service, identify appropriate projects to be implemented. Proposals and recommendations from partnerships with stakeholders should align with the framework and context of the Public Transport Plan.

6.3. Financial Implications

The appointment of a service provider to compile a Public Transport Plan is estimated at R3 million.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation as discussed under delegated authority.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

4TH COUNCIL MEETING: 2016-11-23: ITEM 7.6.2

RESOLVED (majority vote)

(a) that Council approves the proposal that an assessment of the municipality's capacity be done to determine its ability to provide the proposed public transport service through an internal mechanism and that the recommendation of the assessment be submitted to Council for consideration and decision; and

(b) that, should the above assessment recommend the use of an external mechanism for the provision of the public transport service, a feasibility study be conducted for the provision of the service through an external mechanism.

14TH COUNCIL MEETING: 2017-11-29: ITEM 7.6.4

RESOLVED (majority vote with abstentions)

(a) that Council takes note of the Operational Business Plan for the proposed Integrated Public Transport Service Network (IPTN) as recommended in the Comprehensive Integrated Transport Program;

(b) that the recommendations of the Integrated Public Transport Service Network (IPTN) not be adopted at this stage, but that Council wait for the findings of the Provincial Sustainable Transport Program before any public transport system is implemented; and

(c) that Council takes note of the progress made with the Provincial Sustainable Transport Program (PSTP).

6.7 Risk Implications

This report has no risk implications for the Municipality at this point in time, full risks will be identified and reported on, during the Section 78(3) report.

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: 2023-02-02: ITEM 5.1.1

(a) that Council notes the Section 78(1) Assessment Report on the provision of public transport services. (**APPENDIX 1)**;

(b) that Council accepts that all the requirements of Section 78(1), has been complied with;

(c) that Council concurs with the finding of the study i.e.

- The municipality is better suited to an incremental upgrade rather than a brand-new large-scale bus-based system.
- Based on the lessons learned from the public transport implementation of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to a public transport service.
- The municipality does not have the internal capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport service.

(d) that Council considers an alternative approach, namely the Incremental Approach that progressively moves towards improved public transport services and, over time, establishes the most efficient public transport service; and

(e) that a Public Transport Plan be compiled to facilitate improvements to existing public transport services, identifying necessary projects to ultimately establish an efficient public transport service.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-03-22: ITEM 7.6.1

(a) that Council notes the Section 78(1) Assessment Report on the provision of public transport services. (**APPENDIX 1)**;

(b) that Council accepts that all the requirements of Section 78(1), has been complied with;

(c) that Council concurs with the finding of the study i.e.

- The municipality is better suited to an incremental upgrade rather than a brand-new large-scale bus-based system.
- Based on the lessons learned from the public transport implementation of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to a public transport service.

- The municipality does not have the internal capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport service.

(d) that Council considers an alternative approach, namely the Incremental Approach that progressively moves towards improved public transport services and, over time, establishes the most efficient public transport service; and

(e) that a Public Transport Plan be compiled to facilitate improvements to existing public transport services, identifying necessary projects to ultimately establish an efficient public transport service.

APPENDIX 1: Section 78 (1) Assessment

FOR FURTHER DETAILS CONTACT:

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Directorate	*Infrastructure Services*
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Report Date	*6 January 2023*

APPENDIX 1

Appendix 1

The provision of public transport services in Stellenbosch Municipality

Section 78 (1) Assessment

August 2021

FRIENDS OF STELLENBOSCH MOUNTAIN

Chairperson: HC Eggers
heggers@pm.me 076-785-3514

Secretary: H Koekemoer
hanneskoekemoer@proton.me

https://fsmountain.org
11 Grandiceps Rd, 7600 Stellenbosch

Public Benefit Organisation No. 930049434

FSM Comments and Recommendations: 2023/24 IDP, CITP, Budgets

4 October 2023

1. FSM submitted comprehensive and well-researched comments on Draft 2 of the proposed 2022-2027 Comprehensive Integrated Transport Plan (CITP) on 12 May 2023. As required, we sent our comments not to Stellenbosch Municipality (SM) but to the CITP consultant AECOM. We attach the complete version as a separate PDF file; it is also available on the FSM website at `https://fsmountain.org/dfsm/230512-fsm-citp-comments.pdf`

2. We now submit these comments and criticism also to SM within the current 2023/2024 IDP and budget process because they are highly relevant to present and future budgets and funding priorities.

3. We did a joint analysis of both municipal and provincial budgets on infrastructure projects related to moving people and goods. We classified 86 projects listed in the MRTEF plus 11 projects listed in Votes 8 and 10 of the Western Cape Government MTEF into one of four categories: *New Road/Car*, *Road Maintenance*, *Mobility and Transport* plus *Undetermined*. The time horizon for these is 3 years. We also analysed the projects listed in Annexure C of the CITP which have a time horizon of 10 years. See Appendix A below for details, which is the same as Appendix I of our 12 May 2023 comments.

4. We repeat our main conclusions here. Of the R1.173 billion jointly budgeted for the next three years by Western Cape Government MTEF and Stellenbosch Municipality MTREF for mobility infrastructure, 95% is allocated to roads and road-related projects. Only R43m (4%) is budgeted for true mobility and transport infrastructure spending:

Infrastructure Spending Type	3-year budgets	Percent
New roads and car-related	R355,329,950	30
Road maintenance	R761,617,000	65
Transport, NMT & Mobility	R43,050,000	4
Undetermined	R13,050,000	1
Total	R1,173,046,950	100

Of the R859m in mobility infrastructure projects budgeted for the next 10 years, Stellenbosch Municipality intends to spend 65% of its own money on new roads and a further 20% on road maintenance, i.e. 85% on roads. The 10 % (R84m) to be spent on public transport is dominated by NMT (R31m) and the Khayamandi footbridge (R26m), leaving only R27m for proper transport projects in the next 10 years:

Infrastructure Spending Type	10-year horizon	Percent
New roads and car-related	R561,879,950	65
Road maintenance	R170,650,000	20
Transport, NMT & Mobility	R84,050,000	10
Undetermined	R42,550,000	5
Total	R859,129,950	100

5. The crucial **Adam Tas Corridor** project, the centrepiece of sustainable Stellenbosch town and mobility restructuring, gets only R2million (0.18% of the budget) for a "Transport Study" and nothing for any actual infrastructure, even though the ATC is prioritised by the MSDF and IDP.

6. This means that **all the public transport projects set out in Chapters 1-6 and Chapters 8-9 of the 2023 draft CITP will not be funded**. They appear only for show. Actual spending will go towards the road- and car-related infrastructure set out in Chapter 7 and Appendix C of the CITP. Stellenbosch is not serious about transport and mobility but is instead pushing only a road-building agenda.

7. By law, the CITP and MTREF must align its priorities with the MSDF and IDP goals. However, most of the projects listed in the MTREF and CITP come directly from the *Roads Master Plan* (RMP). As explained five years ago, the RMP has no status in law; see Appendix B and `https://fsmountain.org/mn/mob/181019-eggers-rmp.pdf`
The CITP and MTREF budgets are therefore incorrect from the start.

8. SM wants to fund many of the projects using "*CRR – Own Funding*" (*Capital Replacement Reserve*). In other words, SM wants to use its capital reserves to fund projects which are contrary to national and provincial transport legislation and strategy. SM must stop projects earmarked for CRR funding and continue only if they have long-term merit in terms of the legislated criteria.

9. In summary, **the Stellenbosch public transport infrastructure situation is catastrophic**. Unless drastic changes are made to the municipal budgets, this situation will remain for years to come.

10. Section 7 of the 12 May 2023 FSM comments sketch what SM and Western Cape Government could still achieve if they act now. Some of our recommendations are:

    - Cancel the draft CITP and begin a new CITP process.
    - Drastically reduce new road building.
    - Revise draft 2023/24 MTREF to reflect these realities.
    - Give budget priority to funding sustainable infrastructure such as the Adam Tas Corridor, public transport, NMT, the railway station, bringing the taxi industry into the fold etc.
    - Stellenbosch must get serious about Travel Demand Management, i.e. changing people's behaviour and mindset.
    - Future transport/mobility budgets must be aligned with SPLUMA and the MSDF in pushing for **densification** rather than opening up rural land for further **road-driven urban sprawl**.

11. Also, Western Cape Government grants allocated to Stellenbosch should be re-aligned to reflect stated provincial and national transport priorities; see Appendix C below.

12. The new CITP and revised MTREF must comply with the following sections of the National Land Transport Act not only as tickbox but in terms of actual funding:

    - section 11(1)(c)(xi) on promotion of public transport
    - section 11(1)(c)(xvi) on traffic management techniques aimed at improving road traffic movement;
    - section 11(1)(c)(xxii) on applying travel demand management.

A Budget Analysis: Roads and Nonroad Infrastructure Spending

2023 Stellenbosch Draft CITP Appendix C: Budgeted Projects over three and over ten years (2023 to 2033)
Also including provincial grants which were forgotten in the CITP
Date: May 2023
Author: Friends of Stellenbosch Mountain

Project Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028 to 2033	2023 to 2033	3-year New Road/Car	3-year Maintenance Road/Car	3-year Mobility and Transport	3-year Undetermined	10-year New Road/Car	10-year Maintenance Road/Car	10-year Mobility and Transport	10-year Undetermined
Department Roads and Stormwater																	
Capital Projects																	
Adam Tas intersection Upgrades	CRR (own funds)							12 000 000	12 000 000		0	0	0	12 000 000	0	0	0
Bridge Construction	IUDG	15 000 000	5 000 000	-				6 000 000	11 000 000	5 000 000	0	0	0	11 000 000	0	0	0
Bridge Construction	CRR (own funds)	2 700 000							0	0	0	0	0		0	0	0
Devon Valley Rd	CRR (own funds)	-		-					0	0	0	0	0		0	0	0
Dorp Street West dualling									0	0	0	0	0	0	0	0	0
Klapmuts Transport Network	CRR (own funds)	-	600 000					1 000 000	1 600 000	0	0	600 000	0	0	0	1 600 000	0
Lanquedoc Access Road and Bridge	DC-Roads	-	5 000 000	12 000 000	15 000 000				32 000 000	32 000 000	0	0	0	32 000 000	0	0	0
Lanquedoc Access Road and Bridge	CRR (own funds)	-		3 000 000					3 000 000	3 000 000	0	0	0	3 000 000	0	0	0
Parking Area Upgrades - Franschhoek	DC-Parking		711 442	-					0	0	0	0	0	0	0	0	0
Parking Area Upgrades - Stellenbosch	DC-Parking		800 000	-					0	0	0	0	0	0	0	0	0
R304/West Kayamandi Intersection Construction	DC			-					0	0	0	0	0	0	0	0	0
Stormwater Drainage - Kayamandi and Enkanini	DC-Stormwater	-							0	0	0	0	0	0	0	0	0
Wilderbosch Extension to Trumali (Eastern link)	CRR (own funds)	1 000 000	1 500 000	1 500 000	3 000 000	7 000 000			20 000 000	6 000 000	0	0	0	20 000 000	0	0	0
Wilderbosch Extension to Techno Park (Eastern link)	CRR (own funds)	-	-			1 500 000		15 500 000	17 000 000		0	0	0	17 000 000	0	0	0
Planning Maintenance Operations																	
Ad hoc Minor Upgrading of Roads (WC024)	CRR (own funds)				700 000			1 400 000	2 100 000	700 000	0	0	0	2 100 000	0	0	0
Ad hoc Reconstruction of Roads (WC024)	IUDG	3 000 000	3 000 000	3 000 000	5 000 000	5 000 000	7 000 000	35 000 000	58 000 000	0	11 000 000	0	0	0	58 000 000	0	0
Ad hoc Reconstruction of Roads (WC024)	CRR (own funds)	827 249							0	0	0	0	0	0	0	0	0
Furniture, Tools and Equipment	CRR (own funds)	400 000	400 000	400 000	400 000	400 000	400 000	2 000 000	4 000 000	0	800 000	0	1 200 000	0	800 000	0	4 000 000
Gravel Roads Devon Valley - Safety Improvements Structural Repairs	CRR (own funds)	-	-	500 000	300 000				800 000	0	1 250 000	0	0	0	4 250 000	0	0
Reseal Roads - Klapmuts and Surrounding	CRR (own funds)	-	1 250 000	-			1 500 000	1 500 000	4 250 000	0	1 500 000	0	0	0	4 500 000	0	0
Reseal Roads - Kylemore and Surrounding	CRR (own funds)	1 500 000	-	-	1 500 000			3 000 000	4 500 000	0	1 500 000	0	0	0	4 500 000	0	0
Reseal Roads - Stellenbosch and Surrounding	CRR (own funds)	4 200 000	5 000 000	5 000 000	7 000 000	7 000 000	8 000 000	40 000 000	72 000 000	0	17 000 000	0	0	0	72 000 000	0	0
Reseal Roads - Franschhoek and Surrounding	CRR (own funds)	-	2 000 000	-		2 000 000		2 000 000	6 000 000	0	2 000 000	0	0	0	6 000 000	0	0
River Rehabilitation Implementation	CRR (own funds)	-	1 000 000	-			1 000 000	1 000 000	3 000 000	0	0	0	1 000 000	0	0	0	3 000 000
Rivers Rehabilitation Planning and Design	CRR (own funds)	500 000	-	-	500 000			500 000	1 000 000	0	0	0	0	0	0	1 000 000	1 000 000
Specialised Vehicles: Heavy Duty Roads	CRR (own funds)	-	2 500 000	2 000 000	2 500 000			8 000 000	15 000 000	0	7 000 000	0	0	0	15 000 000	0	0
Specialised Vehicle: Jet Machine Blockages	CRR (own funds)					5 000 000			5 000 000	0	0	0	0	0	5 000 000	0	0
Specialised Vehicle: TLB Digger Loader	CRR (own funds)			3 000 000				3 000 000	6 000 000	0	0	0	3 000 000	0	0	0	6 000 000
Upgrade Stormwater Retention Facilities	CRR (own funds)	-		1 500 000			1 500 000	1 500 000	4 500 000	0	0	0	1 500 000	0	0	0	4 500 000
Update Pavement Management System	CRR (own funds)	-	1 000 000	-				1 500 000	2 500 000	0	1 000 000	0	0	0	2 500 000	0	0
Update Stormwater System	CRR (own funds)					200 000		200 000	400 000	0	0	0	0	0	0	0	400 000
Vehicle Replacement: Light Vehicles (LDV)	CRR (own funds)		36 500					3 000 000	3 000 000	0	0	0	0	0	0	0	3 000 000
TOTAL as per CITP			30 675 191	28 250 000	31 900 000	35 400 000	27 100 000	27 900 000	123 100 000	273 650 000	0	0	0	0	0	0	0
Total (own calculations)			**30 675 191**	**28 250 000**	**31 900 000**	**35 400 000**	**27 100 000**	**27 900 000**	**138 100 000**	**288 650 000**	**46 700 000**	**41 550 000**	**6 700 000**	**97 100 000**	**168 050 000**	**2 600 000**	**21 900 000**
										95 550 000	Crosscheck total			289 650 000	Crosscheck total		
Department Traffic Engineering																	
Capital Projects																	
Bird Street Dualling - Adam Tas to Kayamandi	CRR (own funds)		150 000	500 000	5 000 000	10 000 000	15 000 000		30 500 000	15 500 000	0	0	0	30 500 000	0	0	0
Endler and Mamreson Street Intersection Upgrade	CRR (own funds)		1 000 000	-	-				0	0	0	0	0	0	0	0	0
Jamestown Transport Network	CRR (own funds)		1 000 000	3 000 000		2 000 000			5 000 000	5 000 000	0	0	0	5 000 000	0	0	0
Planning Maintenance Operations																	
Ad hoc Intersection Improvements	CRR (own funds)					2 000 000		2 000 000	4 000 000	2 000 000	0	0	0	4 000 000	0	0	0
Furniture, Tools and Equipment: Traffic Engineering	CRR (own funds)		150 000	150 000	150 000	150 000	150 000	600 000	1 350 000	0	0	0	450 000	0	0	0	1 350 000
Heavy Duty Vehicle (Truck)	CRR (own funds)							3 000 000	3 000 000	0	0	0	0	0	0	0	3 000 000
Main Road Intersection Improvements: Franschhoek	CRR (own funds)		1 000 000	10 000 000	-			11 500 000	21 500 000	10 000 000	0	0	0	21 500 000	0	0	0
Main Road Intersection Improvements: Franschhoek	IUDG	-	-	2 129 950				750 000	2 879 950	2 129 950	0	0	0	2 879 950	0	0	0
Main Road Intersection Improvements: Helshoogte/La Colline	CRR (own funds)		434 696	3 000 000	-				3 000 000	3 000 000	0	0	0	3 000 000	0	0	0
Main Road Intersection Improvements: Helshoogte/La Colline	DC-Roads		1 738 055	-	-				0	0	0	0	0	0	0	0	0
Main Road Intersection Improvements: R44/Merriman	DC-Roads		1 000 000	-	4 000 000		1 000 000	10 000 000	50 000 000	65 000 000	4 000 000	0	0	65 000 000	0	0	0
Main Road Intersection Improvements: Stellenbosch	CRR (own funds)							16 500 000	16 500 000	0	0	0	0	16 500 000	0	0	0
Main Road Intersection Improvements: Strand/Adam Tas/Alexander	DC-Roads		1 000 000	-	4 000 000	5 000 000	10 000 000	20 000 000	39 000 000	9 000 000	0	0	0	39 000 000	0	0	0
Optic Fibre Traffic Signal Remote Managemenet System	CRR (own funds)		300 000	500 000	-				500 000	0	0	0	500 000	0	0	0	500 000
Pedestrian Crossing Implementation	CRR (own funds)		300 000	300 000	-		300 000		900 000	0	0	300 000	0	0	0	900 000	0
Raised Intersection Implementation	CRR (own funds)		600 000	-	600 000		600 000		1 800 000	0	0	600 000	0	0	0	1 800 000	0
Roads and Signs Maintenance	CRR (own funds)			500 000			1 000 000		1 500 000	0	500 000	0	0	0	1 500 000	0	0
Road Upgrades: School Precincts	CRR (own funds)		1 000 000	-					0	0	0	0	0	0	0	0	0
Road Safety Improvements	CRR (own funds)		350 000	-	500 000				500 000	0	0	0	500 000	0	0	0	500 000
Signalisation Implementation	CRR (own funds)		500 000	-	500 000				500 000	0	0	0	500 000	0	0	0	500 000
Specialised Equipment: Roadmarking Machine + Trailer	CRR (own funds)	-	-		500 000	600 000			1 100 000	0	1 100 000	0	0	0	1 100 000	0	0
Traffic Calming Projects: Implementation	CRR (own funds)		300 000	300 000	-	400 000		800 000	1 500 000	0	0	0	700 000	0	0	0	1 500 000
Traffic Management Improvement Programme	CRR (own funds)		1 042 030	1 000 000	-		100 000		1 100 000	0	0	0	1 000 000	0	0	0	1 100 000

Traffic Signal Control: Installation, Upgrading Traffic Signals and Associated Component	CRR (own funds)	1 500 000	500 000	500 000	500 000	500 000	500 000	2 000 000	4 500 000		1 500 000	0	0	0	4 500 000	0	0	0
Traffic Signal Management System	CRR (own funds)	-	-	-	1 000 000				1 000 000		1 000 000	0	0	0	1 000 000	0	0	0
Universal Access Implementation	CRR (own funds)	600 000	200 000	-		300 000		600 000	1 100 000		0	0	200 000	0	0	0	1 100 000	0
TOTAL as per CITP		13 964 782	20 450 000	17 379 950	21 650 000	27 350 000	31 250 000	89 650 000	207 729 950		0	0	0	0	0	0	0	0
Total (own calculations)		**13 964 781**	**20 450 000**	**17 379 950**	**21 650 000**	**27 350 000**	**31 250 000**	**89 650 000**	**207 729 950**		**53 129 950**	**1 600 000**	**1 100 000**	**3 650 000**	**192 879 950**	**2 600 000**	**3 800 000**	**8 450 000**
											59 479 950	Crosscheck total			207 729 950	Crosscheck total		
Department Transport Planning																		
Capital Projects																		
Adam Tas - Technopark Link Road	CRR (own funds)	2 300 000	3 000 000	5 000 000	20 000 000	30 000 000	30 000 000		88 000 000		28 000 000	0	0	0	88 000 000	0	0	0
Bicycle Lockup Facilities	CRR (own funds)	200 000	300 000	-		500 000		500 000	1 300 000		0	0	300 000	0	0	0	1 300 000	0
Kayamandi Ped Bridge (R304, River and Railway Line)	IUDG	3 000 000	16 000 000	-	10 000 000				26 000 000		0	0	26 000 000	0	0	0	26 000 000	0
Kayamandi Ped Bridge (R304, River and Railway Line)	DC-Roads	-	-						0		0	0	0	0	0	0	0	0
												0	0	0				
Planning Maintenance Operations												0	0	0				
Adam Tas - Corridor Transport Study	CRR (own funds)	500 000	1 000 000	-	1 000 000				2 000 000		0	0	2 000 000	0	0	0	2 000 000	0
Comprehensive Integrated Transport Plan	CRR (own funds)	600 000	600 000	600 000	1 000 000	2 000 000	1 000 000	6 000 000	11 200 000		0	0	0	2 200 000	0	0	0	11 200 000
Continued feasibility studies to establish a transport operating company	CRR (own funds)	-	-	600 000					600 000		0	0	600 000	0	0	0	600 000	0
Cycle Plan - Design and Implementation	CRR (own funds)	784 739	500 000	-	500 000	500 000	500 000	2 500 000	4 500 000		0	0	1 000 000	0	0	0	4 500 000	0
Development business model transport service persons with disabilities - Stellenbosch		600 000	-	-					0		0	0	0	0	0	0	0	0
Feasibility Link Road: Adam Tas (Devon Valley) to R304 (Kayamandi)	CRR (own funds)			2 000 000				42 000 000	44 000 000		2 000 000	0	0	0	44 000 000	0	0	0
Feasibility Upgrade Existing Bridge or Add Bridge Eerste River Stellenbosch CBD	CRR (own funds)				400 000	400 000		62 000 000	62 800 000		400 000	0	0	0	62 800 000	0	0	0
Feasibility Welgevonden Road Extension R304 to R44	CRR (own funds)			2 000 000				62 000 000	64 000 000		2 000 000	0	0	0	64 000 000	0	0	0
Freight Strategy for Stellenbosch and Franschhoek	CRR (own funds)	-	500 000	-				500 000	1 000 000		0	0	0	500 000	0	0	0	1 000 000
Non-Motorised Transport Implementation	CRR (own funds)	1 000 000	1 000 000	-	3 000 000	3 000 000	4 000 000	20 000 000	31 000 000		0	0	4 000 000	0	0	0	31 000 000	0
Non-Motorised Transport Implementation	TBC	3 000 000	-						0		0	0	0	0	0	0	0	0
Park and Ride (Transport Interchange)	CRR (own funds)	100 000	250 000	-					250 000		0	0	250 000	0	0	0	250 000	0
Pedestrian Streets in Stellenbosch	CRR (own funds)	-	-	1 700 000					1 700 000		0	0	1 700 000	0	0	0	1 700 000	0
Provision Bulk Parking Planning & Development	CRR (own funds)		3 000 000	3 000 000	3 000 000				9 000 000		9 000 000	0	0	0	9 000 000	0	0	0
Public Transport Infrastructure (Public Transport Shelters and Embayments)	CRR (own funds)	400 000	-	400 000				800 000	1 200 000		0	0	400 000	0	0	0	1 200 000	0
Public Transport Facilities (Taxi Ranks)	CRR (own funds)	-		500 000		1 000 000		3 000 000	4 500 000		0	0	500 000	0	0	0	4 500 000	0
Public Transport Planning - WC024	CRR (own funds)	-	600 000	-	2 000 000				2 600 000		0	0	2 600 000	0	0	0	2 600 000	0
Public Transport Service (Inclusive of Mobility Impaired)	TBC	165 278	-	500 000					500 000		0	0	500 000	0	0	0	500 000	0
Re-design of Bergzicht Public Transport Facility	CRR (own funds)	1 800 000	-	-					0		0	0	0	0	0	0	0	0
Stellenbosch - Bicycle network	CRR (own funds)	500 000	1 000 000	-					1 000 000		0	0	1 000 000	0	0	0	1 000 000	0
Stellenbosch Tour Bus Parking	CRR (own funds)	50 000	600 000	-					600 000		600 000	0	0	0	600 000	0	0	0
Taxi Rank - Franschhoek	CRR (own funds)	-	500 000	-					500 000		0	0	500 000	0	0	0	500 000	0
Technopark Kerb and Channel Upgrade	CRR (own funds)	-	-	1 500 000					1 500 000		1 500 000	0	0	0	1 500 000	0	0	0
Update Roads Master Plan for WC024	CCR	-	-	2 000 000					2 000 000		2 000 000	0	0	0	2 000 000	0	0	0
TOTAL as per CITP		15 000 017	28 850 000	19 800 000	40 900 000	37 400 000	35 500 000	199 300 000	361 750 000		0	0	0	0				
Total (own calculations)		**15 000 017**	**28 850 000**	**19 800 000**	**40 900 000**	**37 400 000**	**35 500 000**	**199 300 000**	**361 750 000**		**45 500 000**	**0**	**41 350 000**	**2 700 000**	**271 900 000**	**0**	**77 650 000**	**12 200 000**
											89 550 000	Crosscheck total			361 750 000	Crosscheck total		
GRAND TOTAL as per CITP Appendix C		59 639 989	77 550 000	69 079 950	97 950 000	91 850 000	94 650 000	412 050 000	843 129 950		0							
Grand Total (own calculations) excluding provincial grants		**59 639 989**	**77 550 000**	**69 079 950**	**97 950 000**	**91 850 000**	**94 650 000**	**427 050 000**	**858 129 950**		**145 329 950**	**43 150 000**	**43 050 000**	**13 050 000**	**561 879 950**	**170 650 000**	**84 050 000**	**42 550 000**
			244 579 950	3-year total							244 579 950	Crosscheck total			859 129 950	Crosscheck total		
Percentages (excluding provincial grants)											**59**	**18**	**18**	**5**	**65**	**20**	**10**	**5**
Percentages (excluding provincial grants)												**77**	**18**	**5**		**85**	**10**	**5**
Provincial Grants (not included in 2023 Draft CITP)																		
											3-year	**3-year**	**3-year**	**3-year**	**10-year**	**10-year**	**10-year**	**10-year**
Project Name	**Funding Source**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028 to 2033**	**2023 to 2033**		**New Road/Car**	**Maintenance Road/Car**	**Mobility and Transport**	**Undetermined**	**New Road/Car**	**Maintenance Road/Car**	**Mobility and Transport**	**Undetermined**
CWDM Reseal		14 200 000	-	-	-						0							
CWDM Regravel		28 006 000	30 000 000	31 500 000	33 075 000						94 575 000							
R310 Baden Powell (C914)		120 000 000	120 000 000	20 000 000							140 000 000							
C1092 SW/Stellenbosch		2 202 000	-	-	-						0							
CWDM Maintenance		112 565 000	142 317 000	145 017 000	163 558 000							450 892 000						
C749 Paarl/Franschhoek			-	-	-						0							
C1217 Helshoogte-Pniel reseal				22 000 000	46 000 000							68 000 000						
C1225.1 N!-Stellenbosch reseal					60 000 000							60 000 000						
C1229.1 Paarl-Franschhoek reseal					45 000 000							45 000 000						
C1228 Old Paarl Road				5 000 000	60 000 000						65 000 000							
C1225 N1-Stellenbosch doubling					5 000 000						5 000 000							
Total provincial grants (own calculations)		276 973 000	**292 317 000**	**223 517 000**	**412 633 000**						**210 000 000**	**718 467 000**	**0**	**0**				
			928 467 000	3-year total														
TRUE GRAND TOTAL (including provincial grants)			**369 867 000**	**292 596 950**	**510 583 000**						**355 329 950**	**761 617 000**	**43 050 000**	**13 050 000**				
			1 173 046 950	3-year total							1 173 046 950	Crosscheck total						
Percentages (True Grand Total including provincial grants)											**30**	**65**	**4**	**1**				
Percentages (True Grand Total including provincial grants)												**95**	**4**	**1**				

B Article on the Roads Master Plan

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).

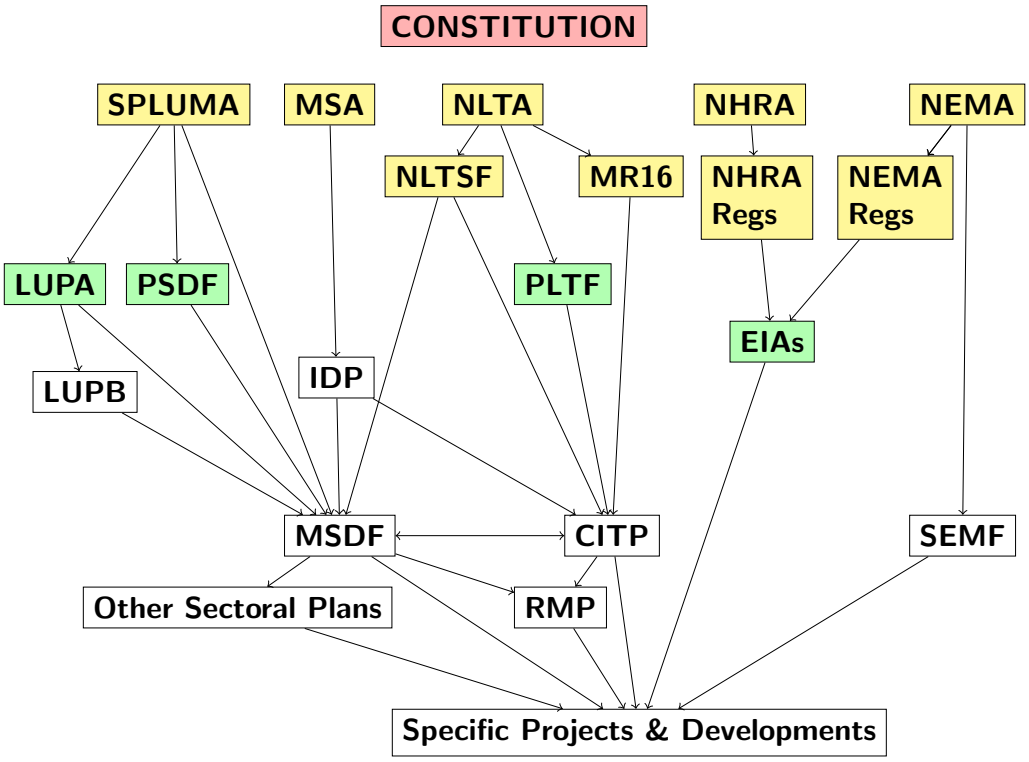
On provincial level, LUPA (Land Use Planning Act) and PSDF (Provincial Spatial Development Framework) shown in green are directly relevant because they are required by SPLUMA. Similarly, the PLTF (Provincial Land Transport Framework) is required by the national NLTA.

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.



C Some quotes from recent provincial documents

From the *Western Cape Government Department of Infrastructure Vote 10: Strategic Plan for the fiscal years 2023/24 – 2027/28*, published on 8 March 2023:

- *Vision Inspired Priority 4: Mobility and Spatial Transformation*

  [Environments] *are strategically linked to each other through an efficient public transport network.*

  The [National Development Plan] suggests four key interventions to address spatial transformation. These actions broadly include ***densification****, better-located human settlements,* ***improved public transport****, efficient location of jobs and people, improved spatial development frameworks, and a refreshed and diverse range of housing subsidies and grants.*

- Vote 10 has a strong emphasis on *climate change.*

- Maintenance of existing roads: MTEF budget is not enough:

  Outcome 3: Leveraging infrastructure to bring about fundamental spatial transformation.

  The DOI will support TOD with densification, to improve sustainable settlements, while enabling equal access to social and economic opportunities in cities and rural areas, bringing government services closer to the people and creating new opportunities for them to move to more central locations.

Libertas Farm

(REM FARM 1040, 1480, 371/2 & 374/2 Stellenbosch)

Nwabisa Jozana

From:	Christine Havenga <christine.havenga@firstplan.co.za>
Sent:	Tuesday, 03 October 2023 20:57
To:	idp
Cc:	gideon.roos@firstplan.co.za; Christine.havenga; Craig Alexander
Subject:	[EX] INPUT TO IDP: LIBERTAS FARM (REM FARM 1040, 1480, 371/2 & 374/2 STELLENBOSCH)

Attention: Mrs G Mettler

Dear Mrs Mettler

COMMENTS TO THE "2ND REVIEW OF THE 5TH GENERATION IDP 2022 – 2027": LIBERTAS FARM (REM FARM 1040, 1480, 371/2 & 374/2 STELLENBOSCH)

1. With reference to the above subject and the official Municipal invite to comment on the "2nd Review of the 5th Generation IDP 2022 – 2027" as referred to in the undated and unnumbered "invite for public comment", the following.

2. Please find herewith comment from First Plan on behalf of their client and owner of the above properties. **Please download the underneath WeTransfer link** as the documentation is too large to attach to this e-mail. This note will lapse after 7 days. Should you require a new link, please let us know.

   https://we.tl/t-pgwZLibBL1

3. Copies of the documentation will also be submitted by hand to your offices on 4 October 2023 as per the closing date of the notification advertisement..

4. Please note that, due to the large volume of information, this submission is been made in two volumes:

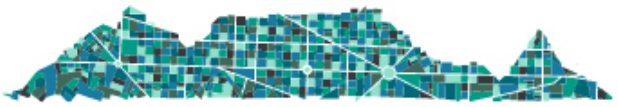
   a. Volume 1: Comments Report including Annexures 1 – 18
   b. Volume 2: Annexures 19 & 20

5. We trust that this will be in order and request your official acknowledgement of receipt of this e-mail.

Yours faithfully

Christine

CHRISTINE HAVENGA
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PO Box/Posbus 15865, Panorama, 7506

think green

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

Ons Verw./Our Ref: *FP/1020/991/SDF*
U Verw./ Your Ref: *N/A*
Datum/Date: *3 October 2023*

The Municipal Manager
PO Box 17
Stellenbosch
7599

Submitted by hand as well as electronically to: idp@stellenbosch.gov.za

Attention: Mrs G Mettler

Dear Mrs Mettler

COMMENTS TO THE "2ND REVIEW OF THE 5TH GENERATION IDP 2022 – 2027": LIBERTAS FARM (REM FARM 1040, 1480, 371/2 & 374/2 STELLENBOSCH)

1. With reference to the above subject and the official Municipal invite to comment on the "2nd Review of the 5th Generation IDP 2022 – 2027" as referred to in the undated and unnumbered "invite for public comment", the following.

2. Please find herewith comment from First Plan on behalf of their client and owner of the above properties. This submission is made by hand as well as electronically to the e-mail address as listed above, and is well within the closing date and time, being 16:30 on Wednesday 4 October 2023.

3. Please note that, due to the large volume of information, this submission is been made in two volumes:

    a. Volume 1: Comments Report including Annexures 1 – 18
    b. Volume 2: Annexures 19 & 20

4. We trust that this will be in order and request your official acknowledgement of receipt.

Yours faithfully

Gideon Roos
First Plan Town & Regional Planners

Overleaf: Contents of Volume 1 & 2

Volume 1:

1. MUNICIPAL NOTICE REGARDING IDP PUBLIC PARTICIPATION PROCESS
2. LOCALITY PLAN
3. ZONING PLAN OF SURROUNDING AREA
4. LAND USE PLAN OF SURROUNDING AREA
5. DIAGRAMS
6. TITLE DEEDS
7. CONVEYANCER CERTIFICATES
8. URBAN DESIGN PRINCIPLES
9. ZONING PLAN
10. NATURAL ENVIRONMENTAL BASELINE REPORT
11. PRELIMINARY HIGH LEVEL HERITAGE REPORT
12. HIGH LEVEL VISUAL ANALYSIS AND LANDSCAPE FRAMEWORK
13. VISUAL IMPACT STUDY AND VISUAL STATEMENT
14. TRAFFIC IMPACT ASSESSMENT AND LETTERS
15. CIVIL ENGINEERING SERVICES REPORT
16. GLS ENGINEERING CAPACITY INPUT
17. ELECTRICAL SERVICES REPORT
18. MARKET DEMAND/SOCIO-ECONOMIC STUDY

Volume 2:

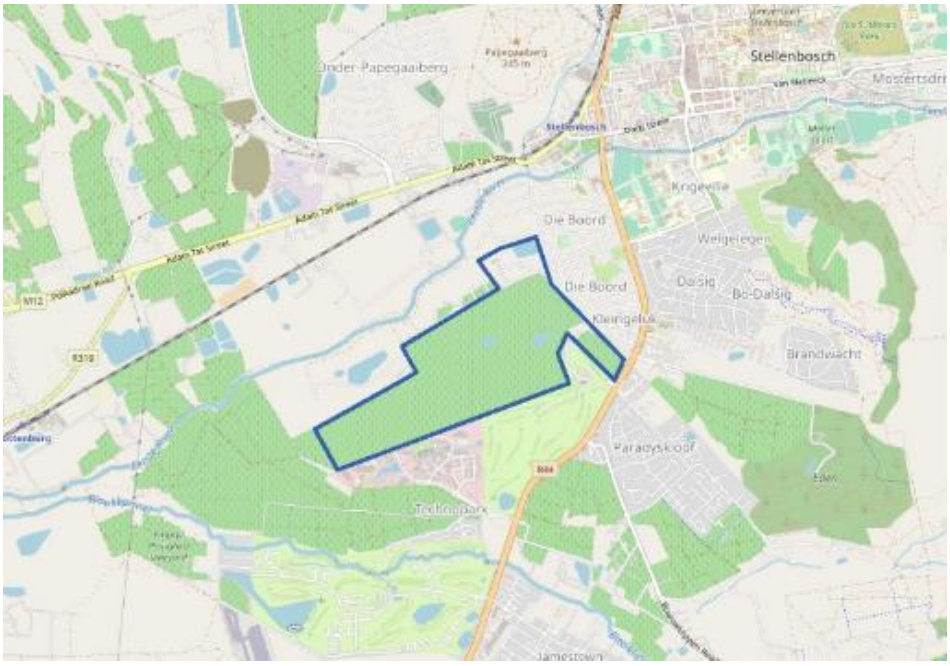
19. COPY OF APPLICATION FOR DEVIATION AND REZONING
20. COPY OF COMMENTS PREVIOUSLY SUBMITTED TO THE MSDF

INPUT TOWARDS THE REVIEW OF THE 5TH GENERATION IDP FOR STELLENBOSCH MUNICIPALITY 2022 – 2027

LIBERTAS FARM

REM FARM 1040, 1480, PTN 2 OF FARM 374 & REM PTN 2 (A PTN OF PTN 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

MOTIVATION
FOR
INCLUSION WITHIN THE URBAN EDGE



Client: Fleurbaai (Pty) Ltd

Applicant: First Plan Town Planners

Reference: FP/1020/991/SDF

Date: September 2023

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

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INPUT TOWARDS THE REVIEW OF THE 5TH GENERATION IDP FOR STELLENBOSCH MUNICIPALITY 2022 – 2027

REMAINDER FARM 1040, STELLENBOSCH
REMAINDER FARM 1480, STELLENBOSCH
PORTION 2 OF FARM 374, STELLENBOSCH
REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

MOTIVATION FOR INCLUSION WITHIN THE STELLENBOSCH MUNICIPAL URBAN EDGE

EXECUTIVE SUMMARY

1. INTRODUCTION

1.1. TECHNICAL DETAILS

Table 1: Property details

Property description	• Remainder Farm 1040, Stellenbosch • Remainder Farm 1480, Stellenbosch • Portion 2 of Farm 374, Stellenbosch • Portion 2 of Farm 371, Stellenbosch
Property address	Adjacent to the R44, Stellenbosch
Site extent	• Remainder Farm 1040, Stellenbosch - 70.9579 ha • Remainder Farm 1480, Stellenbosch - 108.84 ha • Portion 2 Of Farm 374, Stellenbosch – 0.96 ha • Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery, 371 Stellenbosch – 0.9 ha
Title Deed Numbers	• Farm Fleurbaai No. 1040, Stellenbosch – T2011/1966 • Farm Libertas No. 1480, Stellenbosch – T21113/2007 • Portion 2 Of Farm 374, Stellenbosch – T50628/1994 • - Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – T50628/1994
Surveyor General ▪ **Erf Diagrams**	▪ Remainder Farm 1040, Stellenbosch - LG11561/65 ▪ Remainder Farm 1480, Stellenbosch - LG5176/2005 ▪ Portion 2 Of Farm 374, Stellenbosch – D562/1898 ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – LG7838/54

Registered owner	▪ Farm Number 1480 – Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Farm Number 1040 - FLEURBAAI PTY LTD (Reg No. 1965/000852/07) ▪ Ptn 2 Farm Number 374 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)
Current zoning	Agriculture and Rural Zone
Current land use	Agriculture and vacant land with historical farmyard
Zoning Scheme	Stellenbosch Municipality Zoning Scheme By-Law, 2019
Overlay Zone applicable	No

1.2. PURPOSE OF THIS REPORT

The purpose of this report is:

- To assess the current spatial policies of Stellenbosch, and especially the Stellenbosch Municipal Spatial Development Framework (2023) and to highlight its shortcoming in the non-inclusion of the subject property to within the Stellenbosch Urban Edge for much needed appropriate development

- To further motivate the site-specific reasons for the inclusion of the subject property with special reference to:

    - Residential Solution for Technopark Node
    - Mixed-Use Development Concept
    - Contribution to the Upgrading of the NMT
    - Infrastructure Availability
    - Transportation Solutions
    - Inclusionary Housing Component for Technopark
    - Creating a Strong Rate Base
    - Employment Creation
    - Maintaining the Rural Character of Stellenbosch
    - Support from specialist studies

SECTION B

BACKGROUND INFORMATION

2. BACKGROUND FACTS

The purpose of this report is to serve as an input towards the public participation process for the Review of the 5th Generation Integrated Development Plan (IDP) for the Stellenbosch Municipality 2022 – 2027 and to motivate the inclusion of the following properties within the demarcated urban edge of the Stellenbosch municipal area. Please see **Annexure 1**, **Municipal Notice Regarding IDP Public Participation Process**.

- Remainder Farm 1040, Stellenbosch
- Remainder Farm 1480, Stellenbosch
- Portion 2 of Farm 374, Stellenbosch
- Portion 2 of Farm 371, Stellenbosch

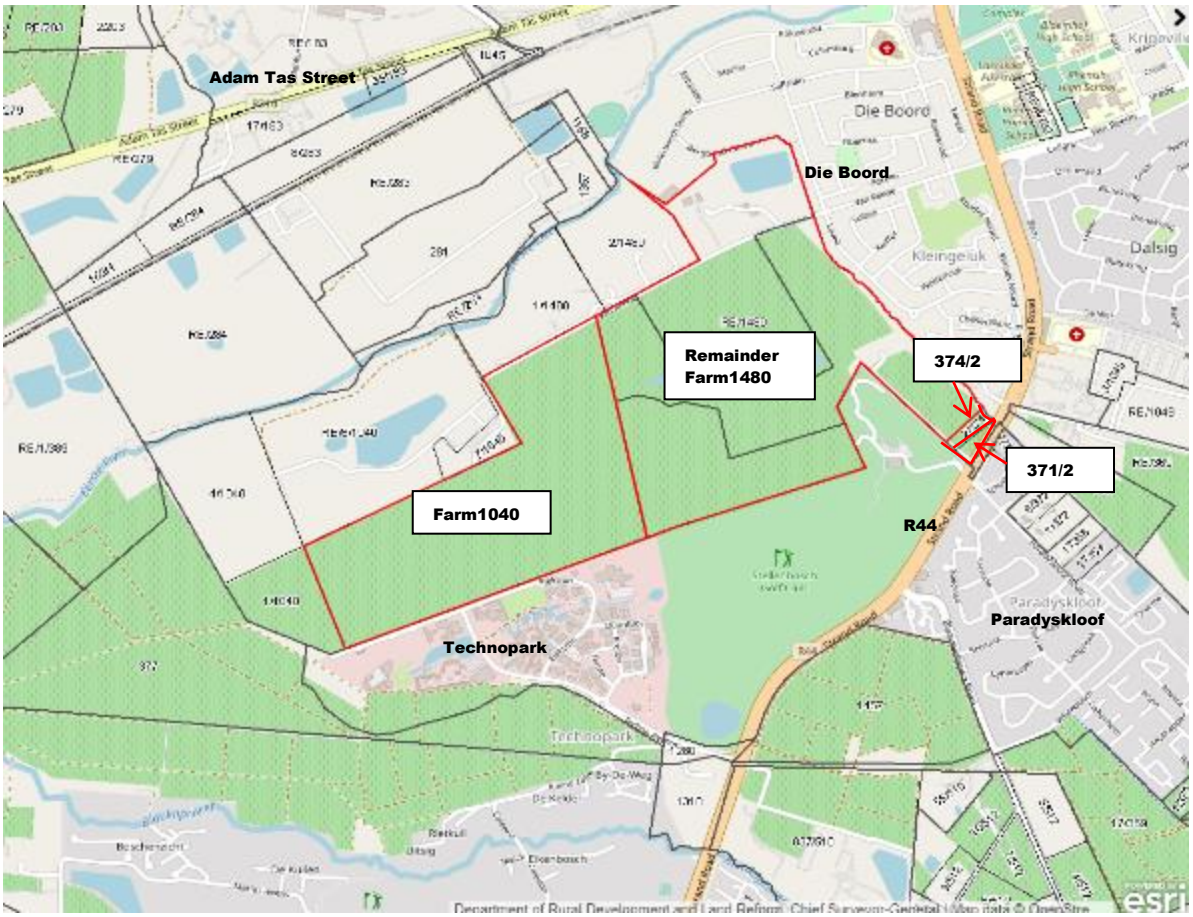


Figure 1: Location of the subject farms within the wider urban context

2.1. ONGOING APPLICATION FOR DEVIATION AND REZONING

Application for a Mixed-Used development (±1 241 residential units, ±12 138 m² Retail/Office space and 9 408 m² Cultural/Institutional space and Agriculture/Rural land uses) development comprising of three (3) precincts has already been submitted and is currently processed by the Departments Land Use Management; Planning and Economic Development; Stellenbosch Municipality. During the pre-application consultation process for the proposed development, there were various engagements between the landowners, the applicant (and supporting project team of specialists) and officials of the relevant departments of the Stellenbosch Municipality and the Provincial Government Western Cape. (Refer to Annexure 18: Complete copy of the application)

As the local authority and Provincial Government Western Cape Land Use Management and Spatial Planning Sections are aware of the challenges and lengthy timeframes encountered with obtaining decisions for complicated development applications, involving various specialist studies and approval processes, it was agreed on a phased application process for the proposed development.

The agreed phased submission process and approach will inter alia address the fact that in many instances (although not prescribed by any law) the application for Environmental Authorisation (EA) in terms of the National Environmental Management Act, 1998 needs to be done at the beginning of the process. This process requires planning input and a statement confirming whether or not the application is in line with the approved Spatial Development Framework. Where it is not (although there may be site specific circumstances to justify a deviation) the EA is likely to be refused due to the fact that there in nonalignment with the MSDF.

To prevent such a delay, it was thus agreed with the Municipality that the application for the proposed development on the subject farms would follow the underneath phased process, consisting of various applications which would be submitted in different phases, the one following the other to ensure a well-informed process and decisions:

(i) Firstly an application for a **deviation from a Council Policy** (MSDF) and **rezoning of the subject farms to Subdivisional Area. This is the aim of the current application.**

This application will motivate a site-specific deviation from the Spatial Development Framework to allow for the inclusion of the subject properties within the urban edge. Although the development concept/proposal for the partial development of the subject farms will be described and motivated in this application, detailed Subdivision and Site Development Plans would be submitted at a later stage. Such an application

should be informed by a Subdivision Plan and at least the following initial specialist studies.

- Urban Design Principles
- A Heritage Input
- A Landscape Architectural input
- A Visual Impact Study and Visual Statement
- A Natural Environmental Baseline Report
- Engineering Services (Electrical and Civil) availability and capacity confirmation reports
- A Preliminary Traffic Impact Statement (also incorporating NMT linkages)
- Market Demand/Socio-economic Impact Assessment

(ii) An application in terms of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) to the National Department of Agriculture, Land Reform and Rural Development

Once in principle approval has been obtained for the rezoning and the inclusion of the subject properties an application and motivation memorandum for consent to establish/enlarge the area of jurisdiction of the Stellenbosch Municipal Area and the subdivision of agricultural land would be submitted in terms of the Subdivision of Agricultural Land Act 70 of 1970 to the National Department of Agriculture, Land Reform and Rural Development.

(iii) The submission of the necessary environmental and heritage applications to the Western Cape Provincial Government

It is foreseen that various triggers within the regulations of the National Environmental Management Act, 1998 and the National Heritage Resources Act, 1999 would require the submission of a Heritage Impact Assessment and an Environmental Impact Assessment to the relevant Departments of the Western Cape Provincial Government. It is also foreseen that these studies would be accompanied by various specialist studies, e.g. an Aquatic Biodiversity Assessment, an Agricultural Assessment, Plant Species Compliance Statement, a Terrestrial Biodiversity Compliance Statement, an Animal Species Compliance Statement, a Visual Impact Assessment and an Archaeological Assessment.

(iv) The submission of detailed Subdivision and Site Development Plans

As indicated above, the specialist studies accompanying the Environmental Impact Assessment and the Heritage Impact Assessment, and the comments received on these studies as well as further consultation with the relevant municipal services departments would then inform the detailed Subdivision and Site Development Plans.

The final design proposal would also be informed by site specific Form-Based Design Principles which would be prepared by the Architects/Urban Designers.

In 2022 a land use application was submitted in terms of the Stellenbosch Municipally Land Use Planning Bylaw, 2015 in accordance with the First Phase of the agreed submission process. This application entails the following:

- *An application for a Deviation from a Council Policy to allow development outside the urban edge as shown in the Stellenbosch Municipal Spatial Development Framework, 2019*

- *An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the Rezoning of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate a Conventional Residential Zoned portion (Portion 1), two Mixed Use Zones (Portions 2 and 3), Public Roads & Parking Zone and an Agricultural and Rural Zone (Remainder portions of the subject farms).*

Figure 2 underneath shows the position of the proposed footprints of the three (3) different precincts within the proposed development.



Figure 2: Extract from the Urban Design Principles indicating the position of the proposed 3 development portions.

Table 2 below is a summary of the different components of the proposed development.

Table 2: Summary of the components of the proposed development

Portion 1 (Conventional Residential)	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Portion 2 (Mixed Use)	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Portion 3 (Mixed House)	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9 408 m²
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	12 138 m²
Cultural/Institutional	9 408 m²
Agricultural and Rural (Remainder of farms)	135.1ha

This application went through a public participation process and there was also consultation with the local ward councillor as well as a public meeting. Comments were received, but some departmental comments are still outstanding and the application is thus still pending.

Since there is now an opportunity for input on the review process of the 5th Generation Integrated Development Plan (IDP) for the Stellenbosch Municipality 2022 – 2027, it was agreed with the Spatial Planning Section of the Municipality that this opportunity should also be used to submit a detailed motivation for the inclusion of the subject properties within the demarcated urban edge of the Stellenbosch municipal area.

This motivation document submitted by First Plan Town and Regional Planners on behalf of our client, Fleurbaai (Pty) Ltd, will be accompanied by an Urban Design Principles document and plans containing urban design principles prepared for the Phase 1 submission which was informed by development principles developed

through a project team effort and the following specialists and initial informing studies which determined the context specific fit for development on the subject farms, namely:

- A Preliminary High Level Heritage Report
- A High-Level Visual Analysis and Landscape Framework
- A Visual Impact Study and Visual Statement
- A Natural Environmental Baseline Report
- Engineering Services (Electrical and Civil) availability and capacity confirmation reports
- A Preliminary Traffic Impact Statement (also incorporating NMT linkages)
- A Market Demand/Socio-economic Impact Assessment

SECTION C

SITE DESCRIPTION

3. DESCRIPTION OF THE AREA AND SURROUNDING LAND USES

3.1 Property description and locality

The subject site comprises of the following two Stellenbosch farms:

Table 3: Summary of property sizes

Farm name	Extent	Diagram
Remainder Farm 1040, Stellenbosch	70.9579 ha	LG11561/65
Remainder Farm 1480, Stellenbosch	108.84 ha	LG5176/2005
Portion 2 of Farm 374	0.96 ha	D562/1898
Portion 2 of Farm 371, Stellenbosch	0.90 ha	LG7838/54

The subject farms are located alongside some developed urban areas of Stellenbosch. The residential areas of Kleingeluk, Die Boord and Fairways are located towards the east and the Patrys Vlei development directly to the north. Techno Park, the Stellenbosch Golf Course, De Zalze Golf Estate and the new De Waldorf Lifestyle Estate are located south of the subject properties. Further towards the west is agricultural land.

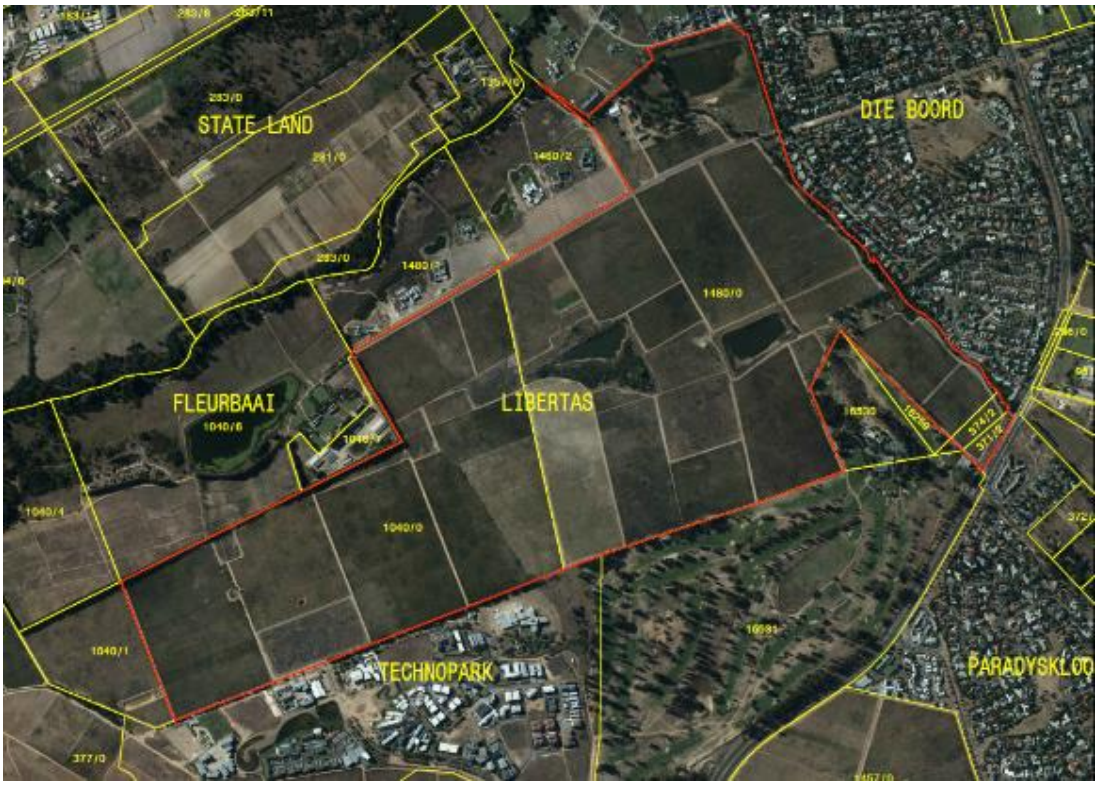


Figure 3: Location of the subject farms showing surrounding urban development

Figure 3 on the previous page is an aerial photograph showing the location of the subject property as well as the attached **Annexure 2**, **Locality Plan**.

The current access to the site is from Van Reede Road via the R44. The site is in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive linking it with the wider Cape Town area. The planned Techno Park Link Road will connect Adam Tas/Baden Powell (R310) with the R44 road, whereas the proposed development will connect to this Link Road on the southern side of the site which would further enhance accessibility to the site in future.

The subject site is in close proximity of various community facilities such as schools and medical facilities and also close to the Stellenbosch CDB and Stellenbosch University Campus.

3.2 Zonings

The Stellenbosch Municipality Zoning Scheme By-Law, 2019 applies. The subject farms are zoned for Agriculture and Rural Zone purposes. On the next page is a Zoning Plan extract from the Stellenbosch Zoning Plan showing the local and surrounding zonings. Also please refer to the attached **Annexure 3**, **Zoning Plan**.

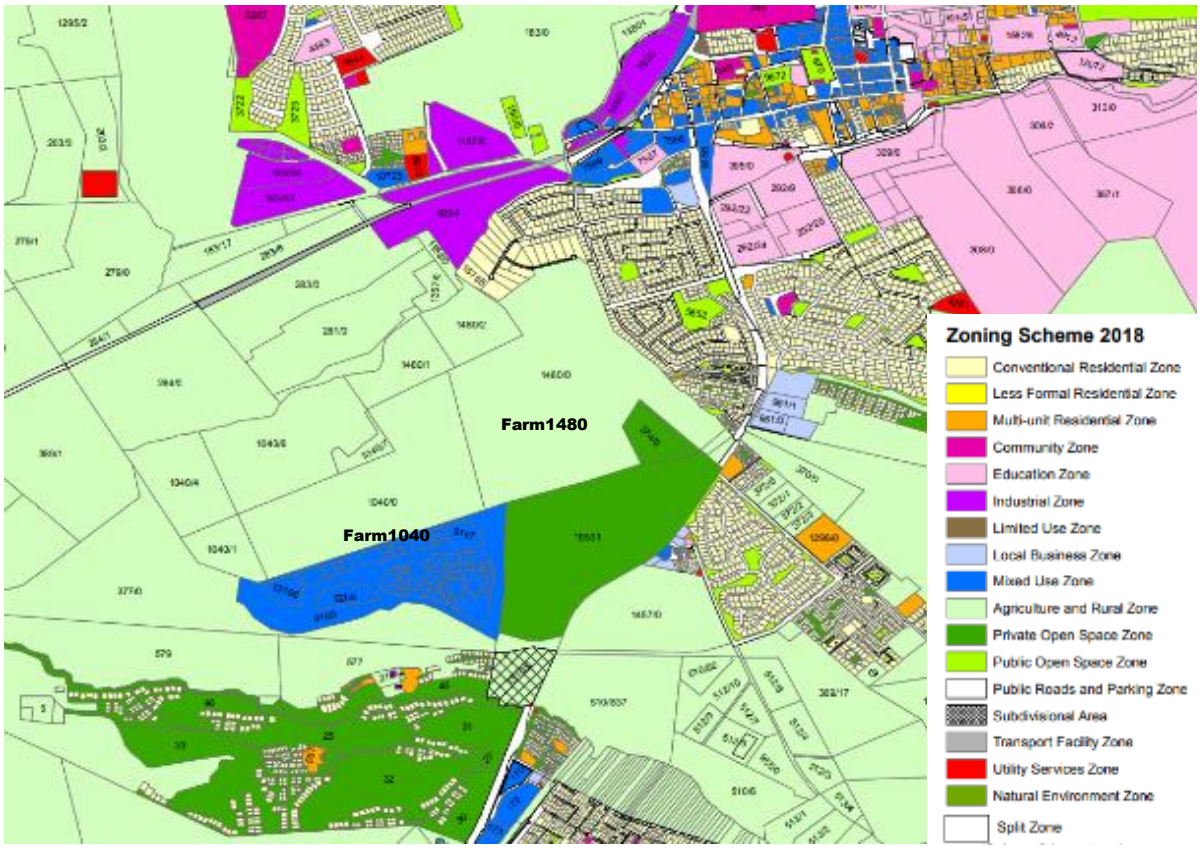


Figure 4: Zoning Map for subject sites and surrounding area

The residential areas in Die Boord are primarily zoned for Conventional Residential Zone purposes while the Techno Park area has a Mixed-Use Zoning and the Stellenbosch Golf Club has a Private Open Space Zoning. The properties to the north and east are zoned for Agriculture and Rural Zone purposes.

3.3 Land uses

- **Surrounding land uses**

The land uses in the area are primarily in accordance with the zoning thereof. The residential areas of Patrysvlei, De Bosch and Die Boord towards the east are primarily lower density single residential properties containing primarily one dwelling unit per erf. The Patrysvlei development directly towards the north is an exclusive very low-density type of rural residential gated estate.

The Techno Park development abutting the subject site towards the south contains office blocks, some tertiary educational facilities, commercial land uses such as low scale restaurants/coffee shops and tourist facilities (Protea Hotel). The Stellenbosch Golf Course is a private open space. The De Zalze Golf Estate is a low-density gated development while the new Waldorf Lifestyle Estate is a somewhat higher density gated development aimed at people older than 50 years.

On the next page is a plan (**Figure 4**) which gives an indication of the surrounding land uses. (Please refer to **Annexure 4**, **Land Use Plan**.)



Figure 5: Plan showing the land use of the surrounding area (subject properties demarcated in red)

- **Land uses on the subject farms**

The subject farms are partially used for agricultural purposes with the original manor house and outbuildings located on the northeaster portion of Remainder Farm 1480. On the next page is an aerial photograph showing the existing land uses on the farm.

A large portion of the site has been transformed for cultivation purposes. There are areas which have not been cultivated in the last ten years and therefore may contain natural vegetation. These areas have been identified in the Natural Environmental Baseline Report. No development is proposed within these areas and the existing natural vegetation which is primarily Swartland Granite Renosterveld would be protected and will form part of the natural landscape corridors proposed in the development concept.

Although the existing farm werf (Libertas) carries a high heritage significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. These structures do not form part of the current development proposal, but the upgrading of this historical farm werf will be addressed. Future linkages to the historic farm werf are addressed in the Urban Design Principles.



Figure 6: Libertas Farm Werf

On the next pages are some photographs of the subject farms viewed from respectively Devon Valley, the R44, Polkadraai Road, Van Reede Road and Techno Park.



Figure 7: Subject farms viewed from the R44



Figure 8: View from Polkadraai Road towards Stellenbosch



Figure 9: View from Devon Valley showing the context of the subject site in relation to Stellenbosch. Note the Techno Park development hidden behind the windbreak



Figures 10 and 11: Views of the subject farm from Elektron Road in Techno Park



Figure 12: Van Reede Road



Figure 13: A portion of the adjacent Patrysvlei

3.4 Legal status

Copies of the **Diagrams** for the subject farms are attached as **Annexure 5.** The subject properties are owned by:

Table 4: Summary of property deeds

Farm name	Title Deed number	Diagram
Remainder Farm 1040, Stellenbosch	T2011/1966	LG11561/65
Remainder Farm 1480, Stellenbosch	T21113/2007	LG5176/2005
Portion 2 of Farm 374, Stellenbosch	T50628/1994	D562/1898
Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery 371, Stellenbosch	T50628/1994	LG7838/54

Copies of the **Title Deeds** are attached as **Annexure 6**.

Conveyancer Certificates for the properties were prepared by Werksmans Attorneys. Please refer to **Annexure 7**: **Conveyancer Certificate.** It has been confirmed that there are no restrictive title deed conditions prohibiting the proposed development while the identified servitudes will be accommodated within future development proposals.

SECTION D

APPROVED SPATIAL POLICIES FOR THE STELLENBOSCH MUNICIPAL AREA

4. APPROVED SPATIAL POLICIES

This section will refer to the current two approved spatial policies for the Stellenbosch Municipal Area, namely the Stellenbosch Spatial Development Framework (2023) and the Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019) applicable to the subject farms. It will address the recommendations thereof and how the proposed development fit into it and why the inclusion of the subject farms into the urban edge should be considered. Section E of the report will furthermore specifically argue site specific reasons justifying the inclusions of the subject properties within the urban edge.

4.1 STELLENBOSCH SPATIAL DEVELOPMENT FRAMEWORK (2023)

The subject farms are indicated as “Open Green” in the 2019 Stellenbosch Spatial Development Framework (2019). It is also located outside the urban edge. See ***Figure 14***, on the next page.

The intention of the identified urban edge is to contain the footprint of Stellenbosch town as far as possible while enabling logical, small extensions. The MSDF and other relevant national and provincial spatial policies strive to create a compact settlement form while protecting a municipality’s natural, cultural and agricultural assets. Urban development on the urban edge is in general likely to be focused on private vehicular use and caters exclusively for higher income groups (in gated developments). Such developments will often reduce the potential of initiatives to transform Stellenbosch town to offer a wider range of more affordable housing opportunities especially for younger and medium income residents working within the municipal area.

As a general principle the footprint of the Stellenbosch town should be contained as far as possible within the existing urban edge, while enable logical, small extensions. There are, however, certain areas which are currently indicated in the MSDF as outside the urban edge, but which are bounded by developed areas and where there would thus be pressure for some form of development and where specific circumstances may warrant the consideration of the amendment of the urban edge. The IDP process thus allows for inputs to motivate for the amendment of the urban edge.

Urban edges could thus be adjusted, if it is proved that this would result in benefit to the overall settlement and community in multi-dimensional ways and that a proposed development will be aligned to or benefit stated and agreed national, provincial, and local settlement development and management objectives.

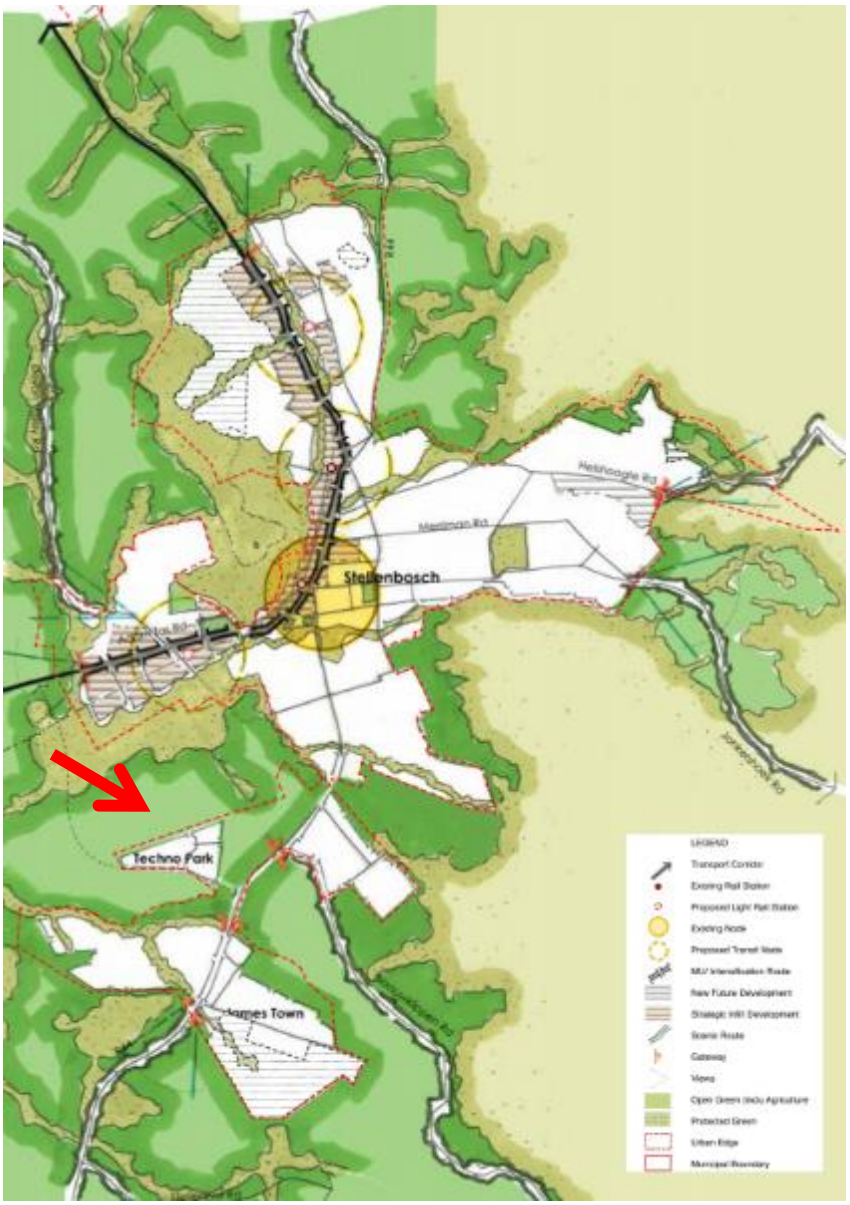


Figure 14: Extract from the Stellenbosch Spatial Development Framework. The red arrow shows the position of the subject farms.

In evaluating such applications for incorporation of these sites within the urban edge and allowing some type of development the following needs to be taken into consideration:

- A development proposal needs to promote compact, dense, mixed-use development which makes the best use of land, reduces car dependence, and enables public and NMT.

- The proposal needs to consider how it responds to and is integrated with public transport/ NMT and social facilities planning.
- The development proposal needs to be enterprising and transformative in that it is likely to stimulate desirable change within its broader precinct and context.
- The development proposal must expand housing opportunity for a broader range of groups.
- The development proposal must not "lock-out" desirable development and opportunity elsewhere by virtue of its location and scale (and through that attracting development energy in a direction not supported by the MSDF)
- The proposal must support inclusion, including providing a range of housing types and/ or opportunity for small/ emerging entrepreneurs.
- The proposal needs to make best use of existing structures on its site.

Although indicated as "Open Green" in the MSDF and as "Green transitions" in the Stellenbosch Heritage Inventory, the subject farms are surrounding by urban development on all sides and the Municipality's. is thus inevitable that there would always be some pressure for development.

This document will aim to submit a justification for the proposed amendment of the urban edge to enable the proposed development on the subject farms in paragraph 5 of this Section. This motivation will thus specifically addresses how the development proposal and thus the amendment of the urban edge will promote integration with and reinforce the functioning of the existing town centre, limit development locations that facilitates increased vehicular travel demand, reduce the occurrence of mono-functional, stand alone, introverted and isolated development forms and due to the nature and design of the development proposal ensures that there would be no intrusion into this relatively sensitive cultural and natural environment an does not promote fragmentation and sprawl;

4.2 STELLENBOSCH CONSERVATION MANAGEMENT PLAN AND HERITAGE INVENTORY (2019)

Stellenbosch has a deep history and a rich and varied heritage. The Stellenbosch Winelands is a distinct and unique landscape with global significance in terms of natural and cultural typologies. The unique characteristics of its scenic quality are the dramatic mountain backdrops and the pattern of settlement of individual farms along the rivers. The Cape Dutch architectural style is unique to South Africa, as is the Fynbos vegetation.

Agricultural areas, particularly those under vineyards and orchards, thus attribute scenic value and character to the region, which is valued by both the local inhabitants and visitors. This is a significant contributor to the value of the area as one of South Africa's premier tourist destinations. It is therefore imperative that all land use

decisions should enhance the integrity of both the natural and the cultural environment as an important form of capital.

The National Heritage Resources Act (Act 25 of 1999) (NHRA) requires all municipalities to undertake or update inventories of the heritage resources in the area of their jurisdiction within 10 years (Sect. 9(3)(c)). Such a Heritage Inventory has been finalised for the Stellenbosch Municipal Area and has been approved by Heritage Western Cape.

Underneath (***Figure 15***) is an extract form the Stellenbosch Heritage Inventory describing the settlement typology of the area:

Stellenbosch Winelands	**Settlement Typology**	**Scenic Beauty (Land Form)**
	Settlement along rivers, individual farms with blocks of vineyards on each farm property. Each farm typically has a main farmhouse and workers' cottages in a row or a cluster.	Dramatic mountains as armature with rolling hills. Settlement at the confluence of rivers and routes on the valley bottoms

Figure 15: Extract from the Stellenbosch Heritage Inventory

The Heritage Inventory is accompanied by a Heritage Management Plan which contains general principles derived from the heritage vision for the Stellenbosch Winelands, namely conserve/maintain, enhance, regenerate and intervene. From these principles a set of conservation systems and development criteria were developed for each of the identified "Landscape and Townscape Units" within the municipal area. It set out the minimum criteria that all proposals must satisfy in order to ensure that heritage significance is protected and through which the Municipality, landowners, and potential developers are informed about the heritage significance of each landscape unit, its context and components, and an indication of the degree of change that may be contemplated for each place in order to retain its particular character, and thereby its heritage significance.

The subject farms fall within Landscape Unit C15 (that stretches from Technopark towards the Eerste River), a well-defined landscape feature on the southwestern edge of Stellenbosch with vineyards and early farm complexes. The main heritage

aim for this unit is to conserve and enhance the existing character of this landscape unit that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape. Where sites have been degraded, manage and regenerate these heritage environments into the future, to become more inclusive.

This Landscape Unit is located within the town-scale "green transition system", which aims to maintain the clear division between townscape and surrounding rural landscape and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.

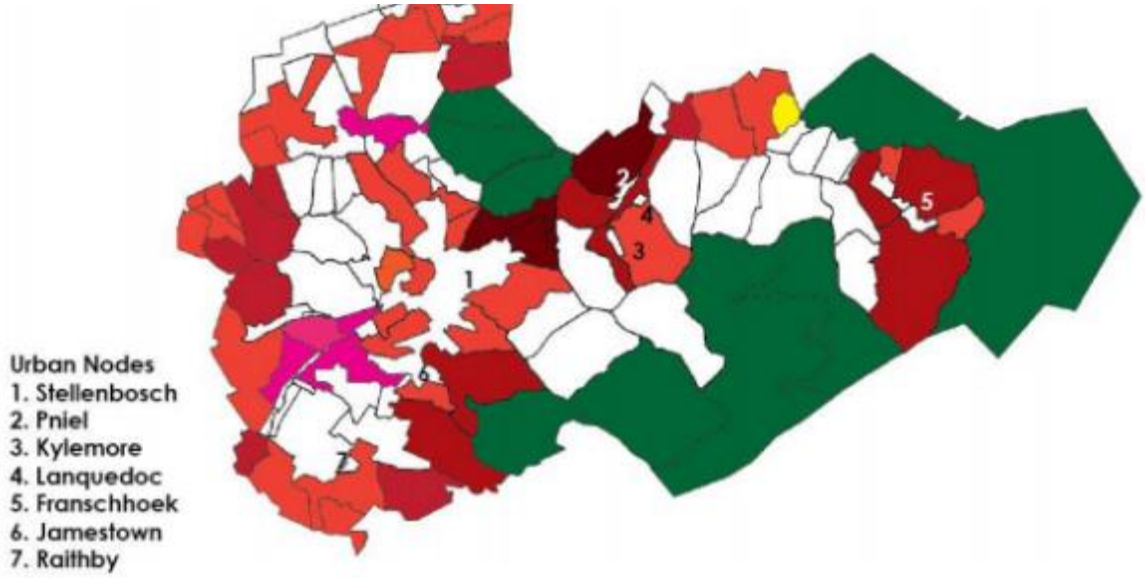


Figure 16: Extract from the Stellenbosch Heritage Inventory showing the "Green Transitions" (town and municipal scale) – green areas

Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape cannot be supported.

None of the above is proposed. The submitted the design proposal for the proposed development on the subject farms is a collaboration between the urban designers/architects, the heritage/visual impact consultants, and the landscaping architects as well as an initial input form environmental consultants to ensure that it

takes cognisance of the principles and recommendations of the Heritage Management Framework.

It is accepted that the only way development could be considered on the subject farms is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric and adheres to all the indicators of the landscape. The opinion is held that the described development proposal is such a design concept and that the development proposal offers many opportunities by which the principles of the Heritage Management Framework for this area can be promoted, namely:

- Urban Design Principles, informed by more detailed heritage, environmental and landscape studies as well as furthermore detailed engineering reports will guide the future detail design of the development.

- Rather than proposing development over the whole farms, the development proposal defines three portions of which the footprints, scale and massing have been determined and set by the above principles and specialist inputs. The remainder of the farms will be retained for agricultural purposes. The proposed development will further be guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural and historical landscape as per the principles of the Heritage Management Framework.

- As part of the concept development, a visual study and landscape character analysis of the site has been completed. Please refer to the **Visual and Landscape Character Analysis** and the **High-Level Landscape Framework** prepared by TERRA Landscape Architects which is attached as **Annexure 12** and a **Visual Impact Study and Visual Statement** by FILIA, attached **Annexure 13.**

  TERRA Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. These included comments raised by the heritage consultants and the Development Criteria as per the Stellenbosch Conservation Management Framework in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIB (heritage area).

- The rural quality of the area and the particular layout of the historical werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

- The development concepts aim to steer away from a low density, one-dimensional and suburban (mostly gated) development approach that has become the norm in the extensions towards the south of the historic core. The design proposal thus aims to consciously erasing the site boundaries to give a holistic impression of fit. The higher density of the development is offset by access to the large remaining portion of the farm.

- A non-motorised network weaves through the total site to support a walking, jogging and cycling on the greater site and beyond and which links Techno Park and Die Boord via the remainder of the farm. It will also offer an opportunity to open the agricultural fields for recreation for more Stellenbosch residents.

  Access across this piece of land will thus be beneficial to more individuals than a single landowner. The Urban Design Principles provides details regarding the recreational use of this space internally as well as linkages with external areas. This would be addressed in more detailed in the later Site Development Plan submission phase where the more detailed design proposal will have been informed by further specialist studies such as an Environmental Impact Assessment, containing specialist studies such as a Heritage Impact Assessment, a Visual Impact Assessment.

  The proposed motorised and non-motorised transport networks have been informed by the existing historical pattern of the vineyards as well as the historical wagon route which crossed the subject farms.

- Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into a category ‘Enhance’ in which remedial action will be better than leaving it as is. The upgrading of the historical farm werf (manor house and associated buildings) is planned as a later stage of the current development proposal. A specific Site Development Plan informed by the Heritage Impact Assessment with inputs from a heritage architect will be prepared with recommendation about restoring and adaptable reuse of this complex and wider access to this significant heritage resource.

  The opinion is thus held by the heritage practitioner of the project team, Liana Jansen, that the design team presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development positively responds to the Development Criteria as per the Stellenbosch Conservation Management Plan (2019). The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further

heritage concerns. If necessary, this will be addressed in consultation with the design teams during the detail design phases.

The **Preliminary Identification of Heritage Related Statutory Constraint** and the **Heritage Response** to the proposed development as well as a later (November 2021) **Assessment of the proposed Libertas Development on the Stellenbosch Cultural and Visual Landscape** are attached as **Annexure 11.**

SECTION E

MOTIVATION FOR INCLUSION INTO URBAN EDGE

5. MOTIVATION FOR AMENDMENT OF THE URBAN EDGE

As indicated in paragraph 4, this section will motivate how the development proposal and thus the amendment of the urban edge will promote integration with and reinforce the functioning of the existing town centre, limit development locations that facilitates increased vehicular travel demand, reduce the occurrence of mono-functional, stand alone, introverted and isolated development forms and due to the nature and design of the development proposal ensures that there would be no intrusion into this relatively sensitive cultural and natural environment an does not promote fragmentation and sprawl in accordance with the general principles of national, provincial as well as the local spatial policies.

5.1 RESIDENTIAL SOLUTION FOR EMPLOYEES OF THE STELLENBOSCH TECHNOPARK NODE

The land upon which the whole of Techno Park node, to the south of the subject farms, is situated was originally owned by Stellenbosch Municipality. Various land parcels/plots were sold since 1996 to different individuals or companies with a clear intention that the land may only be used for a technology or science park development where enterprises associated with research, development, design and related activity in the high-technology sector are accommodated in a park type work environment. Such land use restrictions were recorded in the agreement of sale. Apart from an hotel - the development of which was provided for in the original concept - there has up to now been no residential use development in Technopark.

In terms of the 1996 Stellenbosch Zoning Scheme, Techno Park was zoned as Special Zone 1: Technology or Science Park. This zoning did not permit residential use. In terms of this Zoning Scheme, “Techno Park” was described as a “technology of science park development where enterprises associated with research, development, design and related activity in the high-technology sector are accommodated in a park type work environment”.

Section 266 of the 1996 Zoning Scheme further declared that the land in Techno Park is subject to a specific Techno Park Local Overlay Area and the zoning intention is “(2) the purpose of a Techno Park Local Overlay zone is to retain the development parameters applicable to this area, as they applied in terms of the former Stellenbosch Zoning Scheme”.

On 29 May 2019 the Municipal Council adopted the Stellenbosch Municipality Zoning Scheme By-Law which replaced the 1996 Zoning Scheme. In terms of this By-Law the Techno Park Local Overlay zone also makes no provision for residential use in Techno Park.

The approved 2019 Municipal Spatial Development Framework ("MSDF") as well as the recently approved amended 2023 MSDF, having considered all inputs after a public participation process, specifically rejected the proposed inclusion of residential use in Techno Park notwithstanding submissions and reports which supported a change in land use. The reason for the decision by Council for rejecting residential use for Techno Park, was the objective that Techno Park should be developed and promoted to become an even more specialised zone for technological invention and a hub for specialised business and to develop it to its full potential.

This was further confirmed by an appeal decision by the mayor dismissing an appeal against a decision of the Stellenbosch Municipal Planning Tribunal not supporting a mixed-use development containing a residential component on Erf 13500 Technopark.

This appeal decision was then challenged in the 2022 Western Cape High Court (Choisy-Le Roi Owners (Pty)Ltd vs the Stellenbosch Municipality and MPT) by the appellant (landowner) requesting an order that the decision of the Appeal Authority be reviewed and set aside and further that the matter be referred back to the Appeal Authority to determine the appeal afresh.

In his judgement of 11 May 2022, Judge Binns-Ward, confirmed that the residential component of the proposed development on Erf 13500 is in direct contradiction with Council policies for the Technopark precinct. The application was thus referred back to the Stellenbosch Municipality Appeal Authority which once again dismissed the appeal.

Stellenbosch was designated in The Greater Cape Metro Regional Spatial Implementation Framework, completed under the guidance of the Western Cape Government in 2017, 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.

Until the intended new Klapmuts technology node is approved and developed, it can be expected that development within Technopark would further intensify within the next years. This has, however, the implication that it will generate even more traffic through Stellenbosch town unless more housing opportunities are provided in close

proximity of Technopark. Such housing opportunities should specifically cater for people employed in Technopark to address spatial policies related to urban restructuring by accommodating places of work and residence in close proximity to minimise peak hour trip generation and congestion.

This will also ensure that Libertas will be able to provide the necessary residential opportunities for Technopark to become a mixed land-use precinct in accordance with governing spatial policies, something that Technopark cannot legally provide due to specific restrictions applicable to Technopark in terms of its original and binding conditions of sale as also reflected and imposed as part of the applicable conditions of rezoning and subdivision.

This market segment will not be catered for within the Adam Tas Corridor, neither in the adjacent Droë Dyke area which is intended for low-income housing. The intention of the Adam Tas Corridor is to provide high density residential opportunities in central Stellenbosch. The Fleurbaai / Libertas development project will complement the Adam Tas Corridor initiative by providing alternative housing opportunities in close proximity to central Stellenbosch; i.e. a combination or medium to high density development as well as more family orientated plots as it cannot be expected that all families must reside in high-rise apartment blocks.

The proposed development on the subject farms, directly abutting Technopark, is thus seen as the best solution in this regard and will round-off the Technopark node in a more sustainable manner. The mixed-use nature of the proposed development (containing a school, local convenience facilities and office uses) will further contribute to limit traffic movement through the town to the benefit of all residents of the area. The benefits of the nature of the proposed mixed-use development on the subject farms will be addressed in more detail in sub-paragraph 5.2 underneath.

5.2 MIXED-USE DEVELOPMENT CONCEPT (“WORK-LIVE-PLAY” COMMUNITIES) OFFERING TRAFFIC RELIEF FOR THE WIDER STELLENBOSCH TOWN

Mixed-use developments, often referred to as “live-work-play” developments, are urban planning and real estate concepts designed to create self-contained, vibrant, and sustainable communities where people can live, work, and enjoy recreational activities all within a relatively small geographic area. These communities aim to reduce the need for long commutes and enhance the overall quality of life for their residents. This also benefits surrounding areas within a town or city as it assists to generate less traffic to the benefit of the wider area.
Such developments have various benefits such as offering a mix of housing opportunities, creating employment opportunities close to home, offering leisure and recreational amenities, offering a walkable neighbourhood and promotion of non-motorised facilities, being more sustainable and creating a sense of community and

the promotion of smart infrastructure. Mixed-use developments are thus promoted in the Stellenbosch MSDF as opposed to mono-functional, gated developments which have been the general development pattern in Stellenbosch in recent years.

The development philosophy of the proposed development took cognisance of the above and further aim to provide a nuanced but clearly articulated and presented response in context and one that leaves no space for ambiguity in the way built form may fit into this historical and ecologically sensitive landscape. Urban Design Principles was prepared to ensure that the proposed mixed-use development will strike a balance between retaining the special character of the farms, being identified in the Stellenbosch Heritage Inventory and Management Plan as part of the "Green Transitions" of the Stellenbosch Municipal area and limiting the development to certain footprints (portions) on the subject farm as a result of the inputs received from the various specialists on the project team.

The proposed new built form provides optimal density in three primary clusters nested within the logic of the wider open space system. Each of these clusters will have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network. The holistic approach is to improve walkability/cyclability within the total site. These connections extend into Techno Park. Three Development Portions (1 – 3) are proposed as shown on the ***Figure 17*** underneath.

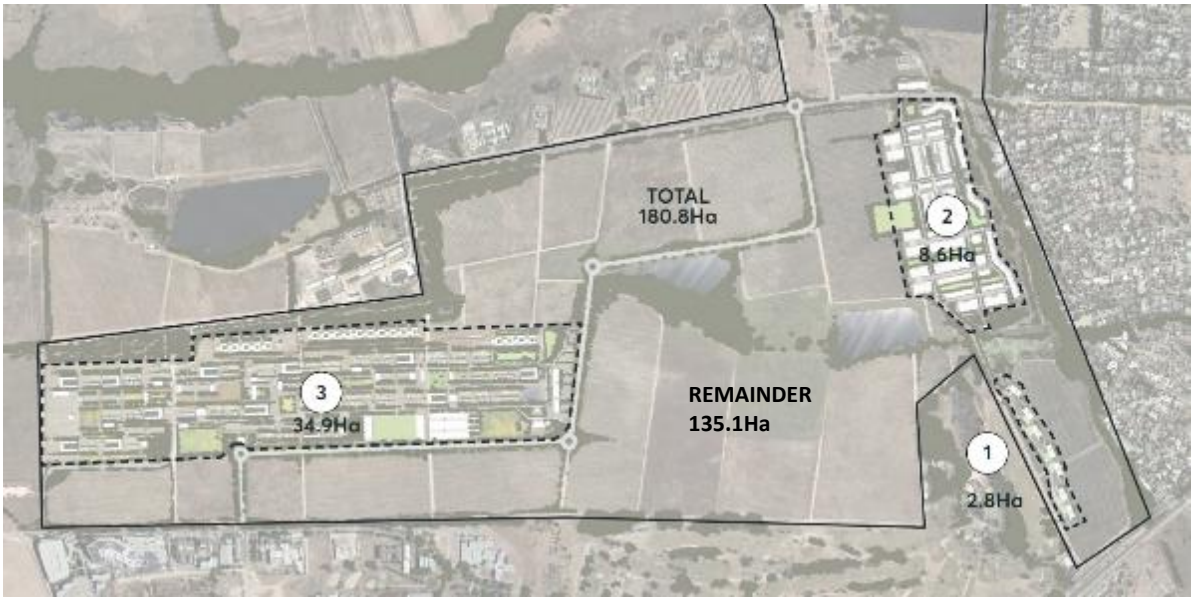


Figure 17: Map with Proposed Development Portions showing the areas to remain agriculture

- Portions 1 and 2 are low rise medium density Residential typologies with some mixed land uses (Retail/Office and Cultural/Institutional)

- Portions 3 is a low-rise medium density courtyard Residential typology with mini apartment blocks with some mixed land uses (Retail/Office and Cultural/Institutional) ***Figure 18*** is a Zoning Plan depicting the proposed new land uses and the remainder of the farm which would stay agricultural. The **Zoning Plan** is also attached as **Annexure 9**. ***Table 5*** is a summary of the land use mix of the proposed development.



Figure 18: Zoning Plan

Table 5: Summary of proposed land use mix

Portion 1 (Conventional Residential)	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Portion 2 (Mixed Use)	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Portion 3 (Mixed Use)	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9 408 m²
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	12 138 m²
Cultural/Institutional	9 408 m²
Agricultural and Rural (Remainder of farms)	135.1ha

The proposal entails to limit the footprint which would be controlled by Urban Design Principles for each Portion. These developments are further guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural landscape. The Urban Design Principles thus provides a detailed land use mix of each of the development portions. The different land use mixes for the three portions are described underneath:

- **Portions 1 and 2**

Proposed development Precincts 1 and 2 will abut the existing Die Boord residential area.

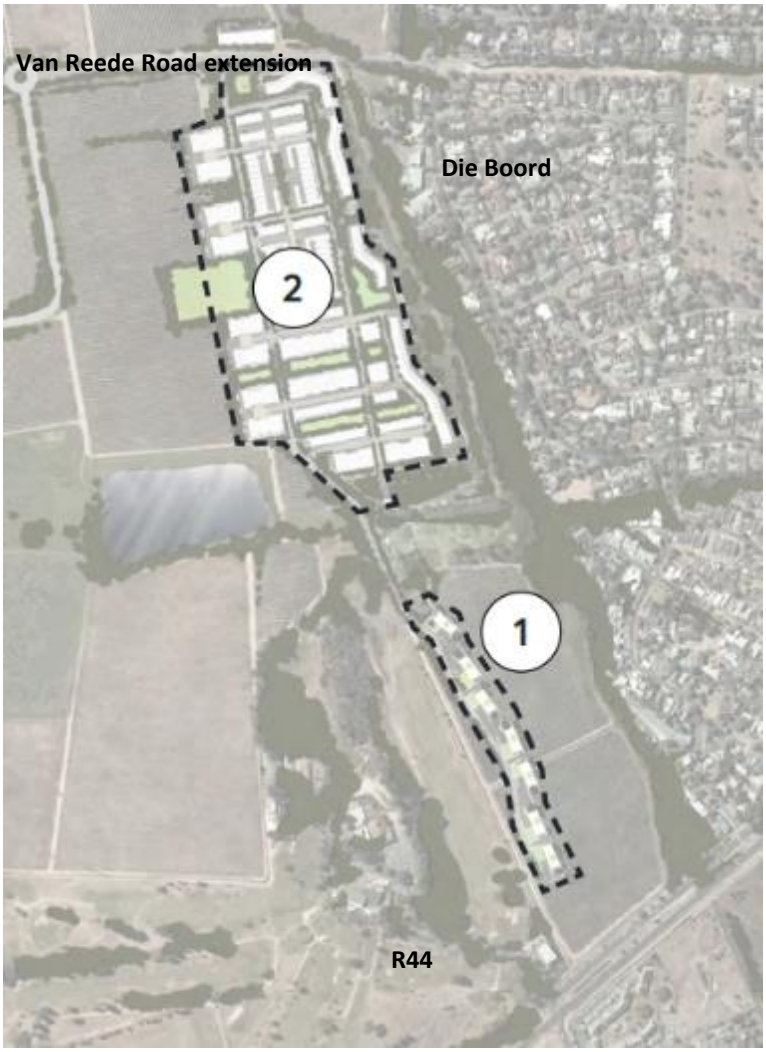


Figure 19: Portions 1 and 2

Portion 1

Portion 1 (see ***Figure 19***) is a proposed contour-following single residential typology which makes provision for 7 housing units.

Table 6: Portion 1: Land Use Mix

PORTION 1 Land Use Mix (Total area of 3 780 m²)		
Category	**Total**	
Housing	7 units	Floor Area Ratio: 0.25 Units/ha: 4.6 Height: maximum 2 levels

The proposed Portion 1 will be located on the eastern side of the site. It would be located within a narrow strip of vineyards which continue from the workers cottages along the contour towards the R44. A small strip of buildings is currently proposed on the slope where the current road traverses.

Portion 2

Portion 2 (± 48.5 ha) is a low-rise medium density courtyard residential typology with mini apartment blocks interspersed. Some mix land uses are also proposed – namely retail/office and cultural/institutional.

Table 7: Portion2: Land Use Mix

PORTION 2 Land Use Mix (Total area of 48.5 ha)		
Category	**Total**	
Housing	510 units	Floor Area Ratio: 0.42 Units/ha: 22.4 Height: maximum 3 levels
Retail/Office	1 472 m²	
Cultural/Institutional	To be confirmed	

Portion 2 has been specifically located next to the existing Die Boord residential area to extend this typology and localise higher density development to leave the majority of views to only include vineyards. In this section of the site, this type of development is considered appropriate in scale and height. The final height mix would be determined by the HIA and Visual Impact Assessment.

The width of the open space/agricultural corridor between Die Boord and Portion 2 will furthermore be finalised during the necessary land use applications to ensure an appropriate offset in terms of its functionality and to effectively mitigate any potential negative impacts on existing developments in Die Boord.

Underneath are some images demonstrating the proposed residential typologies for Portions 1 and 2.



Figure 20: Proposed residential typologies for Portions 1 and 2

- **Portion 3**

  Portion 3 (65.9 ha) is a low-rise medium density courtyard residential typology with mini apartment blocks with some mixed land uses (Retail/Office and Cultural/Institutional).



Figure 21: Portion 3

Table 8: Portion 3: Land Use Mix

PORTION 3 Land Use Mix Summary (Total area 65.9 ha)		
Category	**Total**	
Housing	724 units	Floor Area Ratio: 0.27 Units/ha: 22.4 Height: maximum 3 storeys
Retail/office	10 666 m²	
Cultural/Institutional	9 408 m²	



Figure 22: Image showing the nature of the building typologies for Portion 3 namely a low-rise medium density courtyard residential typology with mini apartment blocks interspersed (maximum height of three levels)

This proposed low rise medium density village has been moved lower down the slope to leave the highly visible upper slopes of the rise uninterrupted. It visually extends from the already developed Fleurbaix node, but is interspersed with parks to reduce visual impact. The final height mix would be determined by the HIA and Visual Impact Assessment.

The development proposal thus aims to introduce limited and sensitive new development closely aligned with the principles introduced in the Stellenbosch Municipality's IDP Report dated April 2020, namely:

- To promote spatial integration and connectivity
- Facilitate people orientated development with maximum density, a mix of uses, non-motorised transport and public transport solutions
- Create walkable environments
- Financial sustainability Infrastructure - light and replicable
- Support place making, identity and sense of place
- Designed to be inclusive and developmental in nature by supporting flexible growth

A balance was specifically sought between respecting the natural landscape and heritage character of the site and proposing an optimal footprint. This would be achieved through an iterative, principles-driven design process, by sculpting three-dimensional form in the landscape rather than merely subdividing the land into erven.

Once the footprint of the proposed development has been accepted, the detail design would be filtered through a set of Site Development Plans as well as other specialist studies such as the EIA and HIA with specific reference to the findings and recommendations of the Visual Impact Assessment.

The proposed partial/conditional extension of urban development is considered in line with international principles of best practice. Rather than applying for subdivision/land splitting over the whole farm, the proposal defines three (3) development precincts while maintaining the "green transitions"/agricultural character of the remainder of the farms and historical farmyard while also addressing linkages with the already developed abutting areas and the green system of the town.

The **proposed building typologies** within the proposed development are demonstrated in the Urban Design Principles Document. The overall architectural design would, however, be based primarily on the guidelines of the **Stellenbosch Urban and Rural Conservation Overlay Zone**.

The following studies informed the concept design proposal: A **Visual and Landscape Character Analysis** and ***High-Level Landscape Framework*** *by* Terra Landscape Architects **(Annexure 12)** and the ***Preliminary Identification of Heritage Related Statutory Constraints*** and a ***Heritage Response to the Development Proposal*** **(Annexure 11)** which shows the existing situation and how it would be affected by the development proposal.

5.3 CONTRIBUTION TO THE UPGRADING OF THE NON-MOTORISED TRANSPORT SYSTEM OF THE STELLENBOSCH TOWN

The development proposal makes provision for linkages from the proposed development precincts and green areas with the proposed non-motorised transport network of Stellenbosch, the current and proposed green network of the wider Stellenbosch township area, the adjacent developed urban areas (Die Boord and Technopark) as well as the wider Stellenbosch township. This has been addressed in detail in the design proposal and Urban Design Principles to ensure that more people would have access to this important heritage and cultural asset which is currently not accessible to residents of Stellenbosch.

A non-motorised network weaves through the total site to support a healthy lifestyle of walking, jogging and cycling on the greater site and beyond and which links Techno Park to Die Boord via the remainder of the farm and proposed Precincts. The Urban Design Principles also stress the importance of non-motorised transport as identified in the Stellenbosch MSDF and as also pointed out in the Heritage Input and Landscaping Reports.

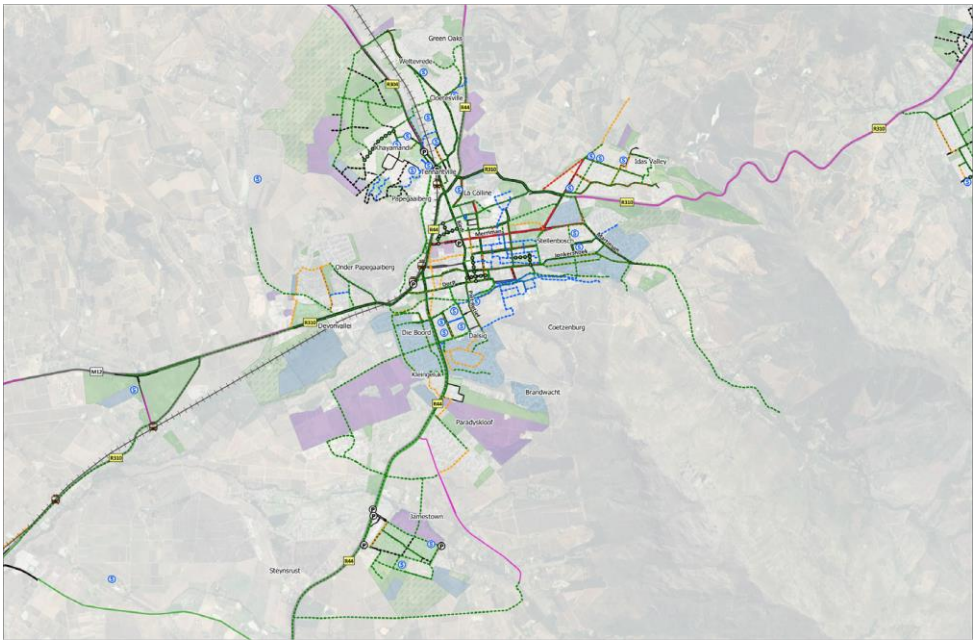


Figure 23: Stellenbosch Municipality NMT Masterplan: Existing & proposed pedestrian and cyclist infrastructure



Figure 24: Proposed Non-motorised Transport Network

1) Possible connection to the Adam Tas Corridor (through neighbouring properties)
2) Possible connection to Hottentots-Holland mountains (through neighbouring properties)
3) Pedestrian route along stream
4) Proposed recreational routes through site
5) Pedestrian links to Techno Park

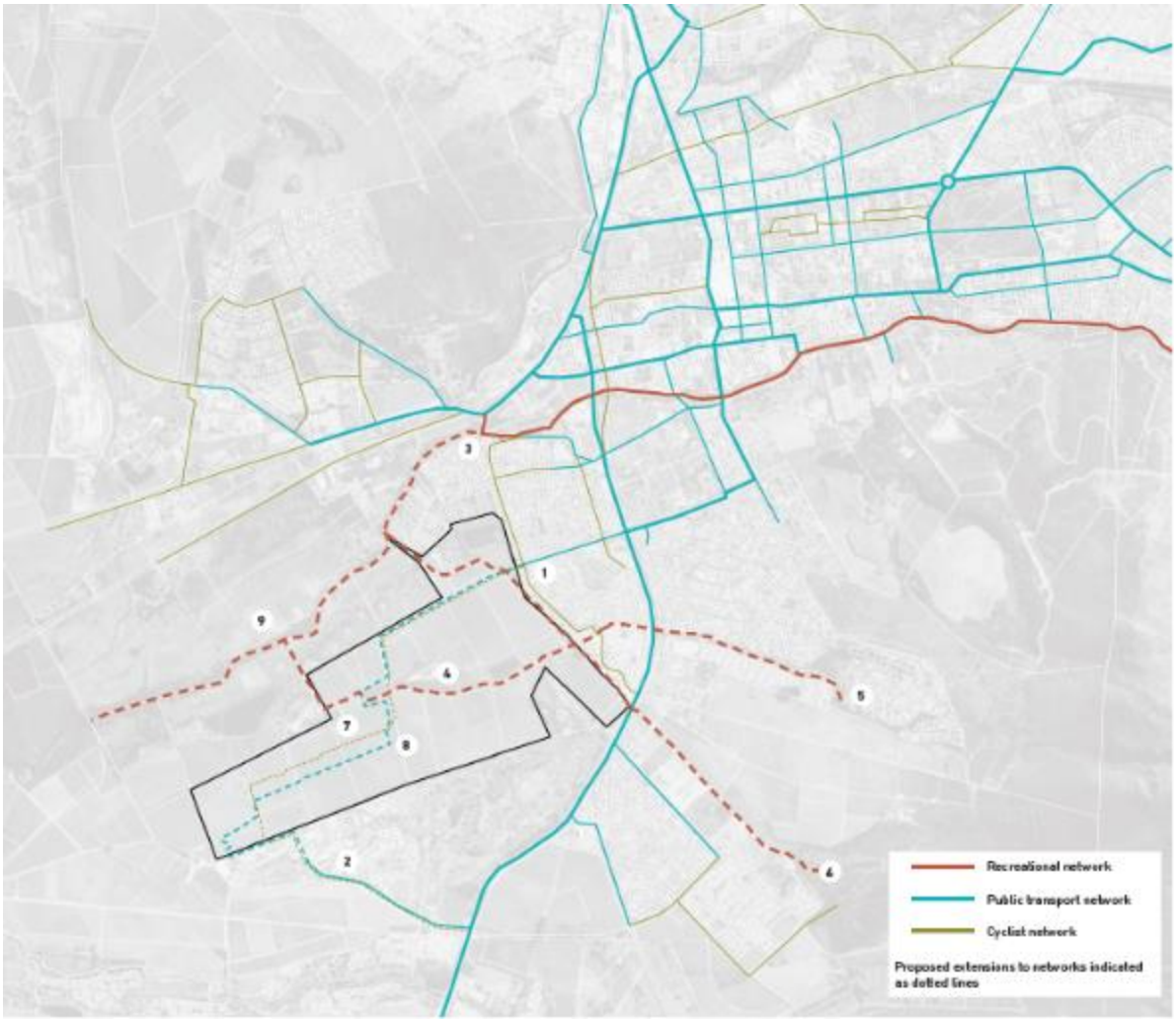


Figure 25: Proposed transport integration scheme including pedestrian, cyclist & public transport networks, based on the Stellenbosch Municipality integrated public transport plan

1) Termination of proposed MNT network including cycle network at end of Van Reede Street
2) Termination of proposed MNT network including cycle network at in Technopark
3) Conceptual extension of recreational route system along Eerste River
4) Extension of recreational route through Libertas farm
5) Conceptual extension of recreational route through Brandwacht to Hottentots Holland mountains
6) Conceptual extension of recreational route through Paradyskloof to Hottentots Holland mountains
7) Extension of dedicated cycle route through Libertas farm connecting Die Boord with Techno Park
8) Extension of public transport route through Libertas farm connecting Die Boord with Techno Park
9) Conceptual extension of recreational route system from Libertas farm to route along Eerste River

5.4 INFRASTRUCTURE AVAILABILITY

A Civil Services Availability Report was prepared by Integrate Structural and Civil Engineering and an Electrical Services Report by CKR Electrical Engineers for the proposed development on the subject farms. Copies of these reports are attached as respectively **Annexures 15** and **17**.

Meetings were also held with the Engineering Department at the Stellenbosch Municipality on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply and sewerage. These reports have investigated the proposed development layout and engineering constraints of the site and are satisfied that the site is suitable for the intended development from an engineering point of view.

A further analysis from GLS regarding bulk and sewer capacity was obtained. Resulting from this input, a further short report was prepared by Integrate which provides supplementary information and elaboration on the analysis undertaken by GLS Consulting Engineers on behalf of the Stellenbosch Municipality dated 31 July 2023 .A copy of the analysis is appended as **Annexure 16** to this report.

The annotations and cost estimates correspond with those supplied by GLS.

All amounts shown are based on 2022/2023 year values and exclude VAT.

<u>Bulk Water</u>

To accommodate precinct 1, precinct 3 and the higher lying erven in precinct 2 and to comply with the minimum standards of the Red Book the following link services fed from the Paradyskloof 1 reservoir will have to be installed at the Developers cost:

- New Item: Pressure Reducing Valve R372 000.00
- SSW3.2: 45m x 200mm dia New Supply Pipe and R44 crossing R405 000.00
- SSW3.3: 495m x 200mm dia New Supply Pipe R1 018 000.00
- SSW3.4: 1 100m x 200mm dia New Supply Pipe R2 226 000.00
- SSW3.7: Pressure Reducing Valve R372 000.00

To accommodate the lower lying erven within precinct 2 and to comply with the minimum standards of the Red Book the following link service fed from the Papegaaiberg reservoir will have to be installed at the Developers cost;

- SSW4.10: 285m x 250mm dia New Supply Pipe R697 000.00

The existing main 225mm dia water feeder pipeline from the Papegaaiberg reservoir serving Die Boord is at peak capacity and requires upgrading to operate within the Red Book guidelines and to accommodate future developments. To achieve this the following upgrade to the network is proposed and will be funded by the Developer via the Bulk Infrastructure Connection Fees and Levies [BICELS] generated by the development;

- SSW4.1: 440m x 700mm dia New Supply Pipe R 7 304 000.00

Various Master Plan Items have been identified to bolster the Water Reticulation and Bulk Storage System in the Greater Stellenbosch area to comply with the minimum standards of the Red Book. These items are not essential for the development to comply with the Red Book but the Municipality may enter into a Service Agreement with the Developer and request the Developer to fund and implement some of the items via the BICELS generated by the development;

- SSW.B21: New Papegaaiberg 20 Ml reservoir R60 000 000.00
- SPW.B7: New Supply Pipe from Vlottenburg reservoir to Papegaaiberg reservoir R36 300 000.00
- SSW.B1, SSW.B2, SSW.B5, SSW1.1 and SSW1.2: Jamestown System upgrade R31 600 000.00
- Helshoogte System
- SSW6.8a, SSW6.8b, SSW.B10, SSW.B11, SSW.B19, SSW.B20 and SSW.B35 to SSW.B38
- Total Cost Estimate: R100 000 000.00
- SSW.B37 and a portion of SSW.B20 R40 000 000.00

However, the Paradyskloof System has sufficient spare capacity and pressures to also serve the lower lying erven within precinct 2 in the current system and it is proposed that the entire development be fed by the Paradyskloof 1 reservoir until the above Master Plan Items have been implemented, provided that the Pressure Reducing Valve, New Item , is installed.

Sewer

Precincts 1 and 2 of the proposed development can connect to the existing gravity sewer system in Die Boord without any upgrades to the system.

Precinct 3 however will require the implementation of the following Master Plan items to be funded by the Developer via BICELS generated by the development. These items will also serve new development areas to the west of Die Boord and areas adjacent to the Eerste River;

- SSS3.9: New Fleurbaai Bulk Sewer Pumpstation R9 982 000.00
- SSS3.4: 1 275 m x 250 mm dia New Outfall Sewer R3 511 000.00

INTEGRATE confirms that Bulk Water and Sewer Capacity is in place to serve the proposed Development and the costs incurred by the Developer on the upgrading of the Bulk Infrastructure will bolster the water and sewerage infrastructure serving the greater Stellenbosch area.

5.5 TRANSPORTATION SOLUTIONS

It is well known that traffic in and through Stellenbosch is heavily congested during peak times. To address this, minor improvements have been implemented/are currently being implemented where funding is available.

The most recent road upgrades in the vicinity of the subject farms are the duelling of Techno Avenue (between the R44 and Proton Street) which includes (a) the upgrade of the R44/Techno Avenue intersection to increase stop-line capacity (three through lanes along the R44 at the intersection with additional turning lanes), and b) the extension of Schuilplaats Road in Paradyskloof to intersect Trumali Road, with the changing of the existing unsafe median break at the R44/Paradyskloof Road intersection to a butterfly-intersection (which accommodates right-turn With the abovementioned upgrades implemented and operational, relief can be expected during peak times for the next few years.

Traffic modelling, by way of the EMME modelling software, was previously conducted for a development concept on the subject farms at that stage (base year 2019). The said concept included residential pockets accommodating about 460 units, a pocket accommodating about 15 000 m² Gross Leasable Area (GLA) offices, and a mixed-use pocket of about 110 000 m² GLA consisting of retail, offices, residential and educational.

The said modelling assessed three (3) scenarios, the first with access via Van Reede Road and the existing Techno Park Road infrastructure, the second including the addition of the link to Adam Tas Road, but excluding the link bypassing Techno Avenue and Neutron Road, and ultimately, the third scenario including the full Techno Park Link Road (between the R44/Techno Avenue and Adam Tas Road). These scenarios are schematically indicated in ***Figure 26*** underneath:

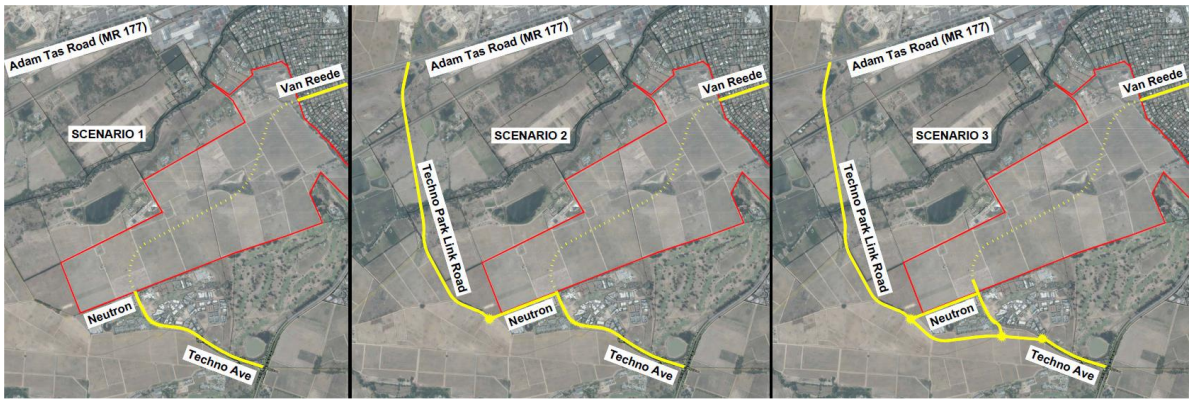


Figure 26: Modelling of alternatives for the western bypass road

The conclusion of the modelling was that a potential development of the mentioned extent would be possible with the Techno Park Link Road between Techno Park and Adam Tas Road in place – an extract of the AM peak hour volumes is indicated in ***Figure 27*** below.



Figure 27: EMME modelling conducted for previous development concept on the subject property, including Techno Park Link Road (between Techno Park and Adam Tas Road)

The Techno Park Link Road (as second access to Techno Park) was thus identified as being required, and to be implemented by Stellenbosch Municipality by ± year 2022. The ultimate future road network in the area, as identified in the Municipality's Draft Roads Master Plan, includes some additional link roads and potential bypass

roads to reroute existing pass-by traffic around Stellenbosch, as opposed to traveling through Stellenbosch as is currently the situation.

It is proposed that the identified Techno Park Link Road will provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and soon the De Waldorf Development currently under construction. It is anticipated that the intersection of the Techno Park Link Road with Adam Tas Road would most likely be a signalised intersection.

The proposed Eastern Link Road is to provide access to Stellenbosch CBD as alternative to the R44. The road intersects the R44 opposite Techno Avenue, at the existing access to the Blaauwklippen Farm, and links with Stellenbosch CBD. The majority of the alignment is a Proclaimed Provincial Main Road (Main Road 169).

The above-mentioned roads are also included in the Stellenbosch Municipality's approved Roads Master Plan (2023). The final alignment of these roads is currently being finalised whereafter the required legal processes will follow. According to correspondence (1 December 2017) from Stellenbosch Municipality to Western Cape Government (WCG): Department of Transport and Public Works, during the approval process of the Capitec Head Office recently constructed in Techno Park, planning of the Techno Park access link to Adam Tas Road is being planned, the alignment fixed, and "*will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m*", which "will be more than enough to cover the construction costs for the link road". The approval letter for the Capitec development received from WCG (26 February 2018 – a copy is attached to the Traffic Impact Statement), refers to the implementation of the second access to Techno Park to be implemented by Stellenbosch Municipality within a period of four years as condition. With this updated development proposal for the subject farms, which is noticeably smaller than the previous proposal, the possible Development Contributions payable can be expected to be considerably lower than the figure quoted above.

See ***Figures 28 – 30*** on the next pages which are extracts from the Stellenbosch SDF and Roads Masterplan indicating the position of the proposed link roads. Also see **Annexure 14**, **Traffic Impact Statement**.



Figure 28: Future external road network in vicinity of the subject properties



Figure 29: Extract from Draft Road Master Plan (with notes from traffic engineers)

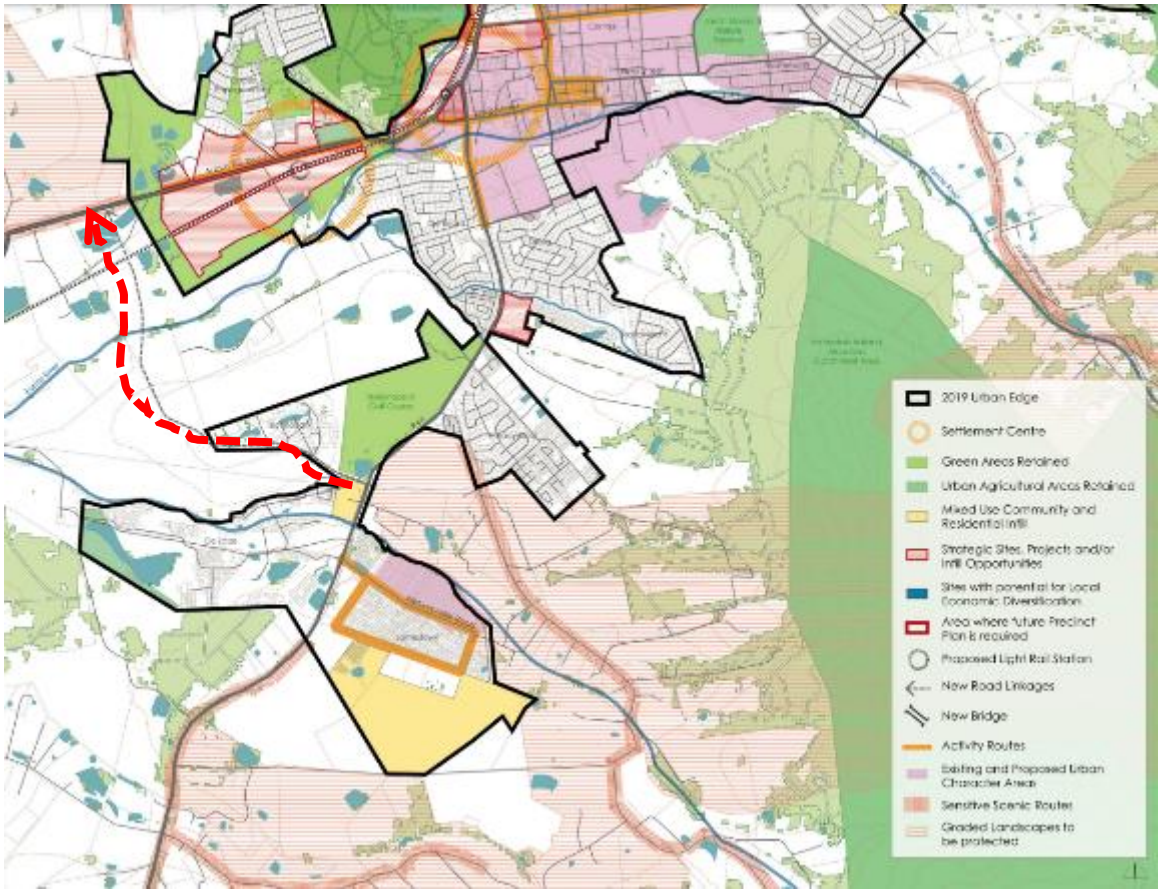


Figure 30: Extract from the MSDF showing the proposed Techno Park Link Road (dotted red line)

5.6 INCLUSIONARY HOUSING COMPONENT FOR TECHNOPARK

In the light of the approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the general need for inclusionary housing in an attempt to uplift and empower previously disadvantaged individuals and/or families. In compliance to the approved Stellenbosch Inclusionary Housing Policy and as part of our client's endeavours to contribute to such efforts, a process of engagement has already started with families within the existing informal farm village on the subject property to formalise land tenure options. The outcome and provisions of these engagements still to be agreed, will be included in the final development applications still to be submitted and to form part of the eventual approvals and conditions of approvals to be imposed by the various authorities.

5.7 CREATING A STRONG RATE BASE FOR THE STELLENBOSCH MUNICIPAL AREA

The approved Stellenbosch 2017 Integrated Human Settlement Plan has a target of ±18 775 residential units to cater for the current housing backlog. This municipal plan aims to guide and facilitate the development processes involved for housing projects

aimed at informal settlement upgrade, social housing, formalized home ownership, employer housing and GAP housing. A key proposal was to utilize municipal land provided at reduced cost for formal home ownership in order to cross-subsidize other housing types. A cohesive effort has been made with Provincial and National Departments of Human Settlements to declare Stellenbosch a Restructuring Town with Restructuring Zones where economic, social and ecological sustainability are promoted while improving the lives of communities through rental housing programs. This achievement will accelerate the processes and supply of housing development aimed at the lower income residents.

There is, however, a scarcity in formal guiding policies and plans specifically aimed at addressing the current and future housing demand for the middle to higher income households, which are predominantly attracted by the booming services sector. Developments, focused on providing much needed residential opportunities on this side of the economic spectrum, derives predominantly from the private sector on privately owned land. The IDP makes provision for possible amendments to the MSDF to accommodate for this need through the identification of infill and development areas. The subject property can be deemed desirable spatially as it will not perpetuate ad hoc or leapfrog development.

The Stellenbosch Municipality appointed Rode & Associates to draft a Stellenbosch Municipality Urban Development Strategy (UDS). The purpose of the report is to assist Council in understanding the Municipality's current urban context and to formulate strategies for urban growth and development. The UDS identified the subject property as a transformation zone; i.e. a transformation zone is an area where coordinated public and private sector investments are prioritised for urban intensification and expansion – see ***Figure 30*** on the next page. The Urban Design Strategy indicates the following adjusted demand for housing within Stellenbosch. "A total of 17 301 units forms part of the estimated demand over the next 20 years, e.g. 9 277 houses smaller than 80m², 2793 houses larger than 80m², 2402 flats and 2 829 town houses." Please refer to **Annexure 17**, **Market Demand/Socio-Economic Study**.

The development proposal would offer a range of housing opportunities which would primarily cater for a market segment for which there is little housing stock available within Stellenbosch and which is not the target market for e.g. the Adam Tas Corridor development.

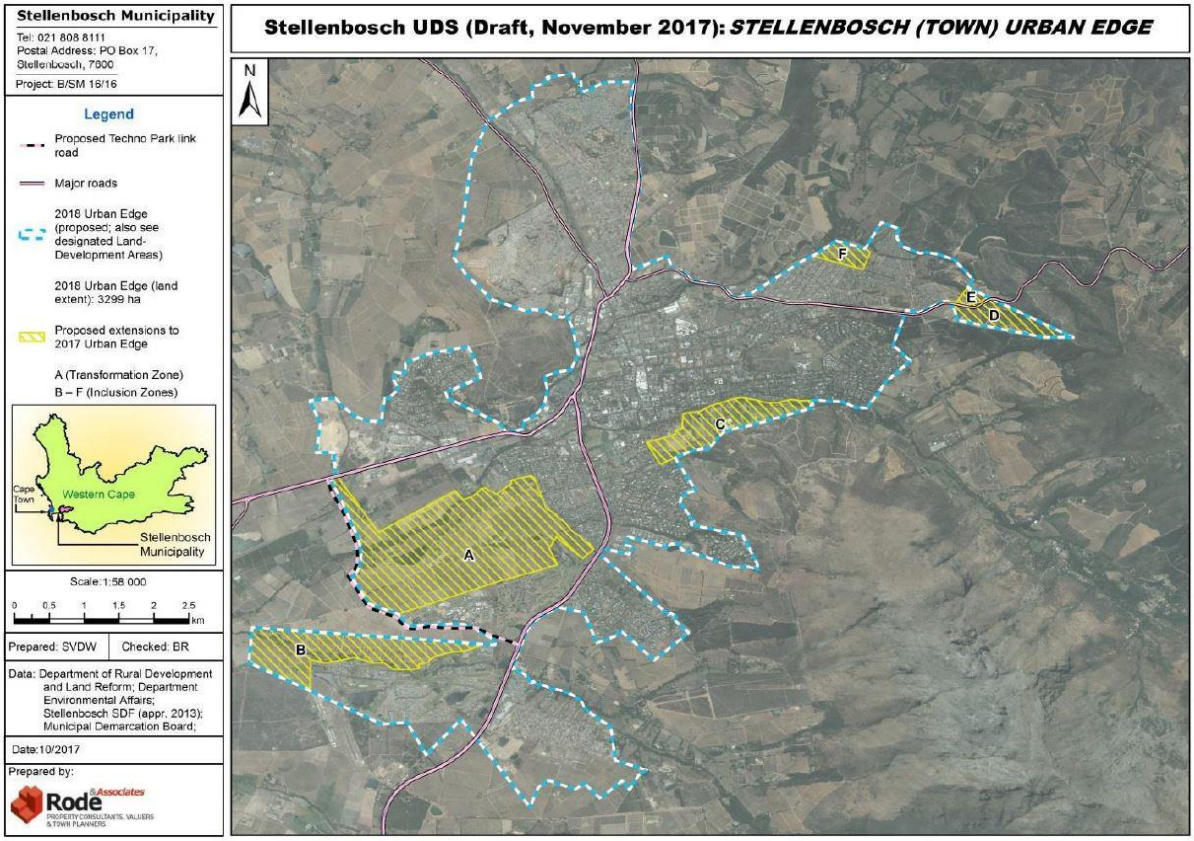


Figure 31: Extract of the Draft Stellenbosch Urban Development Strategy

Provision is made for 1 241 units of a medium density, non-suburban type distributed within three portions. These are interspersed with other uses. The units are predominantly either of duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average of 70 m² GBA per unit. The balance of 26 units or 2.1% found in portions 1 and 3 are larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m² GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA a market value between R4 and R 12 million. These figures thus correlate well with the recommendations in terms of housing demand by type as outlined by the Urban Design Strategy.

The nature of the proposed development and the market segment targeted will thus have significant socio-economic benefits for Stellenbosch Municipality by creating a significant new tax base which can contribute to the implementation of the infrastructure projects and specifically those required to kick start for instance the development of the Adam Tas Corridor especially in the more central area of the town as well as implementing traffic improvements such as the proposed future ring roads.

5.8 EMPLOYMENT CREATION

The proposed mixed-use development on the subject farms, which fits into the concept of the so-called work-live-play (WLP) environment, has the potential to integrate various aspects of daily life within a single neighbourhood and thus has the potential to create employment opportunities in several ways such as:

- **Construction and Development**: The planning, design, and construction of WLP developments require a significant workforce, including architects, engineers, construction workers, and other professionals. This phase generates employment opportunities in the construction industry.

- **Diverse Tenant Mix**: WLP developments typically include a mix of residential, commercial, and recreational spaces. This mix encourages a variety of land uses which have the potential to generate and require various new job types.

- **Opportunities for smaller scale entrepreneurs**: The mixed-use activities (commercial, retail, institutional and educational) would be of a local nature, e.g. smaller offices and local shopping facilities which would allow opportunities for smaller scale entrepreneurs and businesses.
- **Property Management and Maintenance**: WLP developments require ongoing property management, maintenance, and security services. Property management companies, maintenance staff, security personnel, and cleaning crews are often employed to ensure the smooth operation of the development.

- **Transportation and Mobility Services**: To facilitate easy access to the various components of a WLP development, transportation and mobility services often become essential. This can create job opportunities in public transportation, ride-sharing, bike-sharing, and other related services.

- **Innovation and Entrepreneurship**: WLP developments can foster an environment that encourages innovation and entrepreneurship. Startups, small businesses, and tech companies may find opportunities to thrive in these mixed-use spaces, leading to job creation in emerging industries.

- **Education and Childcare**: With residents living and working in close proximity, there may be increased demand for educational institutions, tutoring services, and childcare facilities. This can lead to job opportunities in teaching, childcare, and educational support.

- **Community Services**: WLP developments often include community amenities like schools, healthcare facilities, and community centers, creating employment opportunities in education, healthcare, and social services.

- **Local Supply Chains**: The presence of diverse businesses in WLP developments can encourage the growth of local supply chains, supporting local manufacturers, suppliers, and distributors and, in turn, creating jobs within these industries.

- **Secondary Job Creation**: As the population and economic activity within a WLP development increase, there may be a greater demand for public services, healthcare professionals, emergency responders, and other essential workers, leading to indirect job creation.

- **Green and Sustainable Technologies**: New developments incorporate sustainable technologies like solar panels, energy-efficient HVAC systems, and green building materials. This fosters employment in industries related to renewable energy, energy efficiency, and sustainability consulting.

- **Health and Wellness**: Developments that incorporate fitness centers, spas, or wellness centers can generate jobs in personal training, massage therapy, and other health and wellness services.

- **Community Services**: New developments often include community amenities such as parks, libraries, and community centers. These facilities create employment opportunities in roles related to community engagement, programming, and maintenance.

- **Emergency Services**: Population growth from new developments may require additional police, fire, and emergency medical services, leading to job opportunities in public safety.

5.9. MAINTAINING THE RURAL CHARACTER OF STELLENBOSCH

A general fear that exists amongst members of the public that further development of Stellenbosch, and especially Libertas Farm will negatively impact on the rural character of the town is acknowledged. In response thereto, the following needs to be acknowledge.

- The R44 between the Stellenbosch Golf Course and the Eerste River/Dorp Street through Stellenbosch has been exposed to the Libertas Farm and farming activities, the most prominent being the well-known pear orchards bordering the road. This however changed during 1981 when Die Boord was proclaimed and developed effectively separating the R44 and the general public (other than only the few residential erven now abutting the farm) from any exposure to the Farm. Commuters and general members of the public following this scenic route, now have no exposure

to Libertas as they are greeted by the back of residential erven along the R44 and the local Die Boord shopping center.



Figure 32: The R44 along Die Boord; back of houses with vibracrete walling



Figure 33: The R44 along Die Boord Shopping center

- It is fact that there is absolutely no roadside exposure left to the Libertas Farm between the Stellenbosch Golf Course and the Eerste River, except the small ±150m street frontage of te farm onto the R44 next to Kleingeluk. In terms of the development proposal currently under consideration in the land use application, this portion of farm frontage will however be maintained, as a reminder of the agricultural origins and the ongoing importance of agriculture to the town its people and its economy.



Figure 34: Agricultural frontage to be retained between the golf course and Kleingeluk.

5.10. SUPPORT FROM HIGH-LEVEL SPECIALIST STUDIES

In support of the Application for a Deviation from the approved Stellenbosch MSDF to having the Libertas Farm included to within the urban edge for future development, an independent environment consultant supported by a host of specialists have been appointed to assess the possible development of the Libertas Farm. These consultants and independent specialists included (Refer to **Annexure 19**: **Copy of Deviation & Rezoning Application**):

- Land surveyors
- Conveyancers
- Heritage Consultants
- Visual impact Specialists
- Landscape Architects
- Traffic Consultants
- Civil Engineers
- Electrical Engineers
- Market Viability & Socio-economic Specialists

From these individual assessments, the following was concluded in the "Natural Environment Baseline Report":

"The total site considered in this report is approximately 180ha in extent. The identified potentially sensitive areas are restricted to less than 20ha. Considering the limited area identified as potentially sensitive, these areas should be easily avoided by proper planning and layout design considering the size of the total property. From a Natural Environmental perspective there is no reason why this site should not be considered for development."

Although it is acknowledged that further detail assessments will have to be done as part of future detail development applications (subdivisions, site development plans etc.), there is absolutely no reason to further doubt the desirability of the development of Libertas Farm and the inclusion of the subject properties to within the Stellenbosch Urban Edge.

SECTION F
CLOSING STATEMENT

6. CONCLUSION & RECOMMENDATION

From the above it is clear that the proposed inclusion of the Libertas Farm (in whole or in pockets) to within the Stellenbosch Urban Edge, can be justified by its unique site-specific circumstances and without having any impact on the rural character of the town in itself as experienced from the R44, a local scenic route through Stellenbosch.

It is further critical to acknowledge that the principle of the development of Libertas:

- Will be desirable from a spatial policy point of view in providing the solution for converting Technopark into a more sustainable mixed-use precinct

- Has the support from all the high-level assessment done by a host of specialist as summarised by the overarching environmental specialist i.e.

  "From a Natural Environmental perspective there is no reason why this site should not be considered for development."

- Will be of critical importance for the future of Stellenbosch in being a desperately needed catalyst for the expansion of the municipal income base to enable the Municipality to fulfil its responsibility in providing and improving the necessary municipal infrastructure and services delivery to all its residents.

We therefore respectfully request the Stellenbosch Municipality to approve this critical amendment to the Stellenbosch Municipality Spatial Development Framework (2023) as part of the 5th Generation Integrated Development Plan (2022 – 2027) by the inclusion of the Libertas Farm to within the urban Edge as this will enable the necessary further detail studies to be done to define the specifics of the future development of the subject properties.

ANNEXURE 1

MUNICIPAL NOTICE REGARDING IDP PUBLIC PARTICIPATION PROCES

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

IDP PUBLIC PARTICIPATION OPEN DAYS SCHEDULE: SEPTEMBER 2023

In accordance with the approved SDF / IDP / Budget Time Schedule / Process Plan 2024/25, the Stellenbosch Municipality plans to embark on an IDP public participation process, which entails several area–based engagements in the form of IDP Public Participation Open Days. The Stellenbosch Municipality encourages participatory democracy and invites all members of the public to attend our IDP Public Participation Open Days for their ward/area, as scheduled below.

In addition to the IDP Public Participation Open Days, alternative platforms will be available to community members and stakeholders to submit their community input and needs for the 2nd Review of the 5th Generation IDP 2022 – 2027 by using the following platforms:

- Municipal Website: www.stellenbosch.gov.za;
- Stellenbosch Citizen App: Download from Google Play Store, iStore, Windows Store and Java;
- WhatsApp: 067 427 1556;
- Email: idp@stellenbosch.gov.za; and
- "Have your Say" forms will also be available at all libraries and ward offices during normal office hours.

The public participation period commences on **Monday, 4 September 2023** and the closing date for input is **Wednesday, 04 October 2023** at **16:30**.

Date	Time	Wards	Ward Councillor/s	Venue	Transport Plan		
					Pick–Up Point	1st Trip Pick–Up Time	2nd Trip Pick-Up Time
Tuesday, 12 Sept 2023	15:30 – 19:30	1 and 2	Cllr Reginald Pheiffer Cllr Wilhelmina Petersen	Groendal Community Hall (Franschhoek)	Bo-Hoek Farm Gate	15:00	17:30
					Franschhoek Town Hall	15:15	17:45
					Bosbou (La Motte Hall)	15:20	17:55
	15:30 – 19:30	3 and 4	Cllr Charles Manuel Cllr Ralphton Adams	Kylemore Community Hall (Kylemore)	Lanquedoc Klip Church	14:30	17:15
					Meerlust Community Hall	14:45	17:25
					Wemmershoek Community Hall	14:50	17:35
					Maasdorp Entrance	15:00	17:45
					Pniël Municipal Office	15:15	17:55
Wednesday, 13 Sept 2023	15:30 – 19:30	7, 8, 9, 11, 22 and 23	Cllr Annemarie Ferns Cllr Carli Van Wyk Cllr Zelda Dalling Cllr Johannie Serdyn Cllr Esther Groenewald Cllr Lwando Nkamisa	Stellenbosch Town Hall (Plein Street)	No Transport		
	15:30 – 19:30	18 and 19	Cllr JC Anthony Cllr James Williams	Klapmuts Multipurpose Centre (Klapmuts)	Fisher Road / Groenland	14:20	17:20
					De Waalshof (Tennis Court)	14:30	17:30
					Bellevue Entrance	14:40	17:40
					Cabrico / Corobrick Entrance	14:50	17:45
					Koelenhof Railway Station	14:20	17:15
					De Hoop Entrance	14:30	17:15
					Kromme Rhee and Koelenhof Farm (Clubhouse)	14:40	17:25
					Slayley Farm Entrance	14:40	17:35
					De Clapmuts Entrance	14:45	17:40
					Elsenburg (JJ Rhode School)	14:50	17:45
					Muldersvlei Station (by the shop)	15:00	17:50
					Nooitgedacht Entrance	14:20	17:20
					Simonsig Entrance	14:30	17:30
					Beyerskloof Entrance	14:40	17:40

Date	Time	Wards	Ward Councillor/s	Venue	Transport Plan		
					Pick–Up Point	1st Trip Pick–Up Time	2nd Trip Pick-Up Time
					Chickwick / De Trekka Entrance	14:50	17:50
					De Novo Community Hall	15:00	18:00
Thursday, 14 Sept 2023	17:30 – 20:30	12, 13, 14 and 15	Cllr Ayanda Tomose Cllr Mary Nkopane Cllr Maxwell Danana Cllr Elliot Masimini	Kayamandi High School (Kayamandi)	Kayamandi Taxi Rank	16:30	18:00
					Trust Centre	16:45	18:05
					Makuphula High School Gate	16:55	18:10
					Kayamandi Clinic	17:05	18:20
					Legacy Centre / Hall	17:10	18:25
					Luyolo Street (next to Majola Panel Beaters)	16:30	18:00
					Siyanqoba Creché	16:45	18:05
					Luyolo Playpark	16:55	18:10
					Kayamandi Primary School	17:05	18:15
	17:30 – 20:30	20 and 21	Cllr Joseph Joon Cllr Mynard Slabbert	Webergedenk Primary School Hall (Jamestown)	Vlottenburg Primary School	16:00	17:50
					Vlaeberg Tennis Court	16:10	18:00
					Meerlust Farm (De Wijnlanden Traffic Light)	16:25	18:10
					Lynedoch Garage	16:30	18:20
					Raithby Methodist Church	16:00	18:00
					Eikendal Farm Gate	16:15	18:10
					Mooiberge Farm Stall	16:30	18:20
Monday, 18 Sept 2023	17:30 – 20:30	5 and 6	Cllr Roy Van Rooyen Cllr Nateshia Mcombring	St Ida's Primary School Hall (Ida's Valley)	Jonkershoek (Bosdorp and Cape Nature)	16:30	17:30
					Rustenburg Farm Gate	17:00	18:00
					Hydro - Gate	17:15	18:15
					Kanonkop (at the second entry delivery point)	17:00	18:00
					Groenhof (Infront of the big trees)	17:05	18: 05
					Remhoogte (Opposite Remhoogte in front of the gate)	17:10	18: 10
					Timberlea / Blue Jay (at the gate)	17:15	18: 15
					Nietvoorbij (at the gate)	17:20	18:20
	15:30 – 19:30	10, 16, 17 and 19 (Smartietown and Weltevrede 1 and 2)	Cllr Rozette Du Toit Cllr Elsabe Vermeulen Cllr Peter Johnson Cllr James Williams	Eike Hall (Cloetesville)	Curry Street (before the North-End Street Stop Sign)	15:00	17:40
					Corner of Last Street and Bergstedt Street	15:10	17: 45
					Corner of Bergstedt Street and Chipptendale Street	15:20	17:50
					Stellita Park Stairs	15:00	17:30
					Rhode Road Flats	15:10	17:35
					Kloof / Long Street Flats	15:15	17:40
					Smartie Town Bus Stop	15:15	17:30
					Weltevrede 1 (Entrance in Long Street)	15:20	17:45
					Weltevrede 2 Entrance	15:25	17:50

Date	Time	Wards	Ward Councillor/s	Venue	Transport Plan		
					Pick–Up Point	1st Trip Pick–Up Time	2nd Trip Pick-Up Time
					Ward 10 Office (Lap flats)	15:00	17:30
					AF Louw Primary School	15:10	17:35
					Tennantville - Noble Street (Noble Park)	15:20	17:40
					Baksteenhuis, Long Street (South, Tennantville)	15:25	17:45

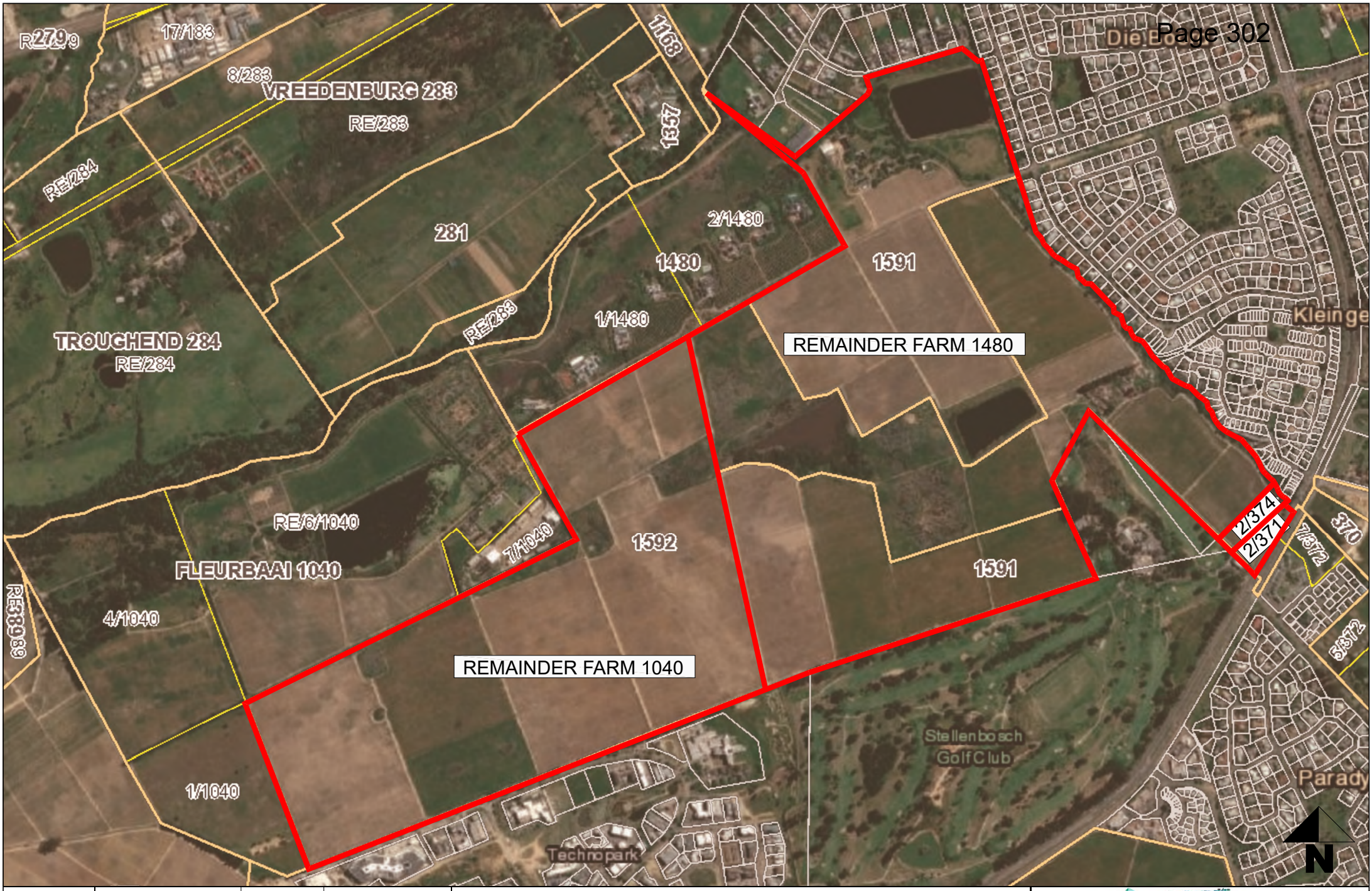
General queries regarding the schedule of open days can be directed to the IDP office via e-mail at idp@stellenbosch.gov.za or contact 021 808 8175, telephonically.

Yours Faithfully

Geraldine Mettler
Municipal Manager

ANNEXURE 2

LOCALITY PLAN



SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	5
CLIENT	Fleurbaai (Pty) Ltd.			

LOCALITY PLAN

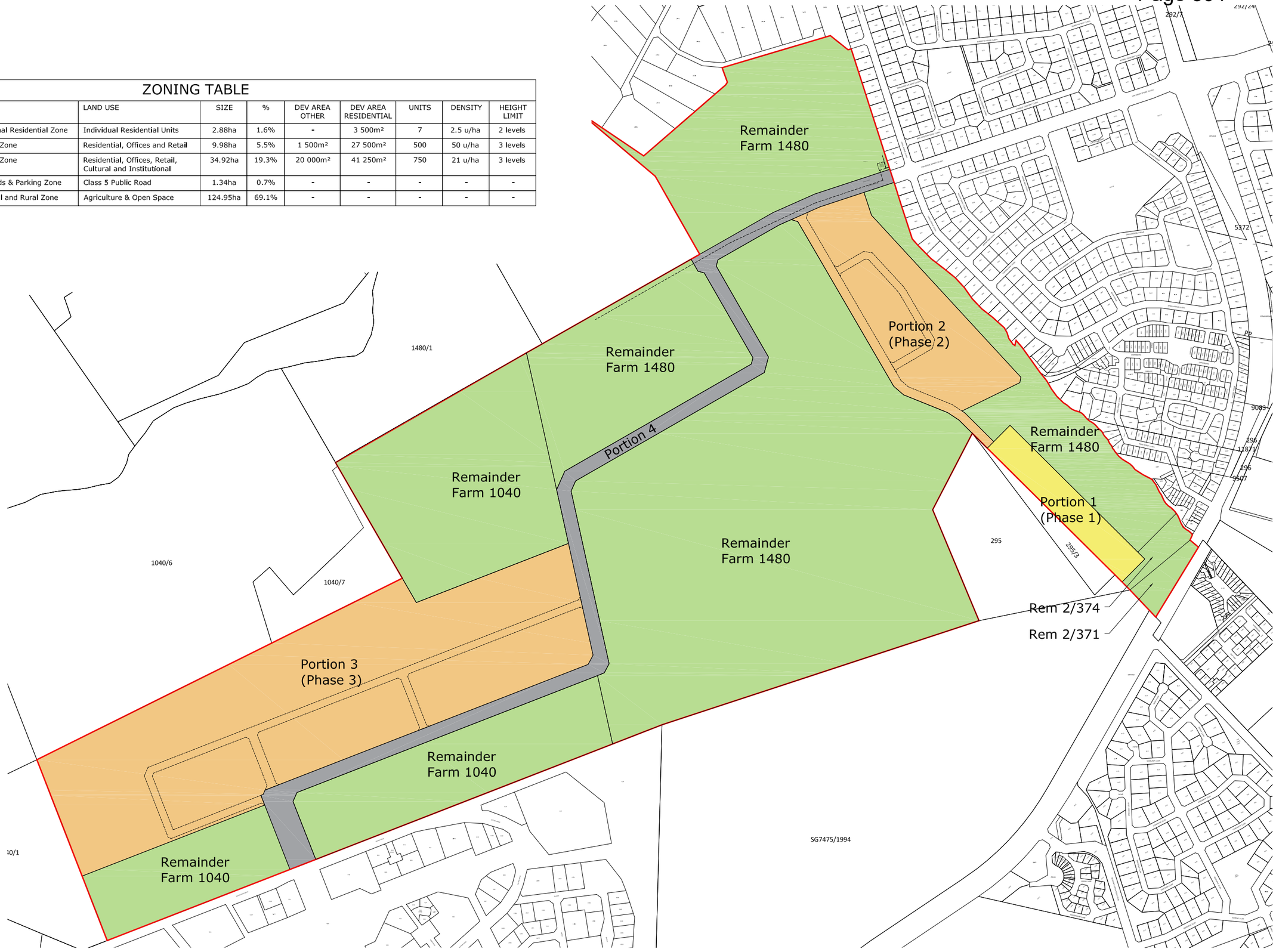
Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS
+27 (21) 930-7183 | info@firstplan.co.za | www.firstplan.co.za

ANNEXURE 3

ZONING PLAN OF SURROUNDING AREA

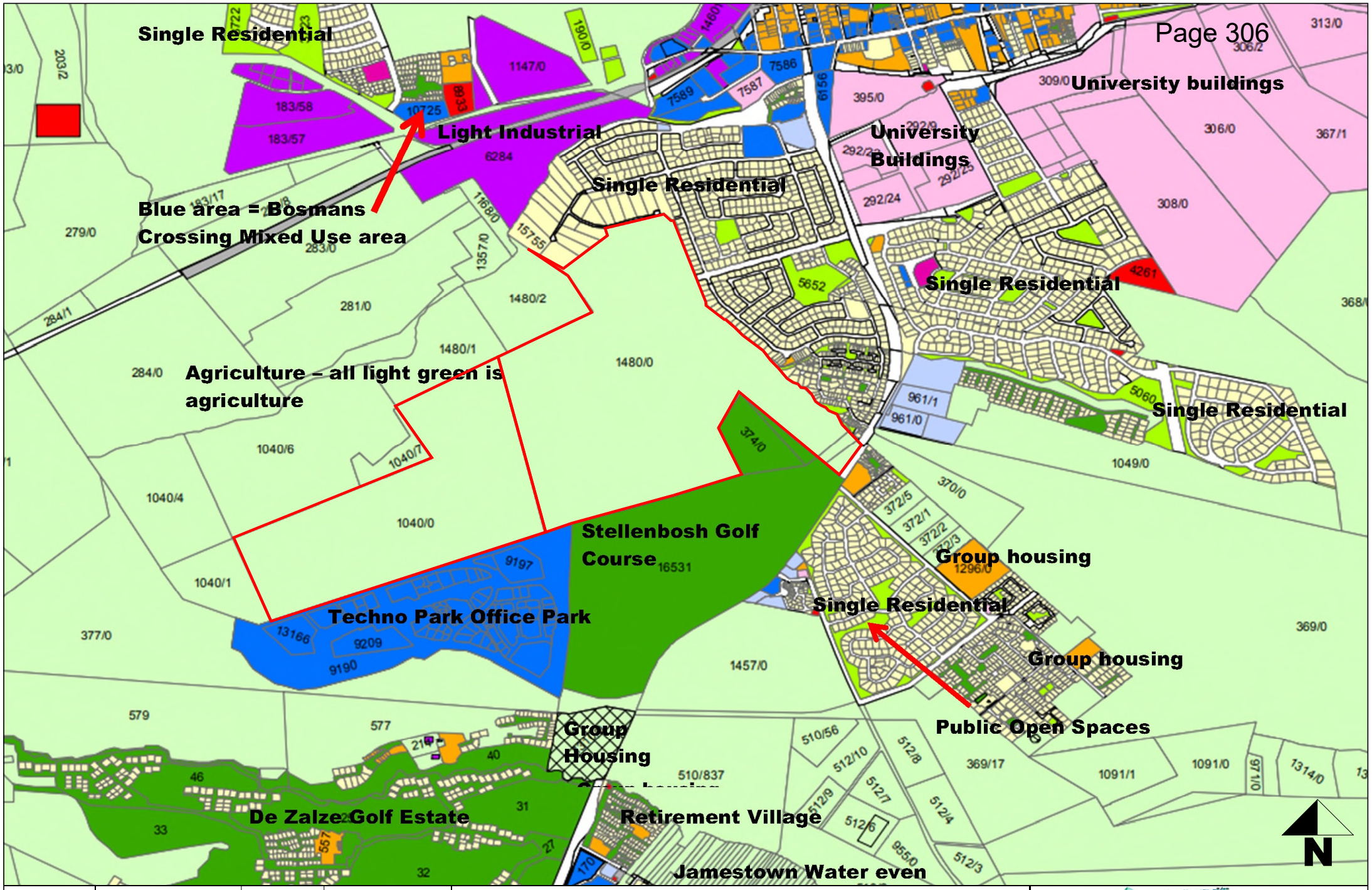
ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



ZONING CONCEPT

ANNEXURE 4

LAND USE PLAN OF SURROUNDING AREA



SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	7
CLIENT	Fleurbaai (Pty) Ltd.			

LAND USE PLAN OF SURROUNDING AREAS

Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

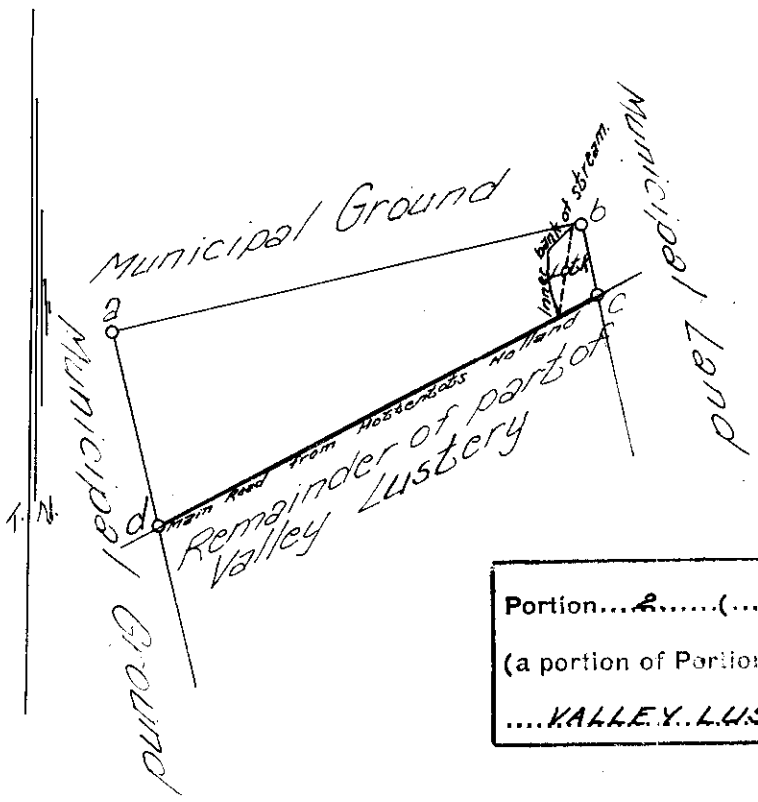
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ANNEXURE 5

DIAGRAMS

The numerical data of this diagram are sufficiently consistent.
(Sgd) J.J. Bosman.
Examiner.

Sides. C.R.	
ab	50 . 00
bc	7 . 71
cd	51 . 76
da	21 . 10
Angles.	
a	90 . 00 . 00
b	90 . 00 . 00
c	104 . 59 . 30
d	75 . 00 . 30



Scale: 20 Cape Roods - 1 Inch.

*Now known as Portion 2 of the farm Valley Lustery.

The above diagram a.b.c.d. represents 1 Mor. 120 Sq.Roods of land, situated in the Division of Stellenbosch being portion of the part of the Freehold Farm Valley Lustery, transferred to Jacobus Johannes Delport on the 22nd October, 1874.

Bounded NE by Municipal Ground.
NW " Municipal Ground.
SW " Municipal Ground.
SE " Remainder of part of Valley Lustery.

Framed from actual survey by me,
(Sgd) H.E. Tindall.
Govt. Land Surveyor.
Nov., 1897.

Copied from the diagram relating to
Transfer Title Deed No. 2234
dated 24th March, 1898. in favour of
Paul J. Roux.
for SURVEYOR-GENERAL,
CAPE TOWN.
7 APR 1955

Sh BH 8 DC 1 W S 3

For list of deductions see back of diagram

V.N. C1/2.
A.V.L.

KANTOORAFSKRIF
OFFICE COPY

L. G. No. 7838/54

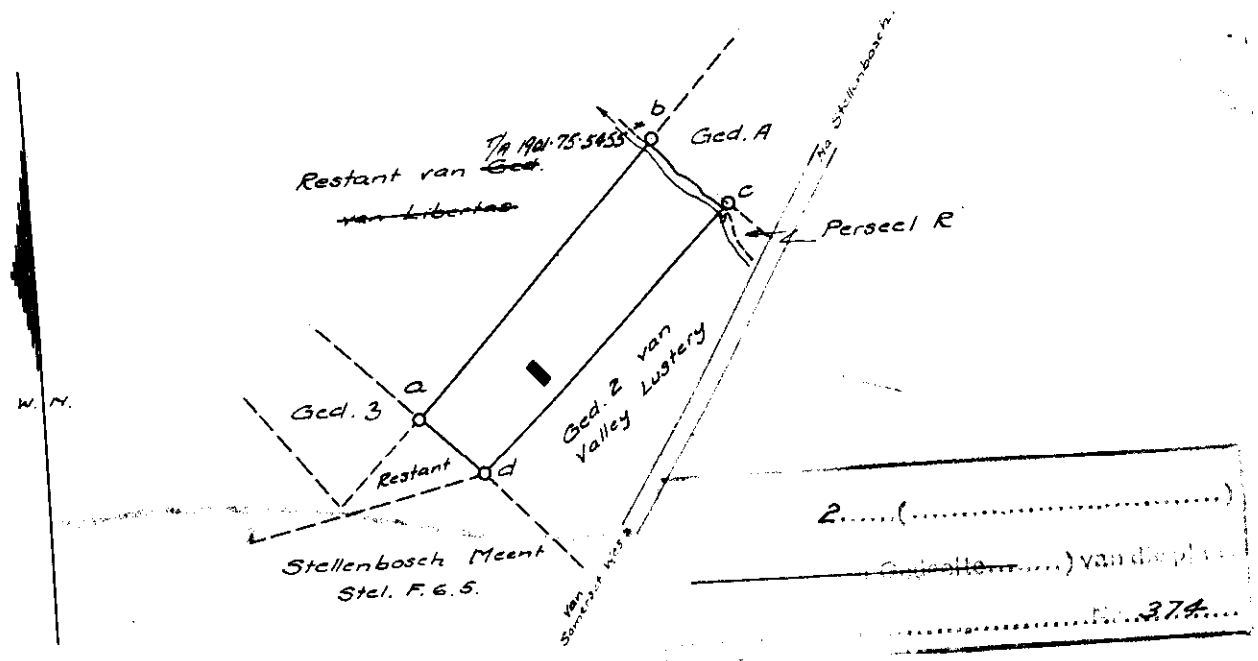
Goedgekeur.

Landmeter-generaal.
1-9-54

SYE Kaapse Voet		RIGTINGS-HOEKE	STELSEL Lo 19° KOORDINATE y		x	
					−	+ 11900000
ab	607.5	225.07.50	a	+ 43132.0	+ 37945.5	
bc	165.3	317.03.30	b	+ 42701.5	+ 37516.9	
cd	599.8	46.47.50	c	+ 42588.9	+ 37637.9	
da	147.8	134.12.30	d	+ 43026.1	+ 38048.5	
bx	10.0	45.07.50				
cy	12.0	46.47.50				

Bakenbeskrywing.

a : Ingeplante klip wat 12" uitsteek.
d : Ingeplante klip wat 18" uitsteek.
b : Platysterpen wat 12" uitsteek.
c : Ysterpaal wat 12" uitsteek.



Skaal 1 : 4000.

Die figuur a x Regteroewer van Stroom y d

stel 1.0732 Morg *grond voor, synde*

GEDEELTE 2 van die plaas Perseel Nr.LV

geleë in die Afdeling en Munisipaliteit Stellenbosch

Provinsie Kaap die Goeie Hoop

Opgemeet in Junie 1947 en Mei 1954 *deur my*

Landmeter.

Hierdie kaart is gehg T/A. 5486/1954

Registrateur van Aktes.

Die oorspronklike kaart is No. 1700/1907 *geheg aan* G/B. Stel. F. 8.7.

Lêer No. S/12134/5.
M.S. No. E. 1830/54.
Graadvel: BH-8D C8.
BH-8DC/W53 VN. 374/2.

C

P.E. & Stel.

OFFICE COPY
KANTOOR AFSKRIF

L.G. No. 11561/65

SYE Kaapse Voet		RIGTINGS	KO-ORDINATE y Stelsel L°19x°		AMP. BEN.
			Kon.	0·0	+11,900,000·0
AB	1310·6	254.24.30	A	+52399·1	+38085·0
BC	2571·6	243.55.50	B	+51136·7	+37732·7
CD	1307·0	223.47.50	C	+48826·7	+36602·6
DE	1050·0	315.24.40	D	+47922·1	+35659·2
EF	2766·7	347.35.10	E	+47185·0	+36407·0
FG	3920·7	68.45.00	F	+46590·2	+39109·0
GH	1041·2	112.29.10	G	+50244·3	+40530·0
HJ	2189·0	149.37.00	H	+51206·3	+40131·8
JA	180·0	151.36.40	J	+52313·5	+39243·4
AK	198·0	151.36.40	K	+52493·2	+37910·9
FL	365·5	248.45.00	L	+46249·5	+38976·5
AA'		151.36.40			
DD'		135.24.40			
		Stel. 4	△	+56215·8	+29542·9
		Stel. 5	△	+67670·2	+41638·4

Goedgekeur.

P.M.L. van den Heuvel

Landmeter-generaal.
20·12·1965

Beskrywing van Bakens:

A.H = 4' Spoorstaaf wat 12" uitsteek.
B.C.D.E.F = Ingeplante klip 4'e" lank wat 18" uitsteek met kruis gemerk
G.K = Ingeplante klip 18" hoog.
J = Ysterpaal in ronde betonbaken 18" hoog.
L = Groot ingeplante klip 3' hoog.

1. Figuur A' middel van Eersterivier a.b.d.J wat die plaas Nr. 392, voorstel, Kaart Nr. 3023/59 geheg aan G/B stel. Q. 4-43.
2. Figuur a middel van Eersterivier f.e wat Restant die plaas Nr. 381, voorstel, Kaart Nr. 3022/59 geheg aan G/B stel. Q. 4-43.
3. Figuur f middel van Eersterivier D'.E.F.g.h.j wat Restant van Gedeelte 1 van die plaas Nr. 380, voorstel, Kaart Nr. 879/1895 geheg aan T/A 1895-66-5318.
4. Figuur d.b.e.j.k.l.m wat Restant van Gedeelte 1 van die plaas Fleur Baay Nr. 378, voorstel, Kaart Nr. 7/1736 geheg aan T/A 1736-1-166.
5. Figuur m.l.k.h.g.G.H wat Restant van die plaas Nr. 379, voorstel, Kaart Nr. 3021/59 geheg aan G/B stel. Q. 4-43.

Die figure ENOPQRj dbejklm A en RSTU stel Eiendomsgrond voor.

Skaal 1: 7500

Die figuur A' middel van Eersterivier D'.E.F. G.H.J

stel voor 182·3000 morg grond, synde

Die plaas Fleurbaai No. 1040

~~van die plaas~~ soos hierbo aangewys

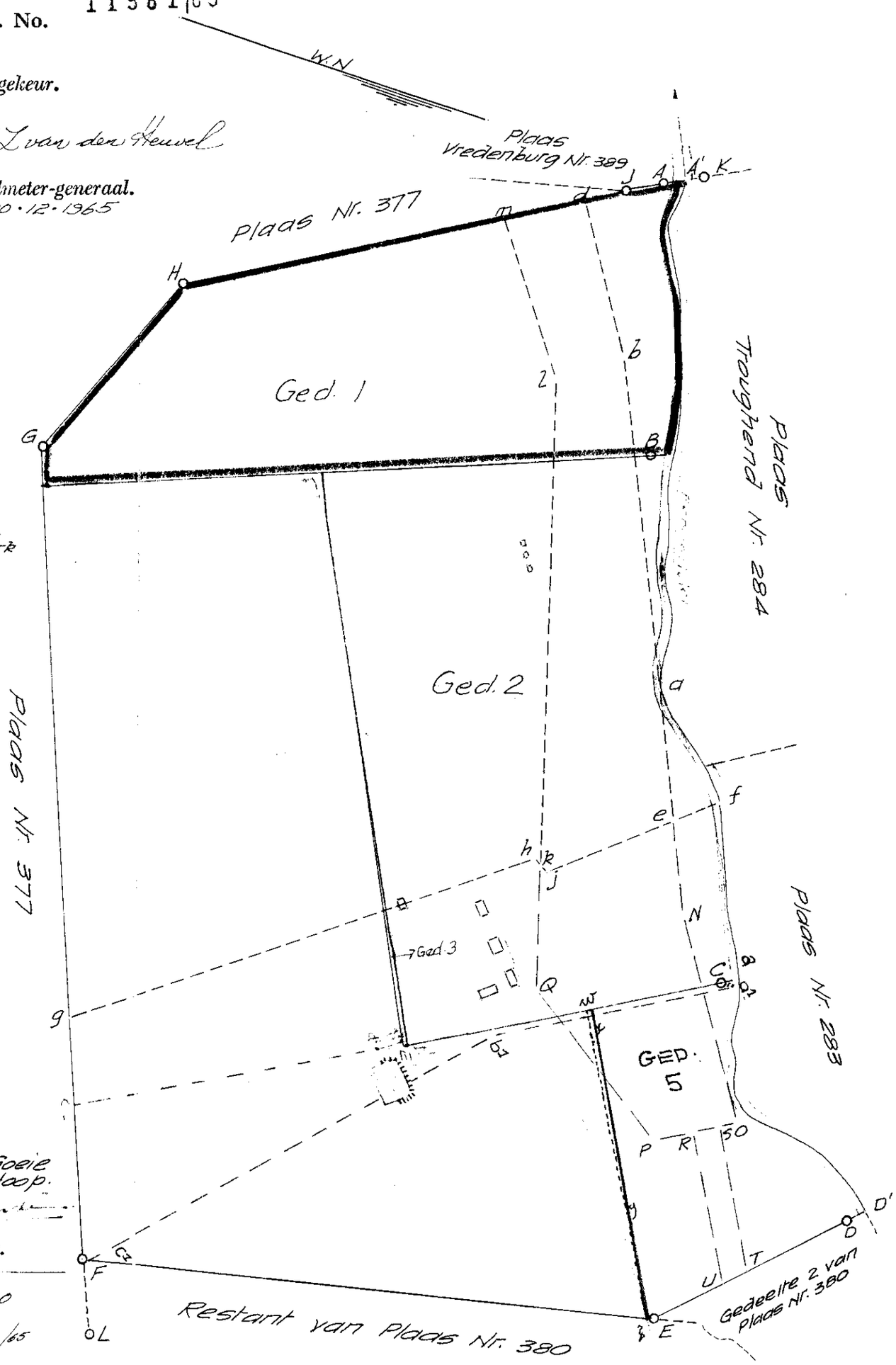
geleë in

Administratiewe Distrik Stellenbosch, Provinsie Kaap die Goeie Hoop.

Opgemeet in Oktober 1965 deur my

Landmeter.

Hierdie kaart is geheg aan S.V.T. No. 2011/1966 gedateer t.g.v. Registrateur van Aktes.	Die oorspronklike kaart is ~~No.~~ soos in die beskrywing aangehaal. Transport/Grondbrief No.	Lêer No. Stel 1040 M.S. No. E 1649/65 Komp. BH-8DCB Alg. Plan BH-8DC/W42(637)



S.P.C.T. C2837

1040

				/T	Restant Morge
E2649/65	11559/65	Gedeelte 1.	35·8000 Morg	2012/1966	~~96 432~~
—"—	11560/65	" 2	50·0679 "	2013/1966	
E101/68	304/1968	" 3	3667sm	13012/76	
E2772/05	6173/2005	Gedeelte 5	11,2726 ha	21111/07	

SERWITUTE/HUURKONTRAKGEBIEDE				
MEETSTUKKE	KAARTNO.	BESKRYWING	AKTE	GEPARAFEER
E1466/92	4759/92	Die lyn wxyz stel die Noordelike grens van 'n Serwituut pad, 9m wyd voor.	K557/95	
E1020/96	2927/1996	Die lyn a a¹ b¹ c¹ stel voor die middellyn vann Pyplynserwituut 6m wyd.	K1087/96	
E1467/2013	3069/2013	The line EXW represents the southern boundary of a pipeline servitude 1.00 m wide		
		The line EXW represents the northern boundary of a pipeline servitude 3.00 m wide		
		The lines WDE' and EF' represent the western and northern boundaries respectively of a pipeline servitude 6.00 m wide		

FILED AS PLAN NO. 6174/2005

FRIEDLAENDER, BURGER & VOLKMANN - Land Surveyors : Stellenbosch

The figure A middle of Eerste River BCDEFGHJKLN right bank of stream NPQRSTUVWXY represents 136,7970 hectares of land, being

FARM NO. 1480 and comprises 1. to 5. as below

Situate in the Stellenbosch Municipality
Administrative District of Stellenbosch Province of Western Cape
Compiled in October 2005
by me

PLS 0080 D P Burger Pr Land Surveyor

Components:

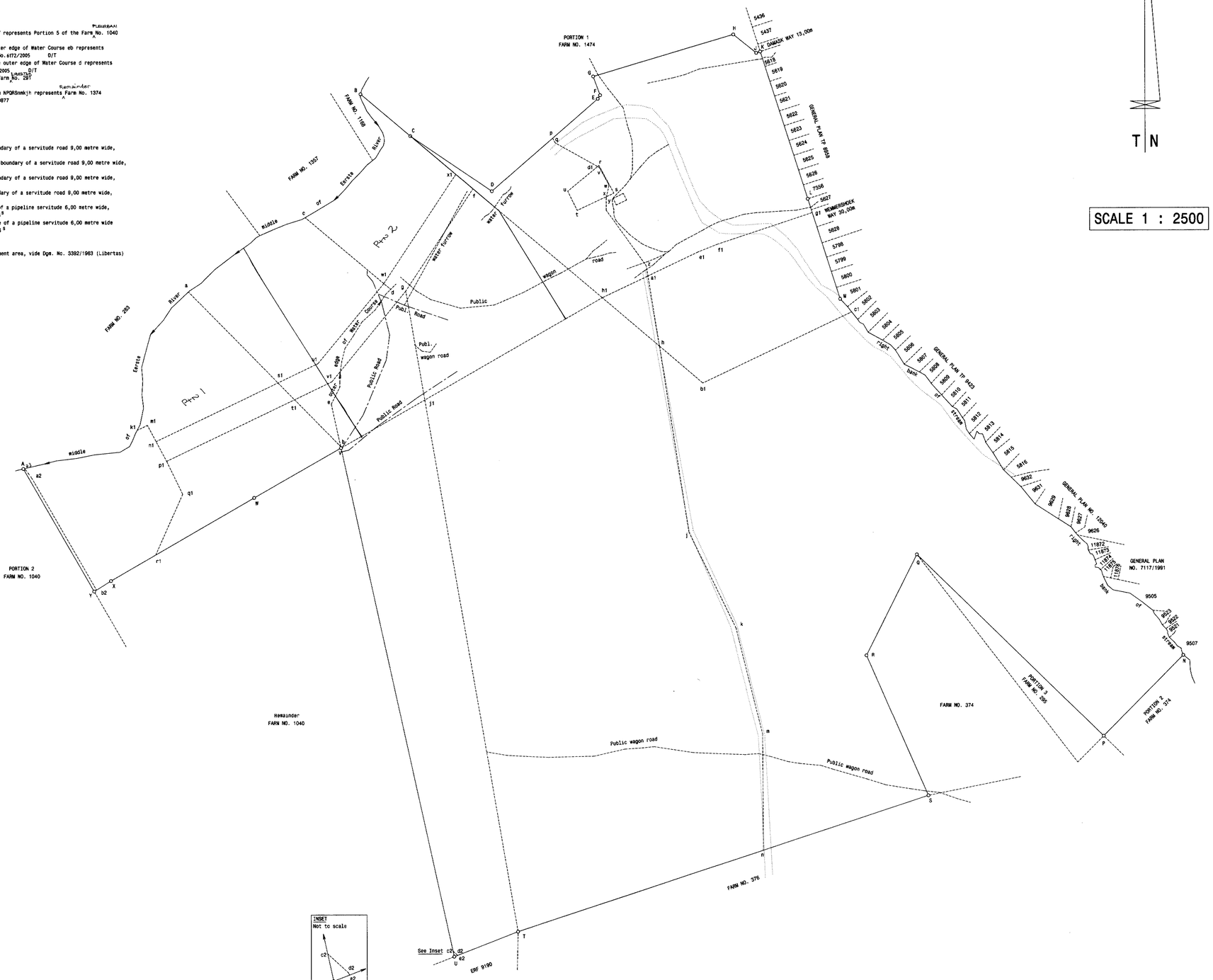
1. The figure A middle of Eerste River abVWXY represents Portion 5 of the Farm No. 1040 vide Dgm. No.6173/2005 D/T
2. The figure a middle of Eerste River cd outer edge of Water Course eb represents Portion 2 of the Farm No. 380, vide Dgm. No.6172/2005 D/T
3. The figure c middle of Eerste River BfgTUe outer edge of Water Course d represents Remainder Farm No. 380, vide Dgm. No.6171/2005 D/T
4. The figure fhjkmnfg represents Remainder Farm No. 281 vide Dgm. No.6170/2005 D/T
5. The figure CDEFGHJKLN right bank of stream NPQRSnmkjh represents Farm No. 1374 vide Dgm. No. 5822/1997, D/T 2001- -19877

Servitude Notes:

1. The line h1a1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4755/1992, D/T K557/1995
2. The line a1e1f1g1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4757/1992, D/T K557/1995
3. The line hj1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4758/1992, D/T K557/1995
4. The line j1V represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4758/1992, D/T K557/1995
5. The line a3a2k1 represents the centre line of a pipeline servitude 6,00 metre wide, vide Diagram No. 2927/1996, D/T K1087/1996
6. The lines c2d2e2 represent the centre line of a pipeline servitude 6,00 metre wide vide Diagram No. 2928/1996, D/T K1088/1996

Note:

The figure rstu represents a Historical Monument area, vide Dgm. No. 3392/1983 (Libertas)



SCALE 1 : 2500

S.G. No.
6174/2005
Approved.
for
Surveyor - General
Date : 2005-12-13

The following deductions have been made from this diagram

Survey Record	Diagram No.	Subdivision	Area HA / SQ M	Transfer No.	Initialed	Remainder
E2772/2005	6175/2005	Ptn. 1	14,3943 ha	2111307		
E2772/2005	6176/2005	Ptn. 2	14,3945	2111507		

SERVITUDE & LEASEHOLD AREA

Survey Record	Diagram No.	Description	Deed	Initialed

This diagram is annexed to No. 2111307/2007 Dated i.f.o.

Registrar of Deeds

The original diagram are as quoted above

File No.STEL 1480
S.R. No. Compiled
Comp. BHSZ-31 (W3189)
BHSZ-139 (6966)
BHSZ-313 (6999)
LPI C0670000

6174/2005

Diagram filed as Plan
DUMMY TRIPLICATE

Designation	**Farm 1480**
Dgm nr	**6174/2005**
Admin. District	**Stellenbosch**

FILED AS

PLAN No. 6174/2005

Farm 1480 Stellenbosch

ANNEXURE 6

TITLE DEEDS

EVS\TRP\BLAKE.BLAKE
14
Van der Spuy
en Vennote
Tel: 419 3622

Opgestel deur my,

Transportbesorger
A LOUW

VIR ENDOSSEMENTE KYK BLADSY
FOR ENDORSEMENTS SEE PAGE 15

22/7/17

T 50628 94

TRANSPORTAKTE

Hiermee word bekend gemaak dat

~~ANDRE GERHARD VAN DER SPUY~~ ANNECKE LOUW

Transportbesorger, voor my, Registrateur van Aktes in Kaapstad, verskyn het, behoorlik daartoe gemagtig deur 'n Volmag ten gunste van hom verly te STELLENBOSCH op die 20ste dag van JUNIE **1994** deur:-

ANDRIES CHRISTOFFEL BLAKE
IDENTITEITSNOMMER: 540412 5059 00 5
GETROUD BUITE GEMEENSKAP VAN GOED

EN DIE KOMPARANT ALDUS GEMAGTIG HET VERKLAAR DAT:

NADEMAAL/...

For information

Para 3

ENDOSSEMENT KRAGTENS ARTIKEL 44 VAN WET 47 VAN 1937	ENDORSEMENT BY VIRTUE OF SECTION 44 OF ACT 47 OF 1937
HEROPGEMEET	RESURVEYED
DIAGRAMNOMMER 6170/2005	DIAGRAM NUMBER
NOU/NOW 45,2401	HA/HA
BG 0023260 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

Para 3
Para 4 ; Rest

SERTIFIKAAT VAN VERENIGDE TITEL UITGEREIK CERTIFICATE OF CONSOLIDATED TITLE ISSUED	
NOU BEKEND AS / NOW KNOWN AS Die Plaas Nr. 1480 - 136,7970 HA	
T 0021113 / 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

For Information Only

NADEMAAL die hiernagemelde eiendom verkoop is aan die hiernagemelde Transportnemer op 20 JUNIE 1994.

NOU DERHALWE sedeer en transporteer die gemelde Komparant, in sy hoedanigheid voormeld, hiermee in volkome en vrye eiendom aan en ten gunste van:-

DIE TRUSTEES INDERTYD VAN DIE
A C BLAKE FAMILIETRUST
NR T 918/1994

Hul Opvolgers in Titel of Gemagtigdes

1. **GEDEELTE 2 VAN DIE PLAAS NR 374**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **9 192 (NEGEDUISEND EENHONDERD TWEE EN NEGENTIG) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 7338/1954 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 5486/1955.

For Information Only

B. **ONDERHEWIG VERDER** aan die voorwaardes gemerk II en III vervat in *Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Boekbriewe Volume 8 Nr 7)* wat soos volg lees:-

" II. That all roads and thoroughfares being or existing on the said land, described in the plan or diagram of the same, shall remain free and uninterrupted; unless the same be closed or altered by competent authority.

III. That all rights to gold, silver and precious stones found or discovered at any time on or in the said land, shall be reserved to the State, together with a right of ingress to and egress from any mines or works undertaken for mining or prospecting purposes by any person or persons authorised by the Minister; but subject always to the provisions of any law for the time being regulating the prospecting and mining for precious stones and minerals."

C. **ONDERHEWIG VERDER** aan die voorwaardes vervat in Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Boekbriewe Volume 8 Nr 7), naamlik:-

" subject, however, to all such Duties and Regulations as are either already or shall in future be established with regard to such lands."

For Information

2. **RESTANT VAN DIE PLAAS NR 286**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: 10,3265 (TIEN komma DRIE TWEE SES VYF) hektaar,

AANVANKLIK OORGEDRA kragtens Grondbrief gedateer 30 Junie 1693 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG AAN** *en* **GEREGTIG** *op die voordele van die voorwaarde* gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, wat soos volg lees:-

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 60[illegible]"

D. **ONDERHEWIG VERDER** aan die lewenslange vruggebruik in Notariële Akte van Sessie van Vruggebruik Nr K 1138/92 S, ten gunste van

YVONNE GERTRUDE BLAKE
Identiteitsnommer 290711 0034 00 0
Ongetroud

For Information Only

3. **RESTANT VAN DIE PLAAS LIBERTAS NR 291 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **44,7013 (VIER EN VEERTIG komma SEWE NUL EEN DRIE) Hektaar;**

AANVANKLIK OORGEDRA kragtens Erfpag Grondbrief gedateer 1 Augustus 1822 met 'n Kaart wat daarop betrekking het; en
GEHOU *kragtens Transportakte Nr T 68793/1992.*

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

For information only

4. **RESTANT VAN DIE PLAAS NR 380**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: 18,1371 (AGTIEN komma EEN DRIE SEWE EEN) vierkante meter;

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 44 gedateer 3 Augustus 1863 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

5. **GEDEELTE 2 ('N GEDEELTE VAN GEDEELTE 1) VAN DIE PLAAS NR 380 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: 4,3355 (VIER komma DRIE DRIE VYF VYF) Hektaar;

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 643 gedateer 1 Februarie 1898 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

6. **RESTANT VAN DIE PLAAS NR 295 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **61,2114 (EEN EN SESTIG komma TWEE EEN EEN VIER) Hektaar;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 5455/1901 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 10764/1913.

B. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 15 Oktober 1979 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" Endorsement in terms of Section 13(3) of Act 28/1969 (National Monuments Act).

In terms of Section 10(1) of Act 28/1969 the H-shaped main dwelling-house, the T-shaped dwelling-house, the stable and cattle kraal, the hens's nests, the old wine cellar, the former slave quarters, the historic cemetary and the new wine cellar on the farmyard of Libertas, situated in the District of Stellenbosch

has been proclaimed a monument by Proclamation No 1965 dated 7/9/1979 as published in Government Gazette of the same date.

For further particulars refer to said Proclamation and minute No RNG 10/2/706. Director N M C on File 24/4/6/16."

For Information Only

7. **RESTANT VAN GEDEELTE 2 ('N GEDEELTE VAN GEDEELTE 1) VAN DIE PLAAS VALLEY LUSTERY NR 371,**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **9 807 (NEGEDUISEND AGTHONDERD EN SEWE) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 2234 gedateer 24 Maart 1898 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan sodanige voorwaardes soos na verwys word in Transportakte Nr T 3059/1966.

B. **ONDERHEWIG VERDER** aan en **MET DIE VOORDEEL VAN,** in soverre dit van toepassing is, die spesiale voorwaardes vervat in die Ooreenkoms aangegaan tussen Jacobus Petrus Roux en wyle Jacobus Paul Roux, op 13 Julie 1900, geskep in Akte van Verdelingstransport Nr T 5456/1902, wat soos volg lees:-

" VERDEELING VAN DE PLAATS LIBERTAS

Ooreenkomst getroffen tusschen de tegenwoordige eigenaars de heeren Jacobus Petrus Roux Jacobus Zoon en Jacobus Paul Roux, Paul Zoon te weten.

A De scheidslyn zal beginnen by de Eerste Rivier en zich uitstrekken in een rechte lyn met het pad bekend als den "Binnen wyngaards weg" die ook als scheidslyn en een gezamenlyke weg voor beide partyen dienen zal - tot aan de brug bekend als de Kelder Brug; van daar zal de lyn in een schuinsche richting loopen tot aan de Wilgelaan aan de onderzynde van het damwater voor de voordeur van het groote woonhuis; van daar in een rechte lyn zuid-waarts tot aan het watervat voorts in een schuinsche richting tot aan den ondersten bluegumboom van de drie staande aan de westzyde van het woonhuis van den tweeden ondergetekende Jacobus Paul Roux, Paul Zoon; van daar in een schuinsche richting tot aan het veehek vanwaar de lyn loopen zal met den weg strekkende naar Blauklip tot aan de limieten van de plaats Libertas met inbegrip van de munisipale gronden.

B Geen der eigenaars zal het recht hebben om op boven omschreven scheidslyn te bouwen doch zal toegelaten worden een scheidslyn van yzerdraad daar te stellen.
Verder zullen geene gebouwen of kralen mogen worden opgericht op de werf tegenover het origineele woonhuis van de plaats Libertas binnen de vyftig treden (yards) van de scheidslyn.

C Alle waters tot het besproeien van de plaats Libertas zullen gelykelyk worden verdeeld te weten: Drie dagen per week Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel der plaats Libertas, en drie dagen Donderdag, Vrydag en Saterdag voor den eigenaar van het andere deel der plaats. Alle drinkwaters en damwaters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen erf drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan.

D Alle wegen loopende over die plaats Libertas zullen zyn gezamenlyke d.i. beide partyen zullen recht erop hebben.

E De eigenaar van het oorspronklyke deel der plaats Libertas zal aan den eigenaar van het andere deel het recht op de helft der stallen, wagenhuis en wynkelder moeten geven tot zyn gebruik vry en onbelemmerd tot tyd en wyle hy voor zichzelven zoodanige gebouwen zal hebben gebouwd en zoodra hy beginne zal te bouwen zal gezegde eigenaar van het oorspronklyke deel der plaats hem dadelyk de som van Vyf honderd ponden (£500) moeten uitbetalen.

F De meetkosten zullen gezamenlyk door beide partyen moeten gedragen worden.

G .....

H De eigenaar van het oorspronklyke deel zal het recht hebben op zes Huurkamers voor zyn werksvolk mits dat hy de huur ervan aan den eigenaar van het andere deel betaalt.

J De begraafplaats zooals die thans ommuurd is zal een familie begraafplaats zyn en als zoodanig aan de oude bepalingen en servituten onderworpen zyn. Verder zal de nieuwe Grafkelder gebouwd door den Heer Paul Ryk Roux D1 Zoon van Doornbosch als een begraafplaats voor hemzelven en familie moeten verstrekken en als zoodanig aan servituten onderworpen zyn.

Aldus gedaan en geteekend te Stellenbosch den 13den dag der Maand July 1900.

(Sd) JP Roux J z
(Sd) JP Roux P son

Getuigen:

(Sd) Geo E Rowan
(Sd) P Marais

Gesertifiseer 'n ware afskrif en juiste afskrif

(Get) G le Roux Groenwald
AKTEBESORGER

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 15 Junie 1966 aangebring op Transportakte Nr T 3049/1966, welke endossement soos volg lees:

" ENDOSSEMENT KRAGTENS ARTIKEL 31(6) VAN WET 47 VAN 1937 (SOOS GEWYSIG)

'n Gedeelte van die eiendom hierin vermeld groot ± 0,0020 HA is onteien deur die Afdelingsraad van Stellenbosch (nou bekend as die Wes-Kaapse Streeksdiensteraad) kragtens Art 130 van Ord 15/1952 soos gewysig

Vide onteieningskennisgewing Nr H/9/3 dd 2/6/1966 geliasseer as onteienings caveat 469/66 planne in tweevoud hiermee."

For Information Only

/c

WESHALWE die Komparant afstand gedoen het van alle eiendoms- en ander regte wat die gesegde Transportgewer/s

tot op hede op gemelde vaste eiendom gehad het en gevolglik ook erken dat hy/sy/hulle/dit daarvan heeltemal onteien is, en geen eiendoms- en ander regte daarop besit nie; en dat, kragtens hierdie Akte, die gesegde Transportnemer/s
TRUST
Hul Opvolgers in Titel of Gemagtigdes tans is en voortaan op die volle eiendomsregte daarop geregtig sal wees, ooreenkomstig plaaslike gebruik, onder voorbehoud nogtans van die Regte van die Staat en eindelik erken het dat die volle Koopprys ten bedrae van R1 576 095,00 behoorlik betaal of verseker is.

AS BEWYS WAARVAN EK, die genoemde REGISTRATEUR, saam met die KOMPARANT, q.q. hierdie Akte onderteken het en die Ampseël daarop laat aanbring het.

ALDUS GEDOEN EN UITGEVOER in die Kantoor van die REGISTRATEUR VAN AKTES TE KAAPSTAD op hede die 20ste dag van Julie 1994.

q.q. SY PRINSIPAAL

In my teenwoordigheid

REGISTRATEUR VAN AKTES

For Information Only

15

Para 2,3,4 en 6

Kragtens Notariële Akte van Serwituut van Reg van Weg Nr. K.....551/95.....S. is die binnegemelde eiendom onderhewig aan 'n Reg van Weg 9 meter wyd ten gunste van:

(i) Gedeelte 2 van die Plaas Fleurbaai Nr. 1040
Groot: 42,8848 hektaar

(ii) Gedeelte 3 van die Plaas Fleurbaai Nr. 1040
Groot: 3667 ~~hektaar~~ vierkante meter

(iii) Gedeelte 4 van die Plaas Fleurbaai Nr. 1040
Groot 21,1352 hektaar

gehou kragtens T75361/1990 en T34431/1987

Welke reg van weg aangedui word op:

1.1 Kaart L.G. No. 4755/92 waarop die lyn AB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 286, Afdeling Stellenbosch~~; tov Para 2 hiervan

1.2 Kaart L.G. No. 4756/92 waarop die lyn CB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Libertas Nr. 291, Afdeling Stellenbosch~~; tov Para 3 hiervan

1.3. Kaart L.G. No. 4758/92 waarop die lyn AB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 380, Afdeling Stellenbosch~~; tov Para 4 hiervan

1.4 Kaart L.G. No. ~~4756~~ 4757/92 waarop die lyn ABCD die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 295, Afdeling Stellenbosch~~; tov Para 1 hiervan welke kaarte geheg is aan gesegde Notariële Akte,

met bykomende regte

Soos meer volledig sal blyk uit gesegde Notariële Akte.

23 06 95

AKTEKANTOOR
KAAPSTAD

.....
REGISTRATEUR VAN AKTES

Vir verdere endossemente sien
For further endorsements see.....

16

T. 50628/1994

Para 4.

Kragtens Notariele Akte van Serwitutes No K 1088 /96 gedateer 26/8/1996 en die eiendom gehou onder para 4 hiervan groot 18,1371 ha ONDERHEWIG AAN

'n Serwitutreg pypleiwe 6,00 m wyd die middellyne waarvan voorgestel word deur die lyne ABC op Serwitutkaart LG No 2928/1996 daarby aangeheg

ten gunste van die Stellenbosch Besproeiingsraad (ingestel kragtens Art 79 Wet 54/1956.)

Registrasiekantoor:
Deeds Registry:
Kaapstad

Datum/Date:
16-10-96

Registrateur van Aktes
Registrar of Deeds

VIR VERWYSING ENDORSEMENTS SIEN

PARA 2 + 6

SERTIFIKAAT VAN VERENIGDE TITEL UITGEREIK
CERTIFICATE OF CONSOLIDATED TITLE ISSUED

NOU BEKEND AS
NOW KNOWN AS DIE PLAAS 1374
GROOT : 71 5381 HA

T 019877 * 2001

2001-03-26

REGISTRATEUR/REGISTRAR

For Information Only

VA0[illegible]2158/2007

Certified a true copy of the duplicate original filed of record in this Registry, issued to serve in place of the original thereof under the provisions of Deeds Registrasies Regulation No. 68 (1)
Gesertifiseer 'n ware afskrif van die duplikaat-oorspronklike in bewaring gegee op hierdie Regi-strasiekantoor, uitgereik om te diens die plek van die oorspronklike daarvan onder die bepalings van die Registrasiekantore Registrasie No. 68 (1)

Deeds Registry / Registrasiekantoor
Cape Town / Kaapstad

20 MAR 2007

602257

Para 4

ENDOSSEMENT KRAGTENS ARTIKEL 44 VAN WET 47 VAN 1937	ENDORSEMENT BY VIRTUE OF SECTION 44 OF ACT 47 OF 1937
HEROPGEMEET	RESURVEYED
DIAGRAMNOMMER 6171/2005	DIAGRAM NUMBER
NOU/NOW 18,2555	HA/M²
BO 00023259 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

Para 4
Ged. 2 = 5,9087 HA

SERTIFIKAAT VAN GEREGISTREERDE TITEL UITGEREIK
CERTIFICATE OF REGISTERED TITLE ISSUED

TEN OPSIGTE VAN Ged. 2 van die Plaas Nr. 380 = 5,9087 HA
IN RESPECT OF
RESTANT 12,3468 HA
REMAINDER

T 000021112/2007

20 MAR 2007

REGISTRATEUR/REGISTRAR

FOR FURTHER ENDORSEMENTS SEE 18
VIR VERDERE ENDOSSEMENTE SIEN

T3880/1903

5877

3880

12.(6)
18.3.(0)

One BOND
Do. of even date
R.L.S. & R. £4998

Van Lynsbussiné lodgebond.

FORM No. 4.

12.30
(1)
1-2
R4998

Deed of Transfer

PASSED IN FAVOUR OF

THOMAS ~~FREDERICK~~ FREDERIK BRINK

Registered at Deeds Office,
Cape Town, on the _____ *day of* _____

FINDLAY & TAIT,
Attorneys, Notaries,
and Conveyancers,
Cape Town.

Deed of Transfer

BY VIRTUE OF A POWER OF ATTORNEY.

Reg for I 7/223
" II " 224
" III " 225

Know all Men whom it may concern,

That HAROLD JONES appeared before me, Registrar of Deeds,

He, the said Appearer, being duly authorised thereto by a Power of Attorney dated the

17th day of February 1903, drawn up at Stellenbosch

and granted to him by

JACOBUS PETRUS ROUX

which said Power of Attorney has this day been exhibited to me.

And that the said Appearer declared that his said Principal had truly and legally sold, and that He, in his capacity as Attorney aforesaid, did, by these Presents, Cede and Transfer, in full and free Property to and on behalf of

THOMAS FREDERIK ~~FREDERICK~~ BRINK

His Heirs, Executors, Administrators or Assigns

1. Certain piece of freehold land, situate in the Division of Stellenbosch, at Moddergat, being the remaining extent of a portion of the farm "Fleurbaai";
Measuring as per remaining extent eleven (11) morgen and forty-seven (47) square roods;
Extending as the Deed of Transfer, with a diagram annexed, made in favour of the widow Pieter van der Byl on the 9th. November 1736 and several subsequent deeds of transfer, the last of which was made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

2. Certain piece of perpetual quitrent land, situate as above, being the remaining extent of a portion of the farm "Fleurbaai" (Audit Office folio 239);
Measuring as per remaining extent eighty-two (82) morgen and one hundred and fourteen (114) square roods;
Extending as the original quitrent grant, with a diagram annexed, made in favour of Paul Roux, Jacobus' son, on the 15th December, 1818, and several subsequent deeds of transfer the last of which was made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

3. Certain piece of land, partly freehold and partly quitrent (Audit Office folio 239), with the buildings thereon, situate as above, being the remaining extent of portion of the farm "Fleurbaai";

Measuring

Endorsement under Reg. 20.
The conditions prescribed by Section 52 of Act 13 of 1918 having been fulfilled, the within-named Transferee, Thomas Frederick Brink, who was married in community of property to Charlotte Leonora Brink, born Bosman, is, in terms of the said section, entitled to deal with the land hereby conveyed without obtaining transfer of the share of his spouse therein.
(Vide Act 350 of 1904 as amended by Act 46 of 1934)
Deeds Registry, Cape Town
3/5/44

TRANSFERRED 13-4-1944 (4724) Kp
A. H. Brink.

Measuring as per remaining extent sixty-seven (67) morgen and four hundred and forty-nine (449) square roods (whereof 12 morgen and 66 square roods are freehold, and 55 morgen and 383 square roods are perpetual quitrent land):
Extending as the Deed of Transfer, with a diagram annexed, made in favour of Paul Ryk Roux, P son., on the 14th. September 1895 and a subsequent deed of transfer made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

Wherefore the Appearer, *q.q.*, renouncing all the Right and Title which his said Principal heretofore had to the Premises, on behalf as aforesaid, did, in consequence, also acknowledge his said Principal to be entirely dispossessed of, and disentitled to, the same; and that by virtue of these Presents the said

THOMAS ~~FREDERICK~~ FREDERIK BRINK

His Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be, entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to the Laws respecting the Purchase and Sale of Landed Property;—Government, however, reserving its Right;—and, finally, acknowledging his said Principal to have been satisfactorily paid the whole of the Purchase Money, amounting to a Sum of

Five thousand and five hundred pounds (£5500) Sterling

In Witness whereof, I, the said Registrar, together with the Appearer, *q.q.*, have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.

Thus done and executed, at the Office of the Registrar of Deeds, in Cape Town, in the Colony of the Cape of Good Hope, on the [illegible] Day of the Month of [illegible], in the Year of our Lord One Thousand Nine Hundred and Three (1903).

[illegible], *q.q.*, his Principal.

In my presence,

Registrar of Deeds.

T9218/1935

Federal Printing Co. (Pty.) Ltd., Cape Town.

9218
(39A)

17663

Two BONDS
.....for ~~Cancellation~~
.....for ~~Release~~
.....for ~~Waiver~~
Dup. with (a) for Substitution
DR. R L. 28.10.35

1-12-2
1-12-2 (1)
Subst. Debtor Subst. dated
H 12970

Section 15 Act 13 of 1918. Mortgaged by Bond No. 6632 dated 28 Sept 1926 for £ 1000 D.R. Folio H 12970 Deeds Registry, Cape Town, 28 Oct 1926 Asst. Registrar.

Section 15 Act 13 of 1918. Mortgaged by Bond No. 5977 dated 2nd Nov 1927 for £ 1000 D.R. Folio H 12970 Deeds Registry, Cape Town, 28th Oct 1927 Asst. Registrar.

Mortgaged 28 Oct 1935 for £ 1375-7-8 & £100 and for £ to Incl. £1375-7-8 & £100 D.R. H 12970 dated 16/12/35

STAMPS
Duty £ 18-15
15
19 10
Stats 39 0/-
Rules 10/-
Ad Pyt 5/-
Sundries 10/-

Paras 1 & 2 to C

DEED OF TRANSFER. 9218

DEMPERS & VAN RYNEVELD,
Attorneys, Notaries and Conveyancers,
S.A. Association Building,
Church Square,
CAPE TOWN.

EXECUTED
28-10-1935

Prepared by me
[signature]
Conveyancer,

ORIGINAL STAMPED

Duty £ 18-15
Postage & Fees £ 15/-

Know all Men whom it may concern,

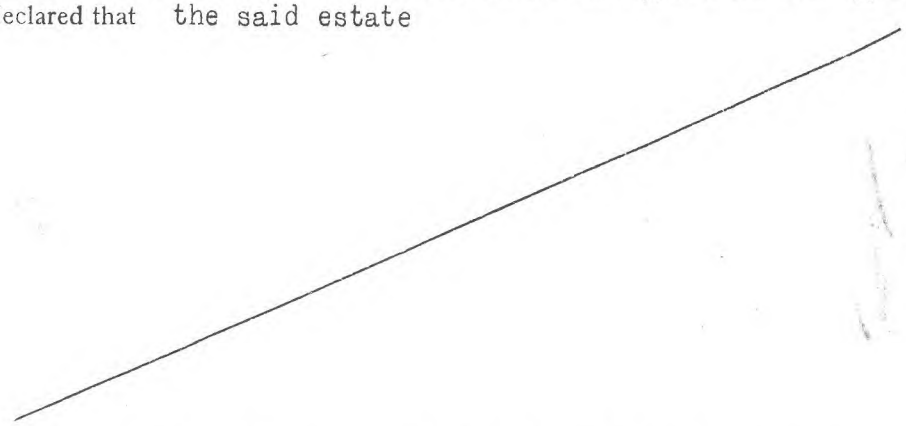
That ~~CORNELIUS NICOLAAS GROENEWALD~~ Reginald Clive Berrange van Ryneveld appeared before me, Registrar of Deeds, in Cape Town, Province of the Cape of Good Hope, he, the said appearer, being duly authorised thereto by a Power of Attorney, witnessed in accordance with Law, dated the 26th day of July 1935 drawn up at Stellenbosch, and granted to him by

(1) August Friedrich Markotter in his capacity as Secretary for the time being of The Stellenbosch Board of Executors Limited, and as such, one of the assumed Executors in the ESTATE of the late JACOBUS PETRUS ROUX, J/son, (2) the said August Friedrich Markotter duly authorised thereto by a power of attorney dated at George, the 23rd December 1933, and granted by JACOBUS ROUX in his capacity as one of the assumed Executors in the said Estate; and (3) CONSTANT DANIEL JOHANNES de WIT ROUX in his capacity as the surviving Executor Testamentary in the said Estate

L2 537.538
F1 51
F1 250
L3 50

TRANSFERRED
A.G.v.d.R.

were
which Powers of Attorney was exhibited to me on this day, and the said appearer declared that the said estate



hath truly and legally sold, and that he in his said capacity as Attorney aforesaid, did, by these presents Cede and Transfer, in full and free Property to and on behalf of

EMILY ROUX, born Hoal, married without community of property to Constant Daniel Johannes de Wit Roux,

her Heirs, Executors, Administrators, or Assigns

I. The remaining extent of certain four pieces of freehold farms called "Libertas (1)", "Libertas (2)", "Doornbosch" and "Patryze Valley", situate in the division of Stellenbosch, at the Eerste River,(a rateable area in the Lower Eerste River River and Irrigation ~~District Board~~).

MEASURING AS SUCH:- twelve (12) morgen, thirty three (33) square roods, one hundred and twelve (112) square feet.

EXTENDING as the Freehold Grant dated 30th June 1693 with a diagram thereto annexed, made in favour of A. Voormeester (Stellenbosch Freeholds Vol. 1 No. 87) and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked "C" contained.....

contained in the Annexure to the said deed of transfer No. 5457 dated 27th July 1901, and therein reading as follows:-

"C. Alle waters tot het besproeien van de Plaats Libertas zullen gelykelyk worder verdeeld te weten: Drie dagen per week, Maandag Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag voor den eigenaar van het andere deel der plaats. Alle drinkwaters en damwaters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan".

The conditions marked B,D,E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux J/son, having acquired the portion of the said J.P.Roux P.J.son, by deed of transfer dated 2nd December 1913 No. 10764; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and " nieuwe Grafkelder".

II. The remaining extent of certain piece of quitrent (payment whereof has been abolished in terms of Act 54/1934) land situate as , and adjoining the above, a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District Measuring .....

MEASURING AS SUCH:- fifty two (52) morgen, one hundred and thirteen (113) square roods, thirty two (32) square feet.

EXTENDING as the Quitrent Grant with a diagram annexed made in favour of J.P.de Villiers on the 1st August 1822 (Stellenbosch Quitrents Vol.6 No. 5) and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked C in the annexure to the said deed of transfer No. 5457 dated 27th July 1901, hereinabove under paragraph I, ~~condition (2)~~ fully set out; The conditions marked B,D.E and H in the said Annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux,J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer dated 2nd December 1913 No. 10764; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

III. Certain piece of land, partly freehold and partly quitrent (payment whereof has been abolished in terms of Act 54/1934), situate in the division of Stellenbosch, at Moddergat, being part of the farm "Fleurbaai", a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District.

MEASURING :- twenty one (21) morgen, one hundred and five (105) square roods (whereof 1 morgen 236 square roods 72 square feet is freehold and 19 morgen 468 square roods, 72 square feet is quitrent).

EXTENDING as the deed of transfer with a diagram annexed made in favour of P.R.Roux, sr. on the 3rd August 1863 No. 44 and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked C in the annexure to the said deed of transfer No. 5457 dated 27th July 1901 hereinabove under paragraph I, ~~condition (2)~~ fully set out. The conditions marked B,D,E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux,J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer No. 10764 dated 2nd December 1913; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

IV. Certain piece of land, partly freehold and partly quitrent (payment whereof has been abolished in terms of Act 54/1934) situate as last above, being

part.....

part of portion of the farm "Fleurbaai",a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District, transferred to P.R.Roux, P/son, on the 14th September 1895.

MEASURING :- five (5) morgen, thirty seven (37) square roods (whereof 554 square roods is freehold).

EXTENDING as the deed of transfer with a diagram annexed, made in favour of P.J.Roux and J.P.Roux on the 1st February 1898 No. 643 and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer and (2) subject and entitled to the benefits of the condition marked C contained in the annexure to the said deed of transfer No. 5457 dated 27th July 1901 hereinabove under paragraph I, ~~condition (2)~~ fully set out.

The conditions marked B.D.E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger the said now late J. P.Roux J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer dated 2nd December 1913 No. 10764, condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

V. Certain piece of land, partly quitrent (payment whereof has been abolished in terms of Act 54/1934)

and .....

and partly freehold, situate in the division of Stellenbosch, being the remaining extent of portion of the farm Libertas, a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District. e.e.

MEASURING AS SUCH:- seventy three(73) morgen , twenty (20) square roods.(29 morgen 28 sq. roods freehold) e.e.

EXTENDING as the deed of transfer with a diagram annexed made in favour of J.P.Roux, P.J.son, on the 27th July 1901 No. 5455 and a subsequent deed of transfer made in favour of the said now late J.P.Roux, J/son, on the 2nd December 1913 No. 10764 will more fully point out and subject to such conditions as are referred to in such lastmentioned deed of transfer.

Wherefore the said Appearer, q.q., renouncing all the Right and Title the said Estate heretofore had to the Premises, did, in consequence, also acknowledge it to be entirely dispossessed of, and disentitled to, the same; and that by virtue of these Presents, the said transferee her Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be entitled thereto, conformably to local custom; Government however, reserving its Rights; **And finally**, acknowledging to be satisfactorily paid the whole of the Purchase Money, amounting to a sum of

Seven thousand five hundred pounds (£7500).

In Witness whereof, I the said Registrar, together with the Appearer, q.q. have subscribed to these presents, and have caused the Seal of Office to be affixed thereto.

THUS DONE AND EXECUTED at the Office of the Registrar of Deeds in CAPE TOWN, Province of the Cape of Good Hope, on the 28th Day of the Month of October in the Year of Our Lord One Thousand Nine Hundred and thirty five (1935)

Before me

Registrar of Deeds.

For Mortgages, if any, see heading of Deed.

Registered on the Date Hereof in Geregistreer op die Datum Hiervan in the Register of die Register van

Bk. L 2 Fol. 537 538

Bk. L 3 Fol. 50

F 1 51

250.

Registrateur van Aktes.

T10764/1913

16740/

10764

Town BOND

.. Do. to be lodged

D. R. 1a. R Fol. 6/11

LODGED,

28 OCT 1913

LODGED,

19 NOV 1913. D.

27 NOV 1913

EXECUTED

9 DEC 1913

1

1-2

DEED OF TRANSFER

PASSED IN FAVOUR OF

Jacobus Petrus Roux Junior

R 6741

Registrar of Deeds Office,
Cape Town, ... *19*.....

DEMPERS & VAN RYNEVELD,
Attorneys, Notaries and Conveyancers,
Kent Chambers,
32, Church Street,
Cape Town.

Reg L 3 50

ORIGINAL STAMPED
DUTY £ 10. -.-
FEE £ 1. -.-

DEED OF TRANSFER,
BY VIRTUE OF POWER OF ATTORNEY.

COPY ISSUED 25/4/1932

Prepared by
DEMPERS & VAN RYNEVELD,
Conveyancers.

Know all Men whom it may concern,

That *CORNELIUS NICOLAAS GROENEWALD appeared before me, Registrar of Deeds, he being duly authorised thereto by a Power of Attorney, dated the* 7th *day of* October 1913, *drawn up at* Stellenbosch *and granted to him by*

Jacobus Petrus Roux, Jacobus son, in his capacity as Executor Testamentary in the estate of the late Jacobus Paul Roux, Paul Jacobus son

which Power of Attorney has this day been exhibited to me;—and the said Appearer declared that whereas The said now late Jacobus Paul Roux P.son by his will dated 3rd February 1913 provided that his uncle Jacobus Petrus Roux P.son could purchase his farm known as Liberlas situate in the D. C. of Environs of Stellenbosch for the sum of £3000 Stg; and whereas the said farm was so purchased in terms of the said will, Now therefore

had truly and legally sold and He, the said Appearer, in his capacity as Attorney, *aforesaid, did, by these Presents, Cede and Transfer in full and free Property, to and on behalf of*

Jacobus Petrus Roux, Jacobus son,

his Heirs, Executors, Administrators, or Assigns certain piece of land being partly quitrent and partly freehold, being the remainder of portion of the farm Liberlas situate in the Division of Stellenbosch Folio 337.

measuring as per remainder seventy three Morgen and twenty square roods

Excluding as the Deed of Transfer with a diagram annexed made in favor of the said now late J. P. Roux P.J. son, on the

Sect. 2-8 (2) Act 24 of 1913

This property was acquired by will registered 10 June 1913

TRANSFERRED

The 27th Ju
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dition
referred

Wherefore the Appe
said esta
acknowledged and
to be entirely dispos
Presents, the said
Jaco

his Heirs, Executors,
thereto, conformabl
Property thus sold
Hypothecations, ac
finally acknowledg
the whole of the F
pon ar

In Witness w
subscribed to these

MORTGAGED
day of Dec. 1913
for £5000 -
D. F. Ls. Fol.
REGISTRAR OF DEEDS.

The 27th July 1901. will more fully point out and further subject to such conditions as are therein mentioned and referred to

Wherefore the Appearer, in his said capacity, renouncing all the right and Title the said estate *heretofore had to the Premises acknowledged and declared* The said estate *to be entirely dispossessed of, and disentitled to, the same; and that, by virtue of these Presents, the said*

Jacobus Petrus Roux, Jacobus son,

his Heirs, Executors, Administrators, or Assigns, now & and henceforth shall be entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to Law;—Government, however, reserving its right;—and finally acknowledging the said estate *to be satisfactorily paid the whole of the Purchase Money, amounting to a sum of* three thousand pounds sterling

MORTGAGED
day of Dec. 1913.
for £ 5000 -
D. R. Ls. Fol.
REGISTRAR OF DEEDS.

In Witness whereof, I, the said Registrar, together with the Appearer, q.q., have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.

Thus done and executed at the Office of the Registrar of Deeds, in Cape Town, Cape of Good Hope, on the second *Day of the Month* December *in the Year of our Lord One Thousand Nine Hundred and* thirteen

In ~~my~~ presence,

Registrar.

DEEDS OFFICE CAPE TOWN

INFORMATION SECTION
REQUEST FOR COPES OF DEEDS AND DOCUMENTS

rural development
& land reform

Department:
Rural Development and Land Reform
REPUBLIC OF SOUTH AFRICA

Office of the Registrar of Deeds CAPE TOWN, 90 Plein Street, Private Bag X9073, Cape Town Tel (021) 464 7600 Fax (021) 464 7725

REQUEST FOR COPIES OF DEEDS AND DOCUMENTS

Please complete the following:

1. NAME OF APPLICANT....TANIA VOLSCHENK.....
2. NAME OF CONVEYANCING FIRM/INSTITUTION...WERKSMANS ATTORNEYS
3. YOUR REFERENCE (7 Characters)....FLEURBAAI.....
4. METHOD OF PAYMENT: Account number **CTN**....12.....and **BOX**....12.....
5. Please complete the following:

The Deeds Office will conduct a search to determine the microfilm or scanning reference of the document required	Please mark with an X			
DOCUMENT NUMBER (Please indicate Deeds Office serial reference eg. T1/2015)	**Reg 66** (Information)	**Reg 67** (Judicial)	**Reg 70** (ANC)	**Reg 68** (VA)
1. T3880/1903 (Deed Nr 3880 dated 23 March 1903)	X			
2. T9218/1935	X			
3. T10764/1913	X			
4.				
5.				
Application for Reg 68 (VA copy) must be accompanied by a signed copy of affidavit (RC3/2015)				

.....
Applicants Signature

10 November 2020
.....
Date

For office use

		Quantity	Amount
Search Fee	**(R12)***		**R**
Copy Fee	**(R70)***		**R**
Pages Fee	**(R12)***		**R**
	Total		**R** 234.00

APPROVED BY ..... DATE.....

***Fees reflected above is in terms of GOVERNMENT GAZETTE 40649 DATED 28-02-2017 and subject to change.**

ANNEXURE 7

CONVEYANCER CERTIFICATES

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

FARM NUMBER 1480
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 108,0084 HA

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer):

1. CERTIFICATE OF CONSOLIDATED TITLE NUMBER T21113/2007
2. DEED OF TRANSFER NUMBER T3880/1903
3. DEED OF TRANSFER NUMBER T9218/1935
4. DEED OF TRANSFER NUMBER T10764/1913
5. NOTARIAL DEED OF SERVITUDE NUMBER K1087/1996S
6. NOTARIAL DEED OF SERVITUDE NUMBER K525/1974S
7. NOTARIAL DEED OF SERVITUDE NUMBER K557/1995S as mended by K394/2007S & K100/2016S
8. NOTARIAL DEED OF SERVITUDE NUMBER K1088/1996S
9. NOTARIAL DEED OF CESSION OF USUFRUCT NUMBER K1138/1992

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	T21113/2007: Clause I.B, Clause II.C, Clause III.C, Clause III.D, Clause III.E, Clause IV.C, Clause IV.D, Clause V.i.C, Clause V.i.E, Clause V.ii.B, Clause V.ii.D, Endorsement on pg 15: K394/2007S, Endorsement on pg 16: K100/2016S * Please see below
9.	Other Restrictive Conditions	Y	N	T2113/2007: Clause V.i.D - lifelong usufruct as recorded in K1138/1992 Clause V.ii.C - Endorsement iro Act 28/1936 - declaration of National Monuments These conditions will be taken into consideration and will not prohibit proposed development.

* The location of the servitudes will be taken into consideration by the site layout and will thus not prohibit the proposed development. Need need not to be removed/amended.

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STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	MRS YVONNE GERTRUDE BLAKE (ID 290711 0034 000) Mrs Blake is entitled to a lifelong usufruct over the residential house located on the Property.Her right will not be impacted on by the proposed development.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**....23rd.... (Day) JUNE.....(Month)

of 2021.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
Reg: H.A. Kotze / Nolmarie

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

PORTION 2 OF FARM NUMBER 374
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 9 192 SQUARE METRES

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current a~~nd earlier title deeds/pivot deeds/deeds of transfer).~~

1. DEED OF TRANSFER NUMBER T50628/1994
2.
3. Note: Earlier deeds have been requested from the Deeds Office. We do not expect any
4. additional restrictive conditions but undertake to supplement this Conveyancer Certificate
5. should it be required.
6.
7.
8.

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	
9.	Other Restrictive Conditions	Y	N	

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**.....23rd..... (Day) .....JUNE.....(Month) **of 2021**.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
Reg: H.A. Kotze / Nolmarie

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY NUMBER 371
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 9 807 SQUARE METRES

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current ~~and earlier title deeds/pivot deeds/deeds of transfer).~~

1. DEED OF TRANSFER NUMBER T50628/1994
2.
3. Note: Earlier deeds have been requested from the Deeds Office. We do not expect any
4. additional restrictive conditions but undertake to supplement this Conveyancer Certificate
5. should it be required.
6.
7.
8.

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	
9.	Other Restrictive Conditions	Y	N	

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B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**....23rd.... (Day) .JUNE.....(Month) **of 2021**.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
~~Reg: H.A. Kotze / Nolmarie~~

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

RERAMINDER FARM FLEURBAAI NUMBER 1040

IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH

PROVINCE OF THE WESTERN CAPE

IN EXTENT 70,9579 HA

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer):

1. CERTIFICATE OF CONSOLIDATED TITLE NUMBER T2011/1966
2. DEED OF TRANSFER NUMBER T3880/1903
3. NOTARIAL DEED OF SERVITUDE NUMBER K557/1995S as mended by NOTARIAL DEED
4. NUMBER K394/2007S
5. NOTARIAL DEED OF SERVITUDE NUMBER K1087/1996S
6. NOTARIAL DEED OF SERVITUDE NUMBER K1139/2014S
7. NOTARIAL DEED OF SERVITUDE NUMBER K100/2016S
8. .....

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

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A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	Endorsement on pg 5: K557/1995S Endorsement on pg 6: K1087/1996S Endorsement on pg 7: K394/2007S Endorsement on pg 8: K1139/2014S Endorsement on pg 9: K100/2016S *Please see below
9.	Other Restrictive Conditions	Y	N	

* The location of the servitudes will be taken into consideration by the site layout and will thus not prohibit the proposed development. Need need not to be removed/amended.

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B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**.....23rd..... (Day) .....JUNE.....(Month) **of 20**21.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
~~Ref: H.A. Kotze / Nolmarie~~

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

ANNEXURE 8

URBAN DESIGN PRINCIPLES

LIBERTAS

STELLENBOSCH

HIGH LEVEL URBAN DESIGN PRINCIPLES

REMAINDER OF FARM NO. 1040, REMAINDER OF FARM NO 1480,

PORTION 2 OF FARM NO 374 AND PORTION 2 OF FARM NO 371

AS INFORMATION TO THE REZONING APPLICATION BY FIRSTPLAN TOWNPLANNERS

2022 12 05 (Rev 2)

nuvorm

INTRODUCTION

This high-level proposal provides background to a land use rights application as submitted by FIRSTPLAN by demonstrating how the proposed land rights positioning and quantities have been deducted from a qualitative and integrated urban design proposal.

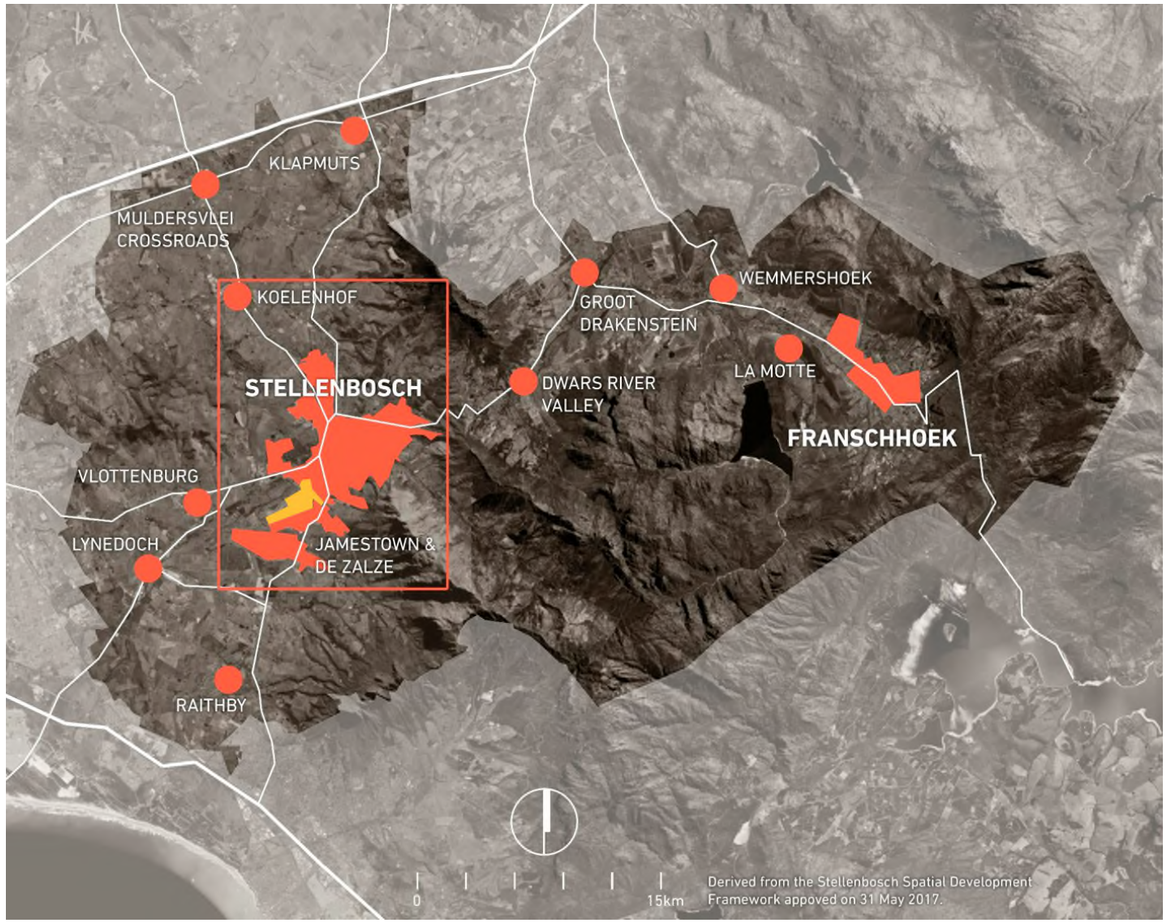
It consciously steers away from one dimensional subdivision supported by primarily by roads infrastructure. Rather, it aims to demonstrate how development may be beneficial and of superior quality when informed from the land up. It does not constitute the material for a full EIA process but nevertheless provides a solid platform for refinement during the next stage of development.

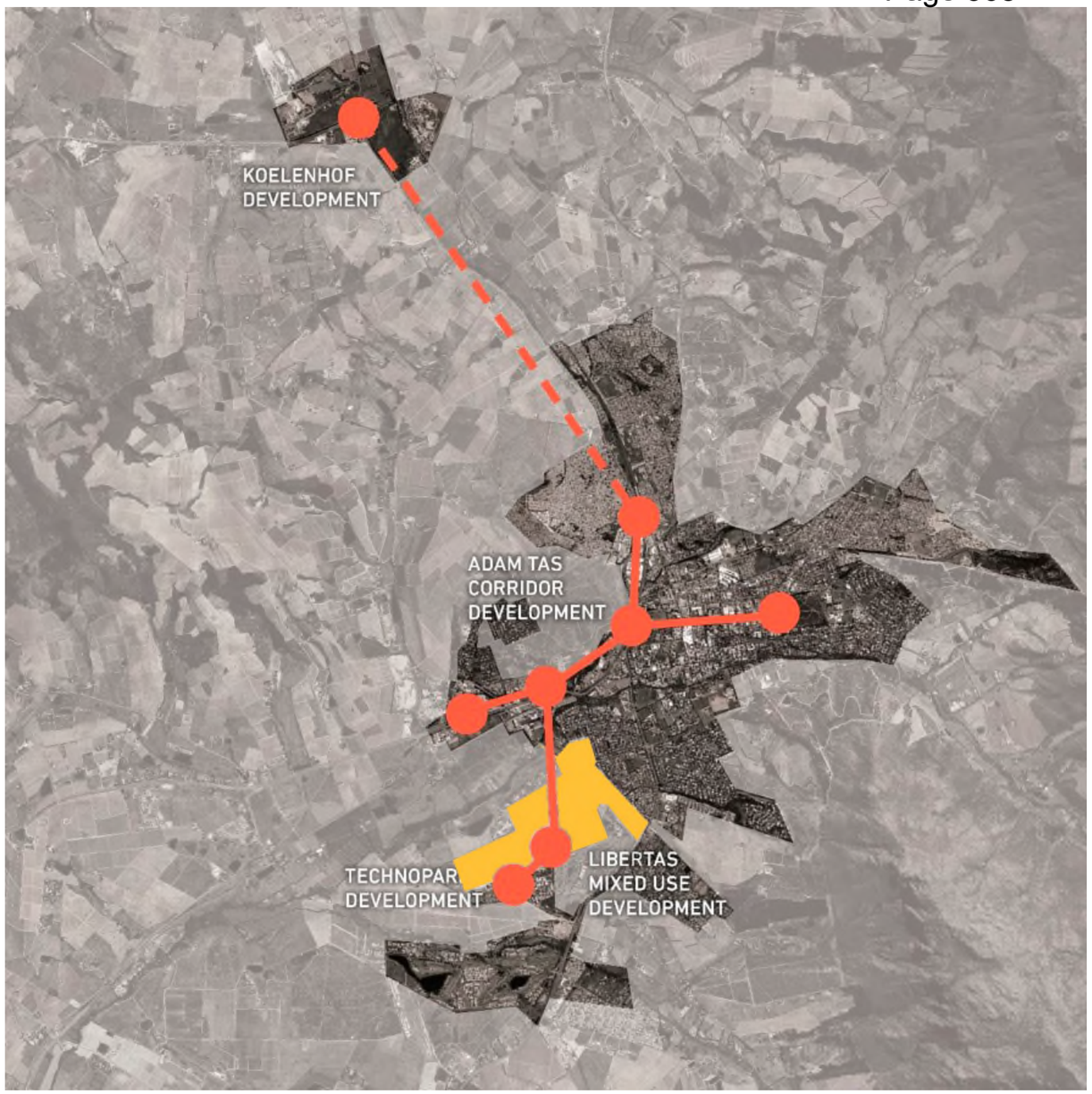
Urban design is by definition inter-disciplinary and iterative. The urban design concepts presented in this document is informed by principles developed through a team effort comprising the following critical tea members in terms of addressing issues of context specific fit on the historic Libertas farm:

Heritage:
Ms Liana Jansen
Landscape Architect (SACLAP) / Heritage Practitioner (APHP)
Supported by Ms Marike Franklin
Refer separate, cross-referenced report

Landscape Architecture:
(with a ecological focus)
Terra + Landscape Architects represented by Ms Ankia Bornmans
Refer separate, cross-referenced report

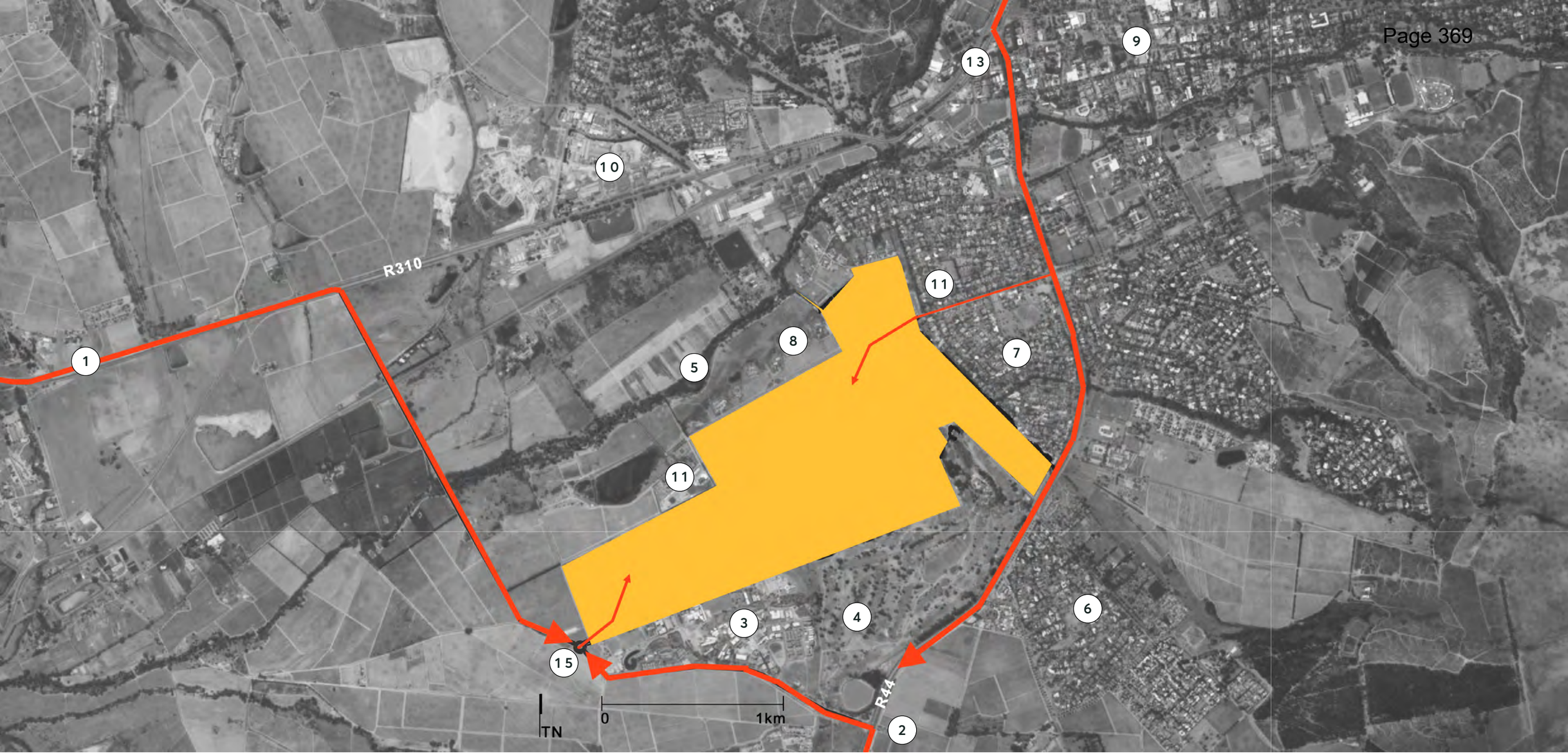
Environmental Baseline Report:
Dated 19 November 2020 provided by Doug Jeffery Environmental Consultants





LOCALITY & CONTEXT

The site offers the opportunity to become a housing driven node within the greater municipal region. The enlarged image on the right indicates its connectedness in terms of a possible public transport shuttle route that establishes a ring which connects the site to the larger system, via Die Boord on the east to the proposed Link Road on the west.



LOCALITY & CONTEXT

The abstracted mapping of the site below presents a platform for recognizing the prominent components associated with the site at a one-dimensional level. Other than confirming these features, it is intended as a reference image for use during commenting on the level of proximity and connectivity to opportunities. The proposed link road (item 15) is an important future element that is key to unlocking the development potential towards the west of the site.

1. R300 to N2 Freeway – Cape Town & Summerset West
2. R44 to Summerset West
3. Techno Park
4. Stellenbosch Golf Club
5. Eerste River
6. Paradyskloof
7. Die Boord
8. Patrysvlei
9. Stellenbosch CBD
10. Devonvalley
11. SOPA Trust/Flearbaix
12. Libertas Farmstead
13. R310 to N1 Freeways – Cape Town & Paarl
14. Access via Die Boord
15. Access via Techno Park

KEY DESIGN PRINCIPLES

This overarching aim is to demonstrate the merits of discretionary and responsive development on a historic farm immediately outside the existing urban edge of the Stellenbosch town.

The demonstration of such merits is informed by the principles listed to the right. The proposal follows a layered approach in which the team indicates how identifiable conditions each generate what we believe to be an appropriate response.

The layers have been separated for ease of interpretation, but following urban design best practice have been developed through an iterative, interdisciplinary approach resulting in a proposal in which 'the whole is greater than the sum of the constituent parts'.

It is important to note that the approach is not sub-divisional but holistic. Quantities and land uses have been deducted from the integrated, three-dimensional layout concerned with contextual fit and appropriate scale.



QUALITY BUILT ENVIRONMENT

- Emphasis on beauty, aesthetics, human comfort, and creating a sense of place.
- Special placement of uses and sites within community.
- Human scale architecture & beautiful surroundings nourish the human spirit.



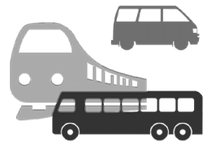
LEGIBLE NEIGHBOURHOOD STRUCTURE

- Interconnected street network disperses traffic and eases walking.
- A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.



MIXED-USE & DIVERSITY

- A mix of shops, offices, apartments, and homes on site.
- Mixed-use within neighbourhoods, within blocks, and within buildings.
- Diversity of people – of all ages, income levels, cultures, and race.



SMART TRANSPORTATION

- A network of high-quality of public transport connecting cities, towns, and neighbourhoods together.
- Pedestrian-friendly design that encourages a greater use of bicycles, motorcycles, and walking as daily transportation.



CONNECTIVITY

- Well connected street network disperses traffic and eases walking. A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.



SUSTAINABILITY

- Minimal environmental impact of development and its operations.
- Environmental technologies, respect for ecology and value of natural systems.
- Energy efficiency and economic inclusion.
- Local production and biodiversity.
- More walking, less driving.
- Heritage and increased life cycle cost.



WALKABILITY

- Connectivity and amenities within a 10-minute walk of home and work.
- Pedestrian friendly street design (buildings close to street; patio's, windows and doors street facing; tree-lined streets; on-street parking; slow speed streets)



QUALITY OF LIFE

- Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.



INCREASED DENSITY

- Interconnected street grid network disperses traffic and eases walking.
- A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.



INTEGRATED MASTER PLAN

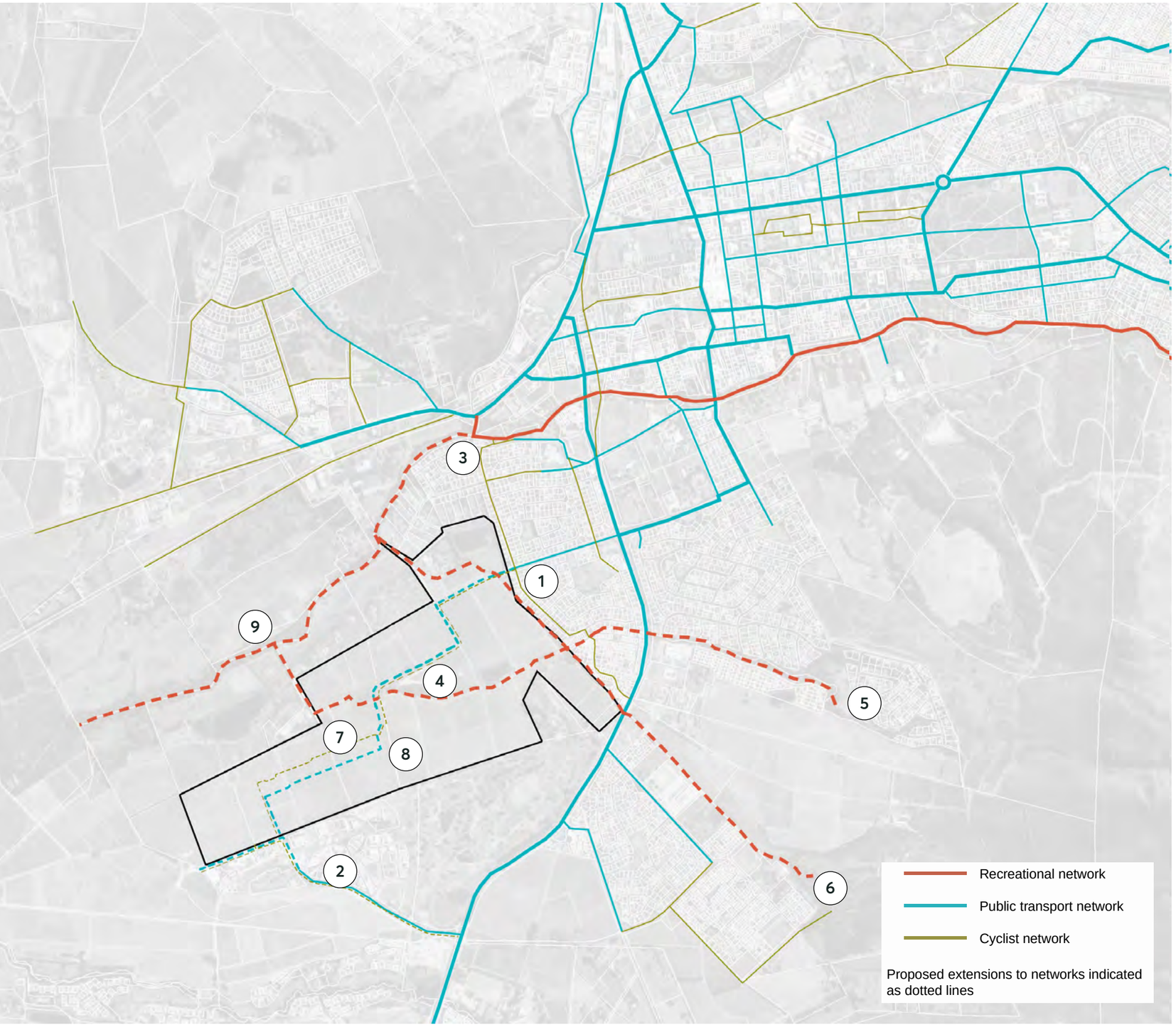
The composite framework drawing below indicates integration of various form and open space layers in context. As with any proper urban design process the various layers were also each considered in the context of the other layers and adjusted through an iterative design process. The product of this process of iteration is a three dimensionally conceived framework in which the whole is greater than the parts. This offers the opportunity for fixing the higher order structure and total fit on the site while offering opportunity for finer grained and people-oriented design resolution at the scale of the buildings and the open spaces contained between them.

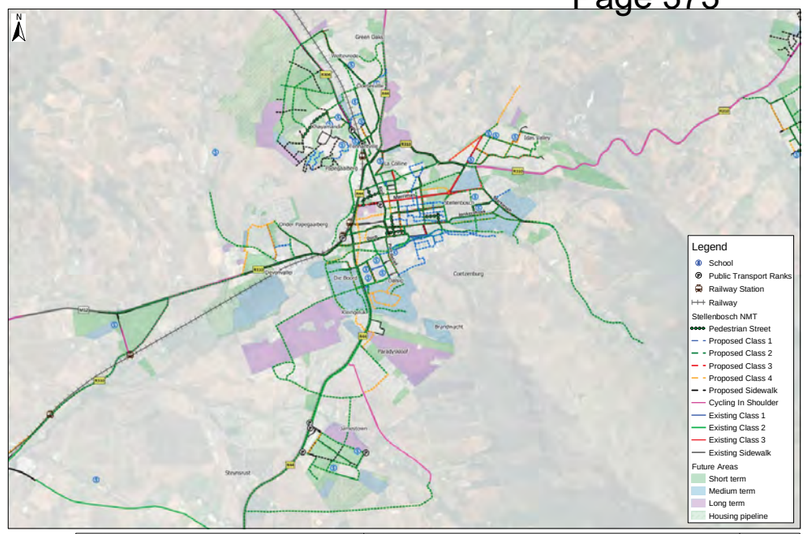
1. Access from future planned eastern bypass
2. Existing vineyards visible from R310
3. Precinct park
4. Village square
5. Forrest meander
6. Low rise medium density courtyard residential typology with mini apartment blocks interspersed.
7. Courtyard house nested in trees
8. Development nodes previously proposed to Techno Park being removed
9. School & fields
10. Natural landscape corridors
11. Dams
12. SAPO Trust, Fleurbaix
13. Techno Park
14. Patrysvlei
15. Stellenbosch Golf Club
16. Libertas Farmstead
17. Access from Die Boord
18. Low rise medium density village
19. River meander
20. Working vineyards
21. Contour-following residential units



FIGURE GROUND

Illustrating existing and proposed built form





INTEGRATED PUBLIC TRANSPORT, PEDESTRIAN & CYCLIST NETWORK

Proposed transport integration scheme including pedestrian, cyclist & public transport networks, based on the Stellenbosch Municipality integrated public transport plan.

1. Termination of proposed MNT network including cycle network at end of Van Reede Street.
2. Termination of proposed MNT network including cycle network at in Techno Park.
3. Conceptual extension of recreational route system along Eerste Revier
4. Extension of recreational route through Libertas farm
5. Conceptual extension of recreational route through Brandwacht to Hottentots Holland mountains.
6. Conceptual extension of recreational route through Paradyskloof to Hottentots Holland mountains.
7. Extension of dedicated cycle route through Libertas farm connecting Die Boord with Techno Park.
8. Extension of public transport route through Libertas farm connecting Die Boord with Techno Park.
9. Conceptual extension of recreational route system from Libertas farm to route along Eerste Revier



FIGURE GROUND

Illustrating existing and proposed built form

1. Possible connection to the Adam Tas Corridor (through neighbouring properties) refer Fig. 16 of the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects
2. Possible connection to Hottentots-Holland mountains (through neighbouring properties), refer Fig. 17 of the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects
3. Pedestrian route along stream
4. Proposed recreational routes through site
5. Pedestrian links to Techno Park



FIGURE GROUND

Illustrating existing and proposed built form

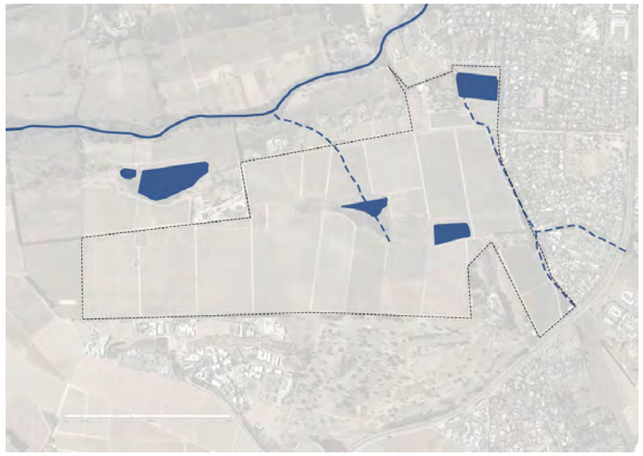
1. Eerste River corridor
2. Ecological corridors & green open space to be retained & form part of historical & recreational assets
3. Existing dams
4. Extension of existing ecological network as part of recreational assets
5. Proposed links of ecological corridors (on other properties)

Refer to the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects for supplementary information on the ecological corridors and possible future connections.



EXISTING TREE STRUCTURE

This analysis indicates the prevalence of thickets of continuous and linear tree infrastructure along the river bed and into the areas surrounding the site. This provides an opportunity for it to be reinforced into and extended into new developments that is not exclusively vineyard.



EXISTING WATER BODIES & STREAMS

The site benefits from an ecology of small wetlands, retained water bodies and rivulets feeding into the adjacent Eerste Rivier. Apart from recognizing and protecting these in their own right, it offers an opportunity for integration with development proposals and to support contact with nature within a wider walkability network.



EXISTING VINEYARD STRUCTURE

The existing vineyards provide a historic structure with recognizable breaks. This offers an opportunity for this logic of breaks to be incorporated into the design, as well as having retention of vineyards contribute to the character and retention of the legacy of the historic farm.



EXISTING ROAD NETWORK

The existing and proposed road network feeds into the site from two ends. From the East via Die Boord and from the West via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity, and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged.



EXISTING NATURAL CORRIDORS

The natural/ecological open space corridors that cross into and over the site are easily recognizable and should be protected and reinforced by the development proposal.



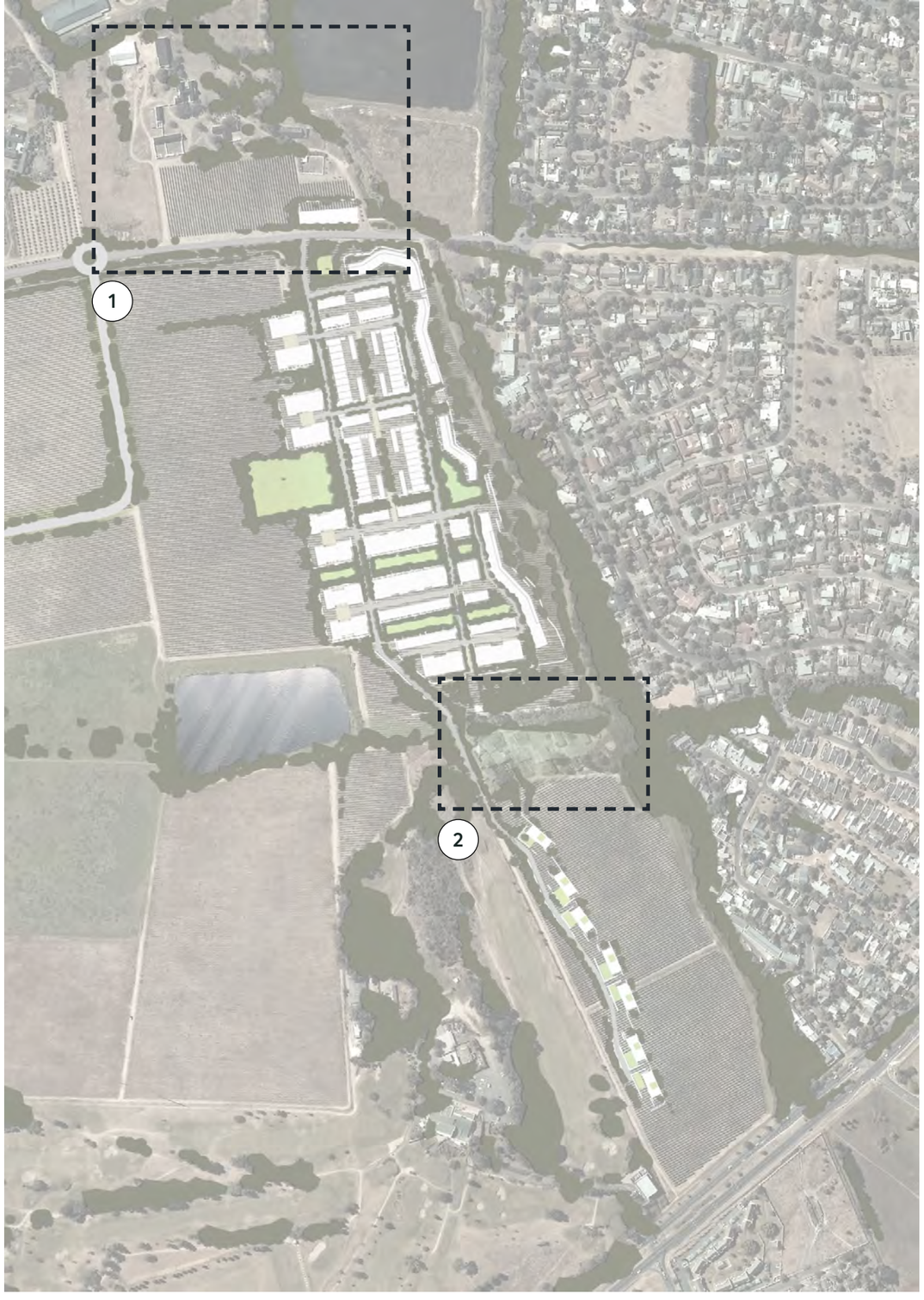
EXISTING BUILT FORM

Apart from the historic homesteads that is of specific merit, the existing build form surrounding the historic farm is generally of a disappointing, monofunctional character not in keeping with contemporary urban design best practice. The aim should be to rebalance this through higher density combined with a mixed of uses and carefully considered three dimensional built form. A form-based coding document should be prepared as a step in the approval process.

EXISTING LAYERS

EXISTING SPATIAL STRUCTURE/STATUS QUO OF LAYERS WITH ASSOCIATED OPPORTUNITIES

Also refer Visual and landscape Character Analysis by Terra + Landscape Architects (refer LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS)



1



The Libertas farmhouse, werf & surrounding buildings

2



The farmworkers houses

HISTORICALLY SENSITIVE AREAS

Refer to the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects further cultural landscape & heritage indicators and guidelines.



PROPOSED TREE STRUCTURE

The trees structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site.



INTERNAL FORMAL GREEN STRUCTURE

The primary network of trees and the identified ecological corridors, provide points of connection for a secondary, development-specific street- and tree network.



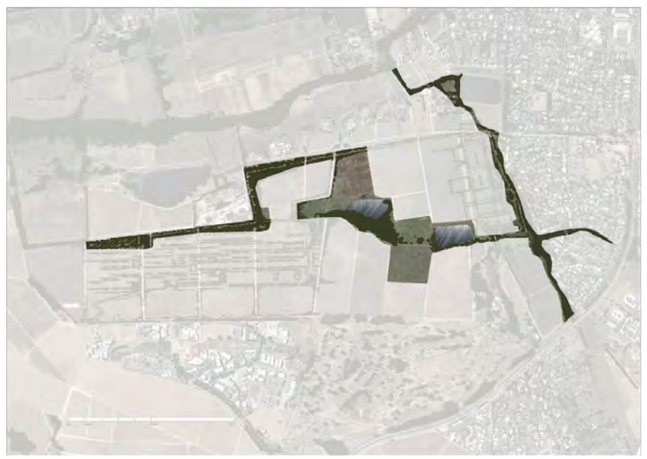
AGRICULTURAL LAND

A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Tecno Park as well as agains the R44 schenic route as one of the many vineyards experianced as one enters Stellenbosch.



ROADS STRUCTURE

The internal roads- and street network extends from the existing connection through Die Boord in the east and the proposed Link Road towards the west. The internal network is consciousl meandering and of limited width to support a semi rural character and prevent rat-running through the site, whilst accommodating a public transport shuttle service.



REINFORCING OF ECOLOGICAL CORRIDORS

The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site. This became an important informant towards identifying pockets of developable land that does not encroach on the open system.



NEW BUILT FORM

New built form provides optimal density in three primary clusters nested within the logic of the wider open space system. Each of these clusters have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network. The holistic approach is to improve walkablity/cyclebility within the total site. These connections extend into Techno park.

PROPOSED NEW

NEW URBAN & LANDSCAPE DESIGN LAYERS AS A RESPONSE TO THE EXISTING

Also refer Visual and landscape Character Analysis by Terra + Landscape Architects (refer LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS)



PORTIONS

NEW URBAN & LANDSCAPE DESIGN LAYERS AS A RESPONSE TO THE EXISTING CONTEXT

PORTION 1

Low rise medium density residential typology

PORTION 2

Contour-following single residential typology







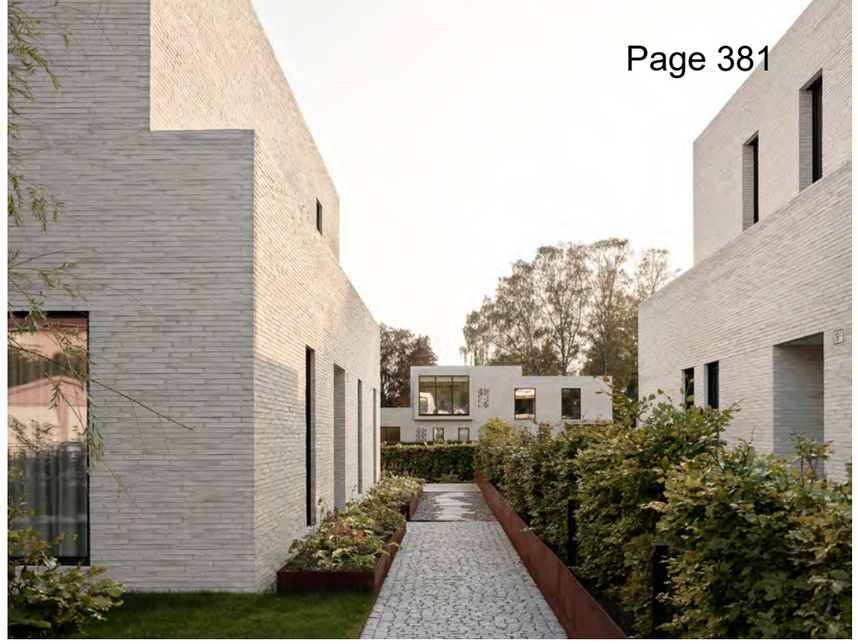




PORTION 1 & 2

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.









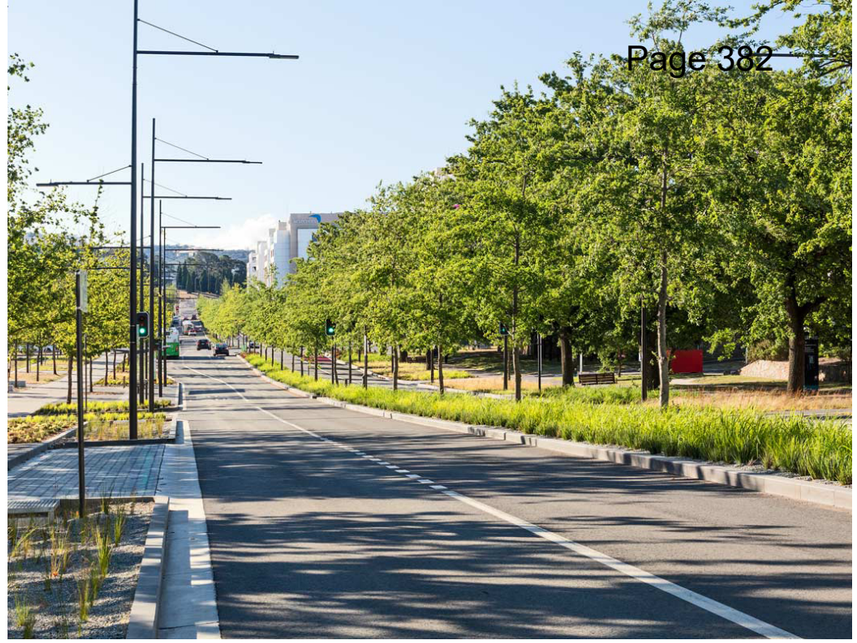


PORTION 3 - TYPICAL BUILDING TYPOLOGIES

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.





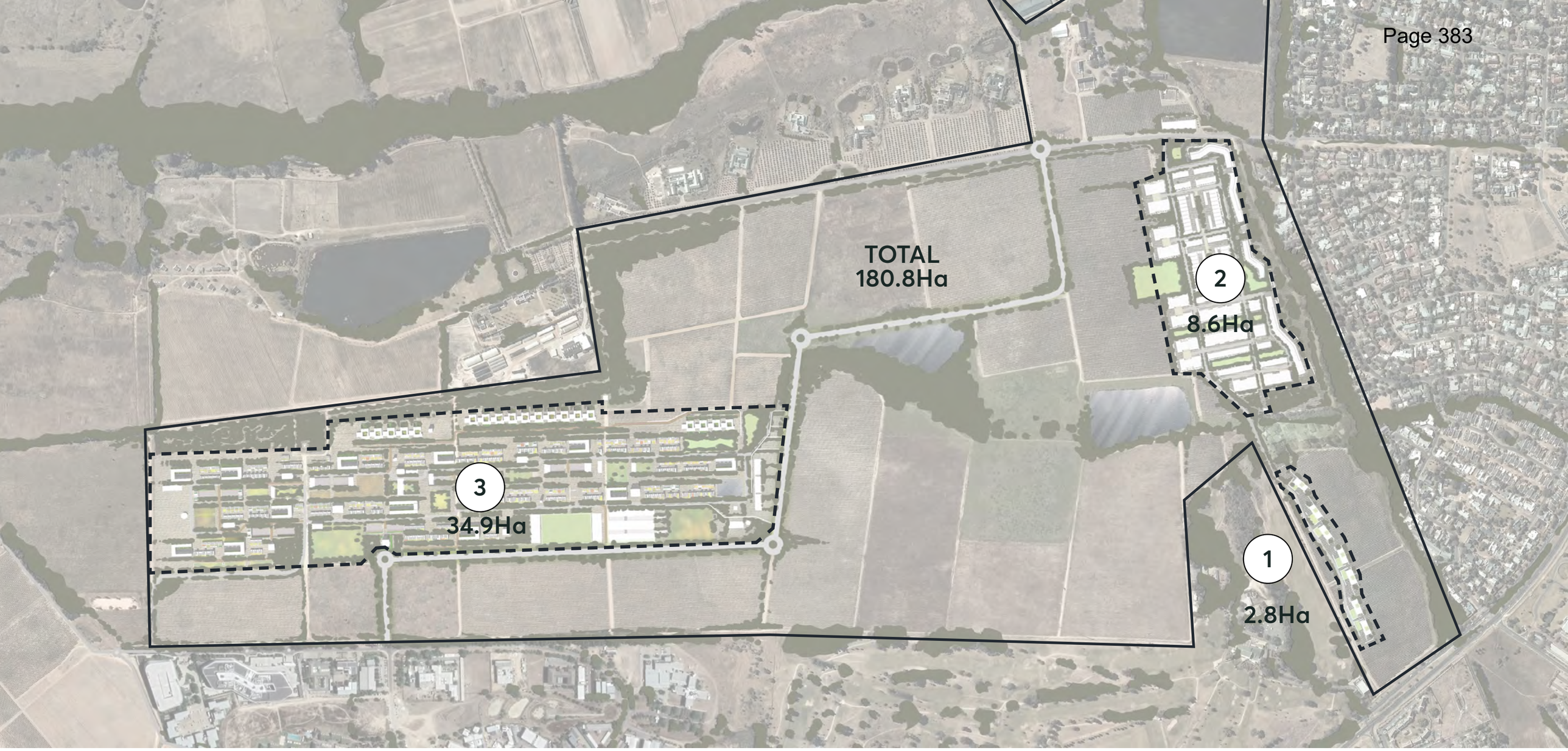






PORTION 3 - LANDSCAPE CHARACTER

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.



PORTION 1

Residential	7 units
FAR	**0.12**
Density	**2.5 units/Ha**

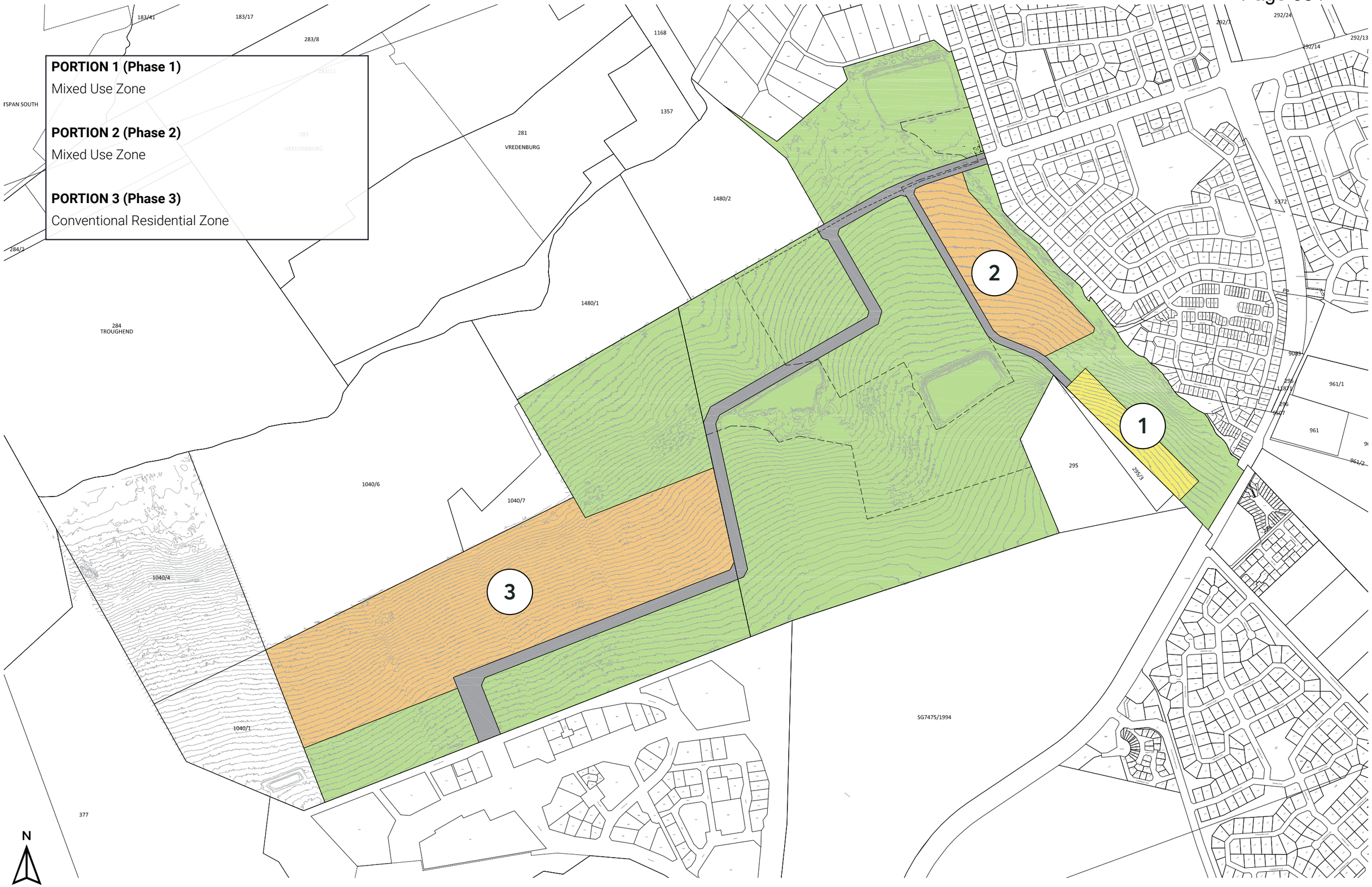
PORTION 2

Residential	500 units
Retail / Offices	1 500m²
FAR	**0.71**
Density	**58 units/Ha**

PORTION 3

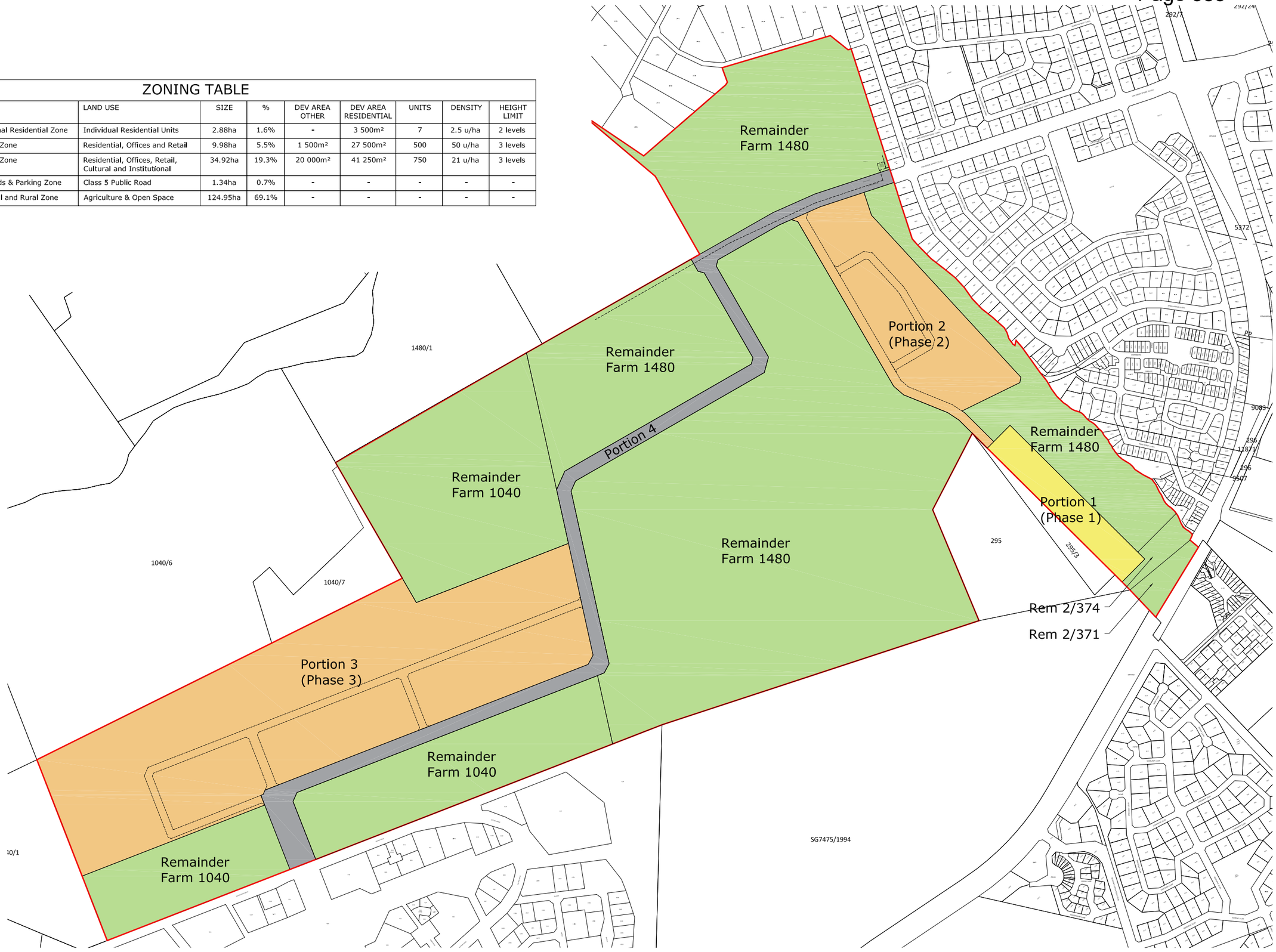
Residential	750 units
Retail / Offices	10 500m²
Cultural / institutional	9 500m²
FAR	**0.23**
Density	**21 units/Ha**

LAND-USE MIX



PRECINCTS & PHASING

ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



ZONING CONCEPT

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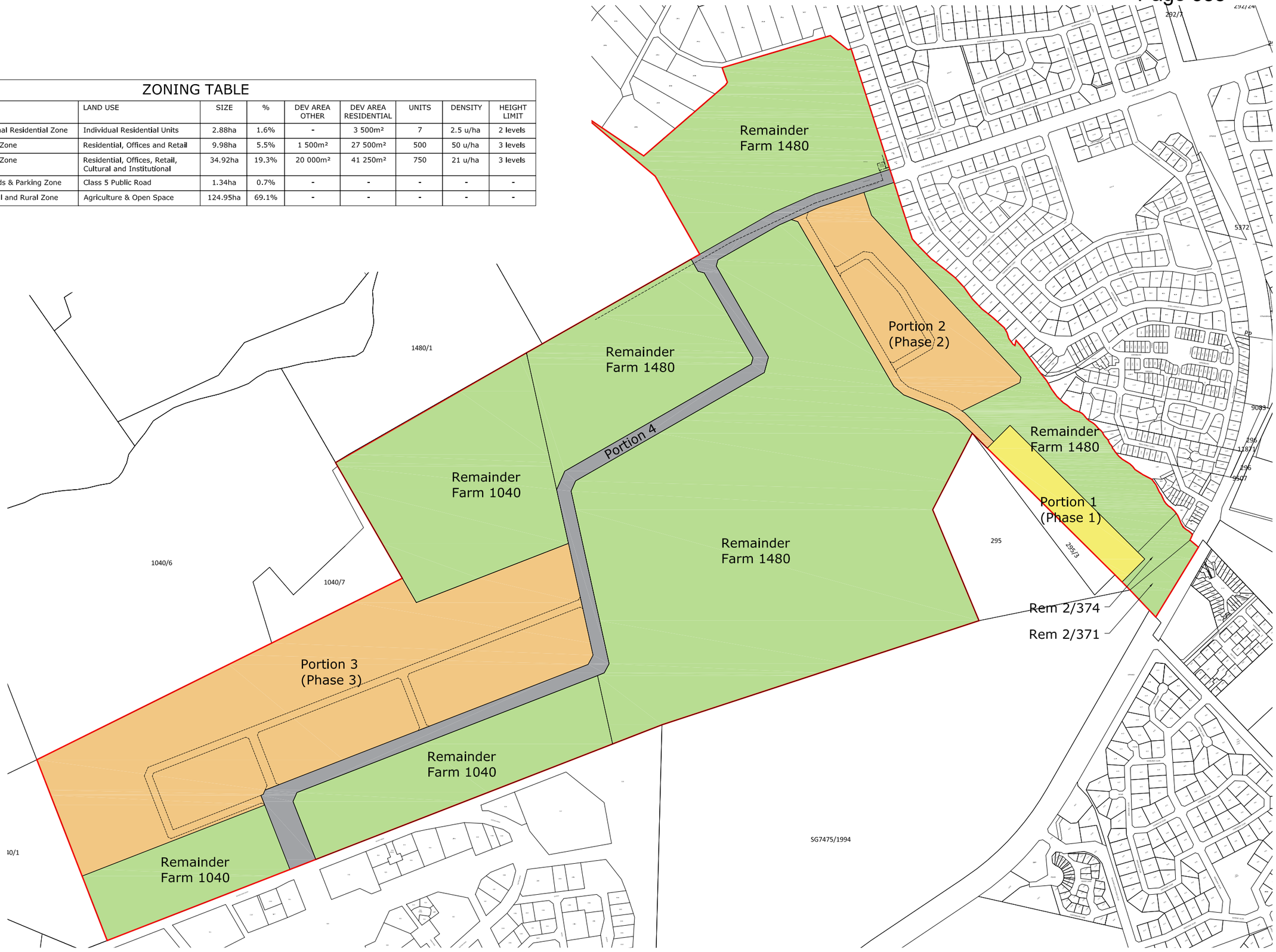
URBAN DESIGN | ARCHITECTURE | LANDSCAPE ARCHITECTURE | INTERIOR DESIGN

Stellenbosch, Western Cape | studio@nuvorm.com

ANNEXURE 9

ZONING PLAN FOR PROPOSED DEVELOPMENT

ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



ZONING CONCEPT

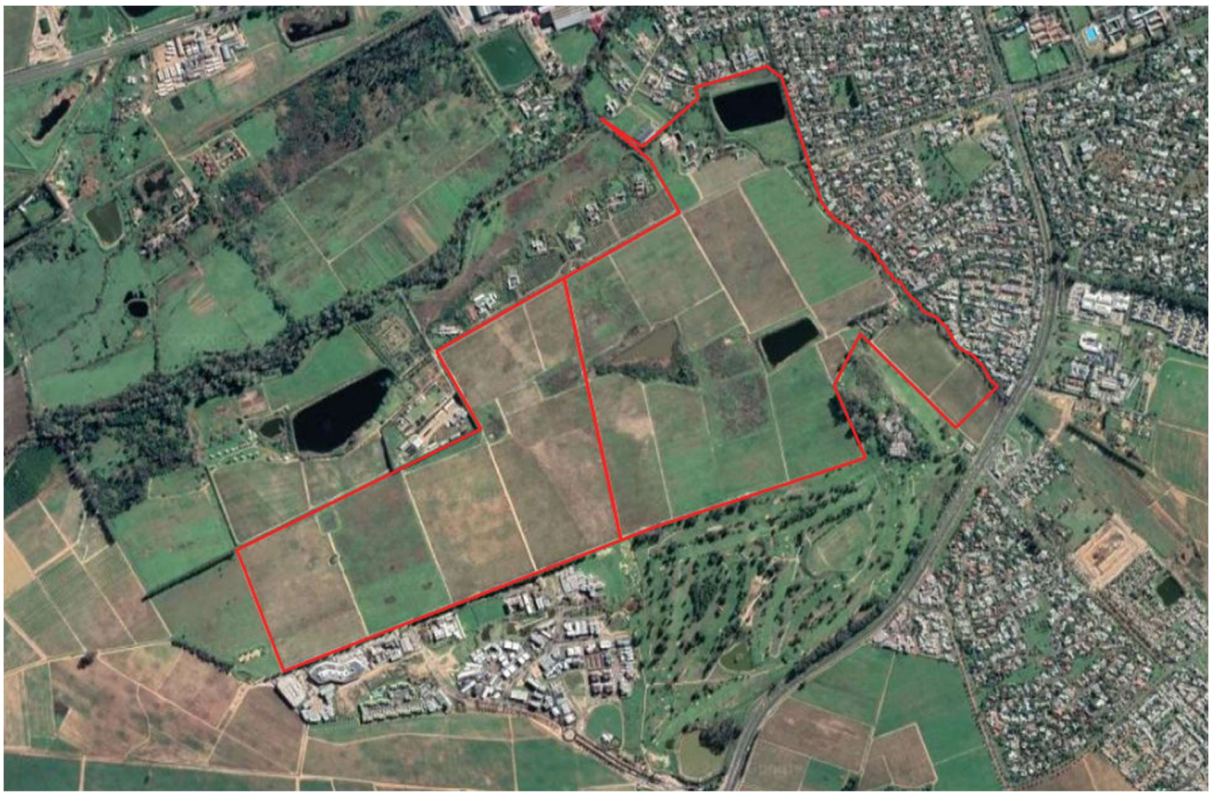
ANNEXURE 10

NATURAL ENVIRONMENTAL BASELINE REPORT

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REMAINING EXTENT OF FARM 1040 AND REMAINING EXTENT OF FARM 1480

NATURAL ENVIRONMENTAL BASELINE REPORT



19th November 2020

1. INTRODUCTION

Doug Jeffery Environmental Consults (DJEC) have been appointed to conduct a desktop Natural Environment Baseline Study for the remaining extent of Farm 1040 and the remaining extent of Farm 1480 (Figure 1). An Environmental Baseline Study (EBS) helps to determine existing environmental conditions in an area, defining significant resources that may require protection from development or other forms of transformation. This sequentially assists in predicting and evaluating potential environmental impacts prior to any development. By understanding the existing environmental conditions as well as potential impacts of transformation, future development strategies can incorporate project design that not only protects significant environmental resources, but also reduces the costs incurred from attempting to mitigate any adverse effects.

The scope of this EBS is limited to the natural environment, and does not cover land use, socio-economic, or heritage aspects. The focus of this study is on ecosystem components- including but not limited to water resources, flora and fauna. This EBS investigates the presence of potentially sensitive biodiversity areas located within the study area with the use of Geographic Information Systems (GIS), including Critical Biodiversity Areas and Ecological Support Areas. It goes on to review relative environmental policies in order to explore management strategies and objectives that could pertain to the site.



Figure 1: Locality of Remaining Extent of Farm 1040 and Remaining Extent of Farm 1480

2. SCREENING FOR SENSITIVE ENVIRONMENTAL FEATURES

A range of environmental GIS data sources were used to investigate the sensitivity of the environmental features across the site.

2.1 Sensitive Areas as Identified in the Western Cape Biodiversity Spatial Plan

The presence of the following environmental features was investigated:

Feature	Data Source	Figure number
Critical Biodiversity Areas (CBA1)	CapeNature (WCBSP)	2
Ecological Support Areas (ESA2)	CapeNature (WCBSP)	2

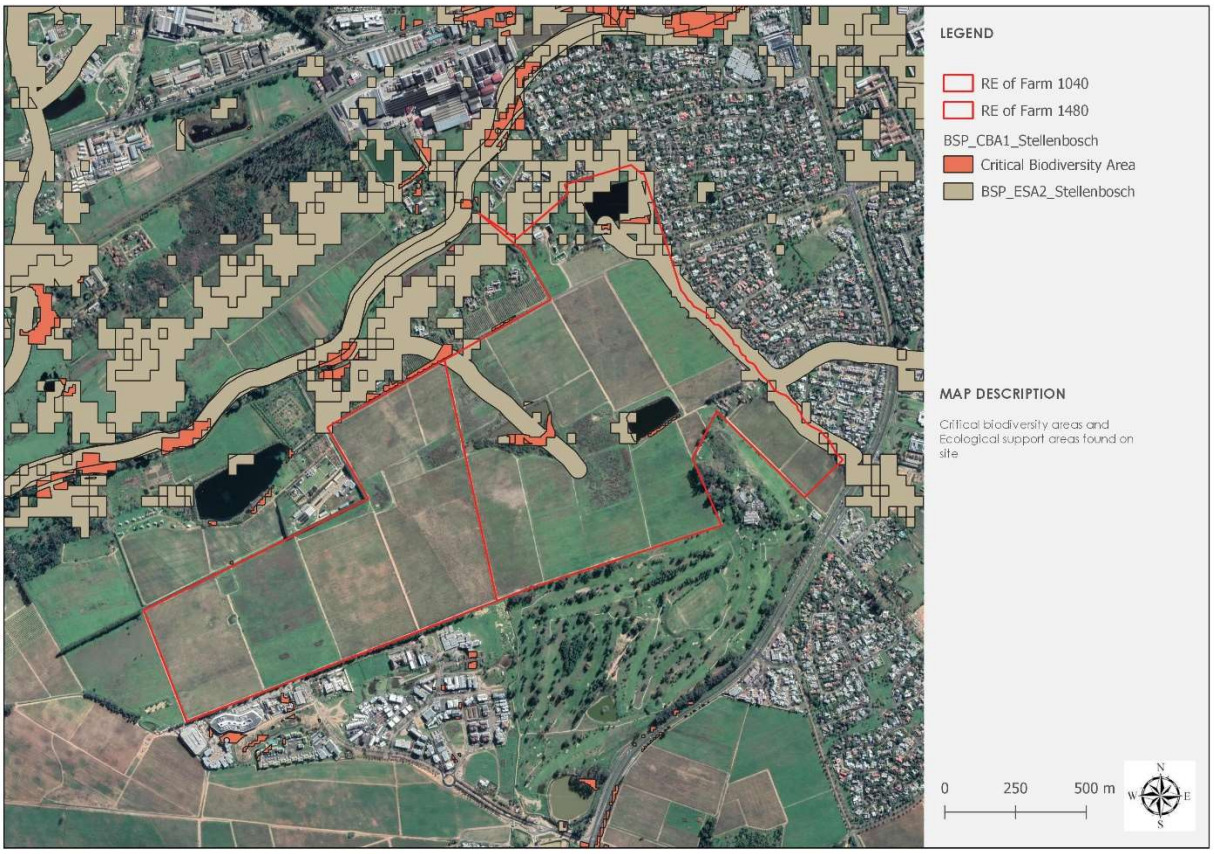


Figure 2: Sensitive Areas as Identified in the Western Cape Biodiversity Spatial Plan

There is a small CBA of approximately 7000 m^2 located on site. Further, the site contains an ecological support area associated with a drainage corridor. There are no protected areas or other natural areas identified in the Western Cape Biodiversity Spatial Plan located on site.

2.2 Natural Vegetation on Site

According to the South Africa National Biodiversity Institute National Vegetation Database, the site historically contained the following vegetation types:

- Swartland Granite Renosterveld- Critically Endangered (CR) (Figure 3)

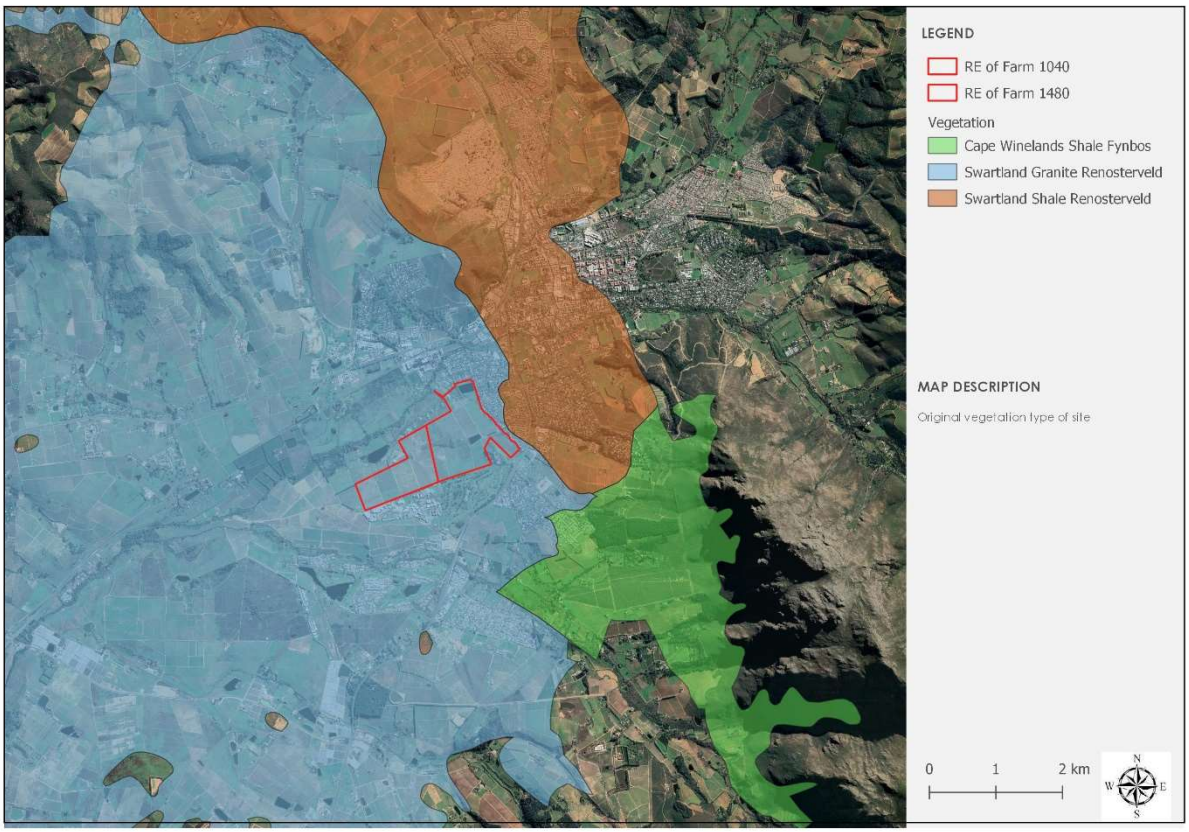


Figure 3: Natural vegetation on site

A large portion of the site has been transformed for cultivation purposes. However, from desktop investigation it is apparent that there are areas that have not been cultivated in the last ten years and therefore may contain natural vegetation. See Figure 4 for the identified areas. It is recommended that, should these areas be considered for development, a botanical specialist investigate the site to determine the status of the natural vegetation in these areas.



Figure 4: Areas that may contain natural vegetation

2.3 Wetlands On Site

The National Freshwater Ecosystem Priority Areas (NFEPA) project provides strategic spatial priorities for conserving South Africa's freshwater ecosystems and supports sustainable use of water resources. These priority areas are called Freshwater Ecosystem Priority Areas, or 'FEPAs'. The NFEPA wetland map therefore identifies important or sensitive wetlands and wetland clusters. Figure 5 shows the NFEPA wetlands in the area. The site contains NFEPA wetlands associated with the artificial dams. There is a drainage corridor running through the site that is likely to contain wetland areas. These areas coincide with the areas identified as natural vegetation in figure 4 above.



Figure 5: NFEPA wetlands located on site

3. POLICY REVIEW

3.1 Stellenbosch Spatial Development Framework (2019)

Figure 6 below shows the Stellenbosch Town Concept Plan. In terms of this plan the site is classified as an open green and agriculture area. A portion of the site is classified as protected green. This is the only area of the site identified as environmentally sensitive and in need of environmental protection in the 2019 SDF. This area coincides with the areas identified as CBA and ESA in figure 2 above.

The spatial proposal in terms of the Stellenbosch SDF for protected land is to:

i. Maintain and improve the nature areas surrounding Stellenbosch town.
ii. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the town and its hinterland area.

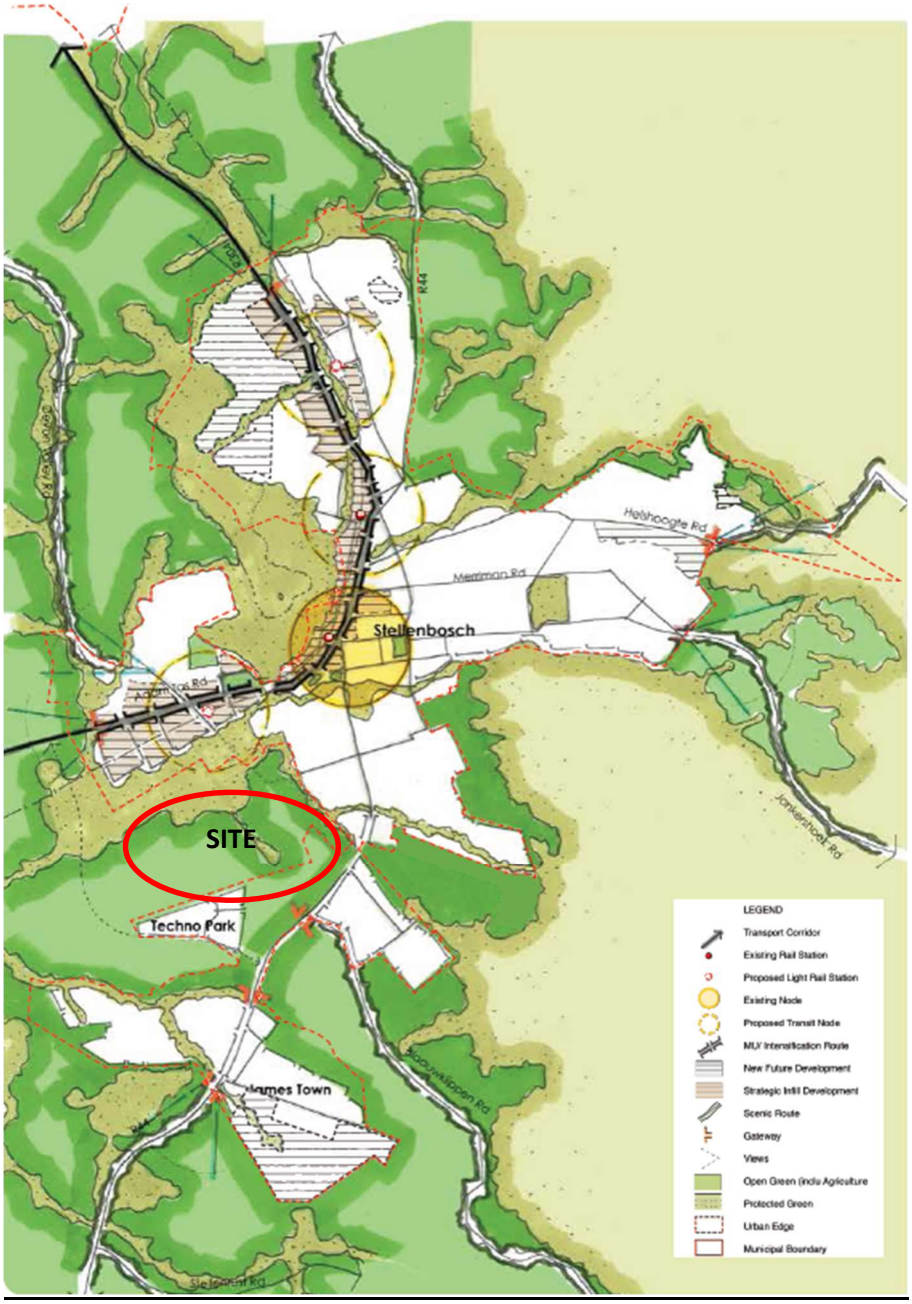


Figure 6: Stellenbosch Town Concept Plan

3.2 Stellenbosch Strategic Environmental Management Framework (2018)

A composite spatial plan was developed to serve as a first level broad guide to environmental management, spatial planning, and land-use throughout the Municipality. The spatial plan is

divided into 6 categories illustrating the desired land-uses throughout the Municipality. See Figure 8.



Figure 8: Spatial Planning Categories

A comprehensive set of Sub-Categories has been created to serve as a guide for more detailed land-use planning as required for the SDF. See Figure 9.

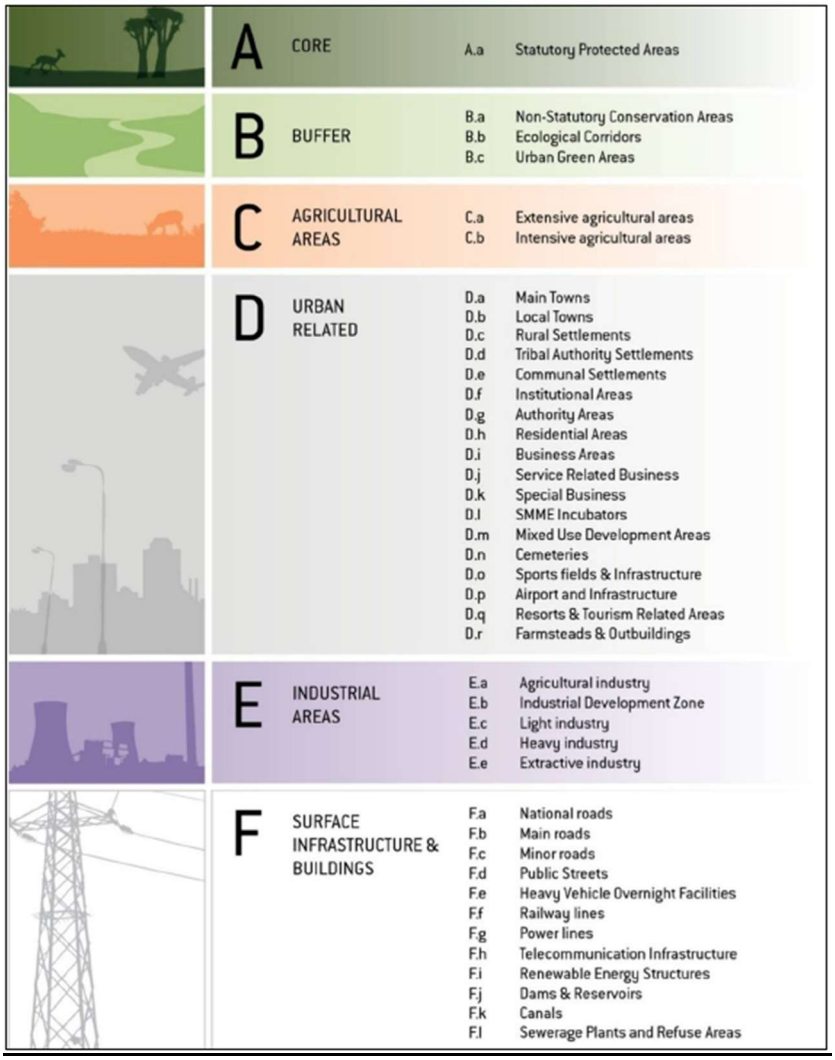


Figure 9: Spatial Planning Subcategories Categories

Figure 10 shows the Stellenbosch Municipality Composite Spatial Plan. According to the Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas

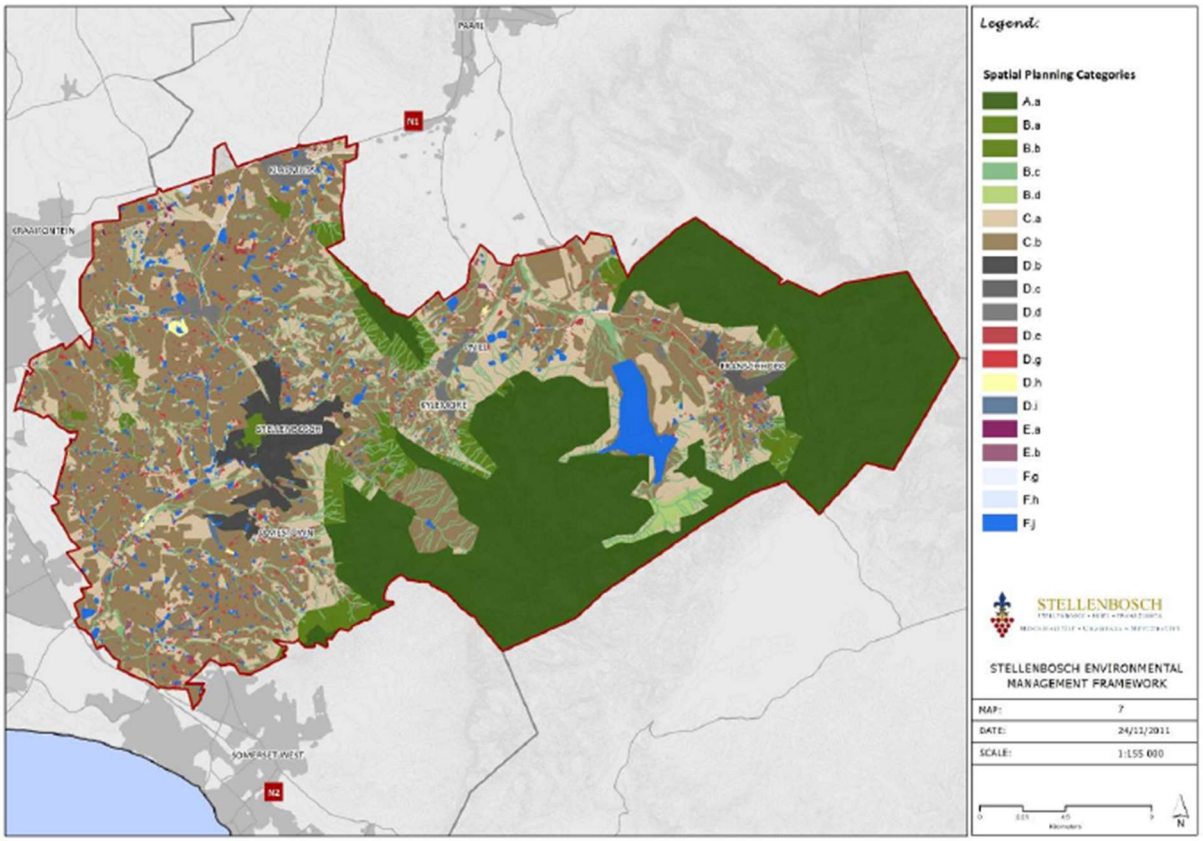


Figure 10: Stellenbosch Municipality Composite Spatial Plan

4. REQUIRED BIOPHYSICAL STUDIES IDENTIFIED IN THE DEA SCREENING TOOL

Should the proposed development trigger the need for environmental authorisation, it is a requirement to use the Screening Tool developed by the Department of Environmental Affairs (DEA) to screen the proposed site for environmental sensitives. The tool further identifies studies required to be conducted based on whether they have identified the sensitivities on site as high/ medium/ low. These studies/reports need to be included in the application for authorisation.

The following studies were identified by the Screening Tool as being necessary to inform development on the site:

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture	X			
Animal Species			X	
Aquatic Biodiversity	X			
Archaeological and Cultural Heritage		X		
Civil Aviation		X		
Plant Species			X	
Defence				X
Terrestrial Biodiversity	X			

Based on the status quo of the site, the following reports/studies will most likely be required when undertaking an application for environmental authorisation but the need for these will depend on the development layout proposed:

1. Reports pertaining to the natural environment that will need to be undertaken by a specialist:
   - Aquatic Biodiversity Assessment
   - Agricultural Assessment
   - Heritage, archaeological and cultural heritage Impact assessment including a visual assessment
   - Plant Species Compliance Statement
   - Terrestrial Biodiversity Compliance Statement
   - Animal Species Compliance Statement

2. Reports pertaining to the natural environment that can be undertaken by an EAP
   - Defence Compliance Statement
   - Civil Aviation Compliance Statement

5. CONCLUSION

According to the GIS data, a small Critical Biodiversity Area and an Ecological Support Area are identified on the site.

The site contains a natural drainage corridor and may contain localised wetland areas (Figures 2 & 5). Further, NFEPA wetland areas were identified but these wetlands are associated with the artificial dams located on site. A freshwater specialist will need to conduct a site investigation to confirm the presence of wetlands in this area of the site and the final plans for the subject property should take any confirmed wetland areas into account.

The original vegetation type of the site is Swartland Granite Renosterveld. The majority of the site has been transformed for agriculture purposes. From this desktop investigation, however, it is apparent that there are areas, identified in this report, that have not been cultivated in the last ten years and therefore may contain natural vegetation. It is recommended that a botanical specialist investigate the site to determine the status of the natural vegetation.

This report shows that the identified potentially sensitive vegetation areas coincide with the drainage line and wetland patches and are located in a discrete area of the site as identified in figure 4 of this report.

According to the Stellenbosch Municipality Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas.

The total site considered in this report is approximately 180ha in extent. The identified potentially sensitive areas are restricted to less than 20ha. Considering the limited area identified as potentially sensitive, these areas should be easily avoided by proper planning and layout design considering the size of the total property. From a Natural Environmental perspective there is no reason why this site should not be considered for development.

ANNEXURE 11

PRELIMINARY HIGH LEVEL HERITAGE REPORT



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29 May 2022

CULTURAL LANDSCAPE AND HERITAGE COMMENT ON PROPOSED LIBERTAS DEVELOPMENT, RE/1480; RE/1040, STELLENBOSCH

1. INTRODUCTION

1.1. Purpose of the Report

This heritage comment provides a response to the PRE-APPLICATION SCRUTINY FEEDBACK of the Stellenbosch Municipality, most specifically addressing the following:

- A broad discussion of impact that the proposal will have on the existing character of the area.
- Visual Impact of the various component specifically from the Polkadraai Rd
- Each precinct of the proposed design must be discussed in detail with regards to:
    - Visual impact mitigation
    - Integration of development with its surroundings

Filia Visual undertook a VISUAL IMPACT STUDY AND VISUAL STATEMENT (Smit 2022) and its findings support and elaborate on this document.

2. LANDSCAPE CHARACTER OF THE AREA AND SITE

(Please also refer to the Landscape Character Study of TERRA+ and Visual Statement by FILIA)

As per the Stellenbosch Heritage Inventory and Conservation Management Plan (**CMP 2019**), the proposed site falls within Landscape Unit C15, which is a Grade IIIb Heritage Resource (landscape) within a Green Transition Conservation System:

> The landscape unit is characterised by distinct rectilinear vineyards on a gradual slope that sits as a rural finger on the southwestern edge of Stellenbosch. Wedged between the Eerste River, Technopark and De Zalze Estate, the slope rises toward Technopark on the crest, where most of this office park is hidden behind a tree line. The rise to the south of this landscape shields the R44 and suburban development from view, creating a visual continuum between the Eerste River corridor, the agricultural fields in the foreground, and the foothills and high peaks of the Helderberg Range beyond. The service roads between the vineyards also lie perpendicular to the slope, directing views towards the dramatic mountains as an uninterrupted view. The central area of the northern slopes has high soil suitability, declining towards the eastern edge. Smaller blocks in an irregular pattern of field crops and vineyards denotes the western and southern edge of this land unit, referring to historic commonage. A large, significant historic freehold farm, Libertas, is located in close proximity to Die Boord. The historic Fleurbaix site is particularly vulnerable to agri-industrial development which has already impacted the site. The suburban sprawl of Stellenbosch is a threat to this unique heritage site and its broader landscape. Agricultural landscape attributes a specific rural character to the town of Stellenbosch with significant views from the Polkadraai Road entering Stellenbosch. Any development in this land unit would compromise the rural character of Stellenbosch. The landscape unit demonstrates the relationship between river corridor and settlement, as well as the rural patterns of use and the wilderness beyond. This interplay is extremely characteristic of the Cape Winelands, and key to its high cultural significance.
>
> The main heritage aim for this unit is to conserve and enhance the existing character of this landscape unit, that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape.
>
> This landscape unit is located within the town-scale green transition system, which aims to maintain the clear division between townscape and surrounding rural landscape, and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.
>
> Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape.



Figure1: View from Polkadraai Road towards Stellenbosch



Figure 2: View from Devon Valley showing the context of this landscape unit in relation to Stellenbosch. Note Technopark hidden behind the windbreak.

The site has a distinctly rural, agricultural character typical of the agricultural continuum/domain that traditionally surrounds settlements within the Winelands. For this site, the visual continuity between natural setting (mountains and foothills), green linkages (agricultural landscape, landscape patterns of vineyard, orchard and stands or avenues of trees) and various forms of urbanity of the suburbs and town edges in the valley bottoms is critical in preserving and protecting the key elements of the landscape character and the sense of place from which it derives its significance.

According to the Visual Statement by Filia Visual (Smit 2022), the site, being large, is visually significant within its context when/where visible, especially along some portions of the M12 Polkadraai road, and the portion of Adam Tas Street (R310) directly north of the site, both of which are Scenic Routes. The most visually prominent parts of the site consist of the upper slopes of the low hill, visible from the M12/R310 Scenic route.

It is proposed that a "buffer area" as illustrated in Figure 3 should be considered for the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban). This buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side.



Figure 3: Graphic illustrating the "buffer area" which should be seen as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)

3. POTENTIAL IMPACT OF THE DEVELOPMENT ON THE CHARACTER OF STELLENBOSCH

The initial heritage comments on the proposed development highlighted several concerns pertaining to design aspects that could negatively impact on the heritage significance of the property. The client, Urban Designers, URBA and Landscape Architect, TERRA+, all thoroughly addressed the concerns in a number of team meetings. We were present at these meetings and offered design and approach guidance throughout the process.

The development is localised in two areas of the site, and it will change the character of the site from a predominantly agricultural land unit to one that includes two condensed urban nodes of a medium density, located amongst existing vineyards with environmental corridors.

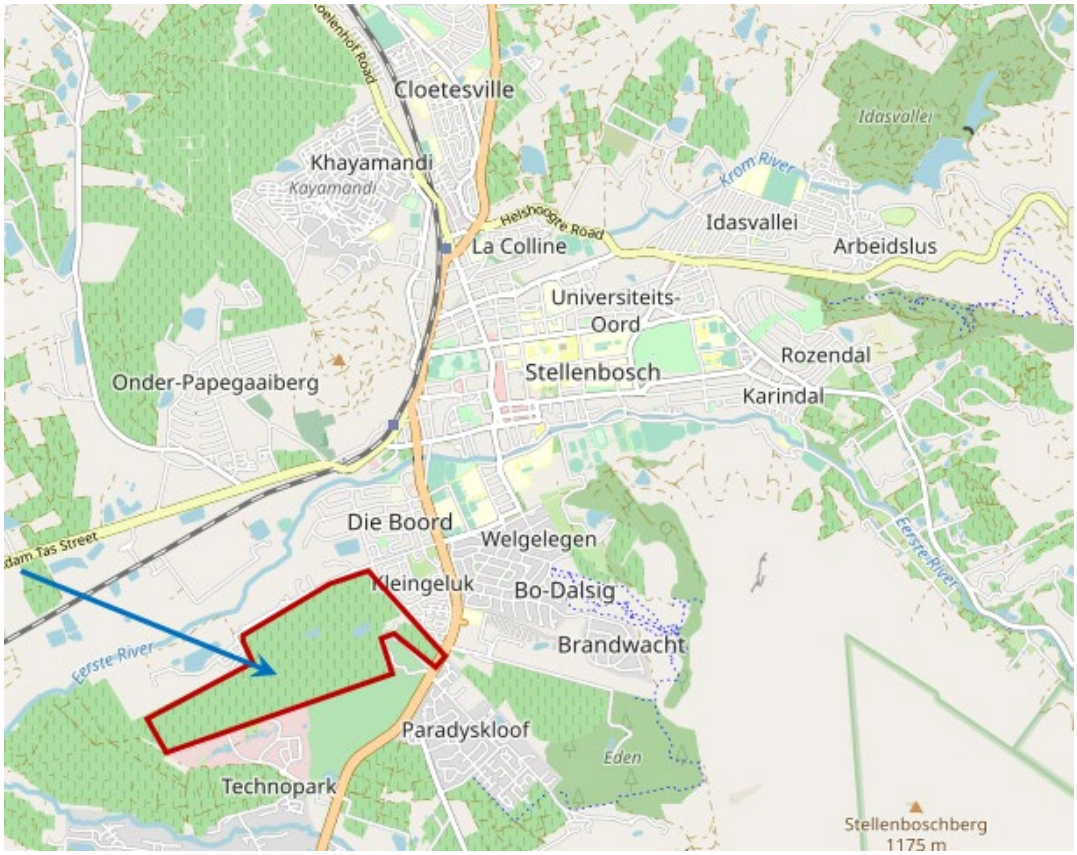


Figure 4: Indicating position of the Landscape Unit in relation to the town of Stellenbosch

3.1 Precincts within the Agricultural Character Landscape

The **proposed low rise medium density village (PRECINCT A)** has been moved lower down the slope to leave the highly visible upper slopes of the rise uninterrupted. It visually extends from the already developed Fleurbaix node, but is interspersed with parks to reduce visual impact. The coding for Precinct A is acceptable, apart from a few of the central buildings that could potentially be of less storeys to minimise visual impact (see Visual Statement 2021).

The proposed **low rise medium density courtyard residential typology with mini apartment blocks interspersed (PRECINCT B)** has been specifically located next to the existing Die Boord residential area to extend this typology and localise higher density development to leave the majority of views to only include vineyard. In this section of the site, this type of development is appropriate in scale and height. The coding for Precinct B is acceptable, apart from a few of the buildings that could potentially be of less storeys to minimise visual impact (see Visual Screener 2021).



Figure 5: LIBERTAS URBAN DESIGN PRINCIPLES: MASTERPLAN – URBA MAY 2021

On the **eastern side of the site (PRECINCT C)**, a narrow strip of vineyards continues from the workers cottages along the contour towards the R44. This specific finger forms part of a typology of vineyards that are interwoven into the urban fabric of Stellenbosch, and upholds the rural character of the town (figure 6). A small strip of buildings is currently proposed on the slope where the current road traverses, but it is advisable that no buildings be allowed within the vineyard block to retain the vineyard's contribution to the agricultural character of Stellenbosch. Also, as per the Visual Study (2022), this entire strip is highly visible and sensitive to views.

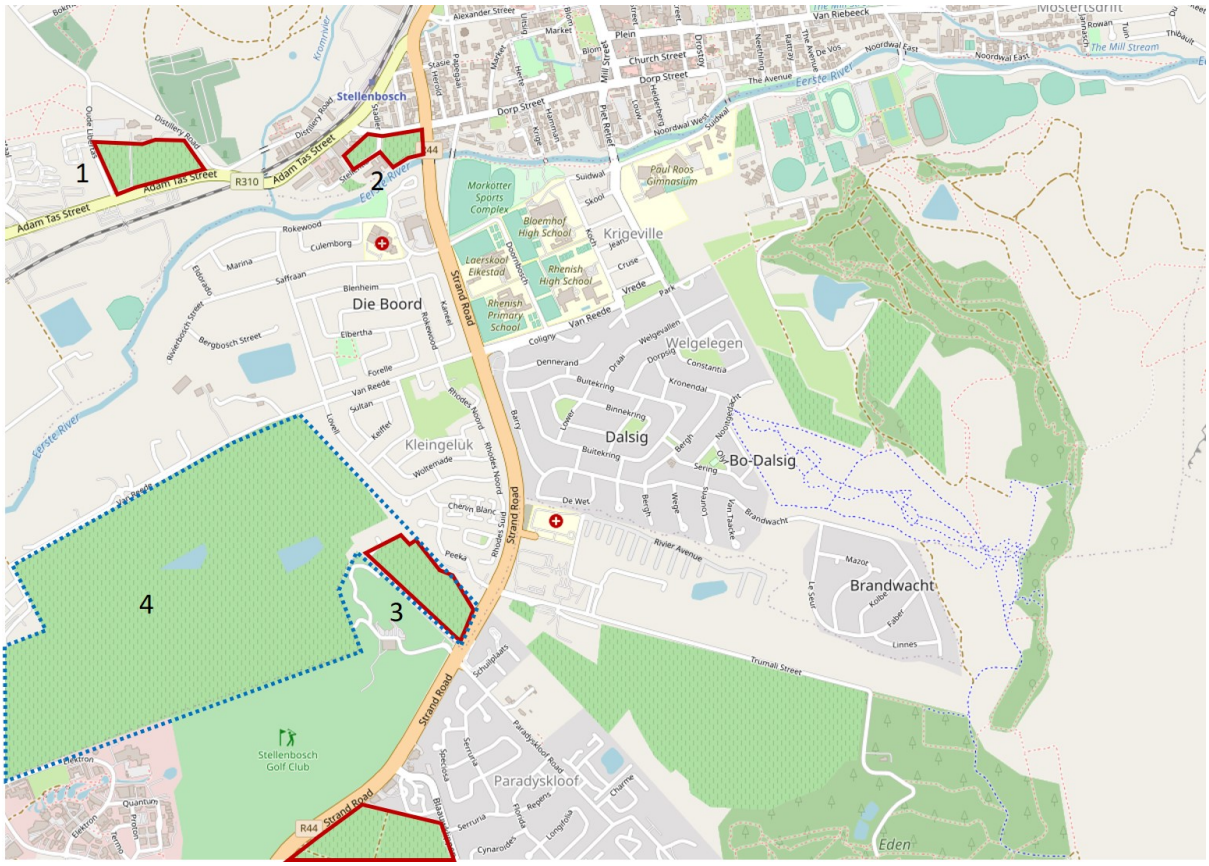


Figure 6: Figure showing the typology of vineyards interwoven into the built fabric of the town of Stellenbosch.

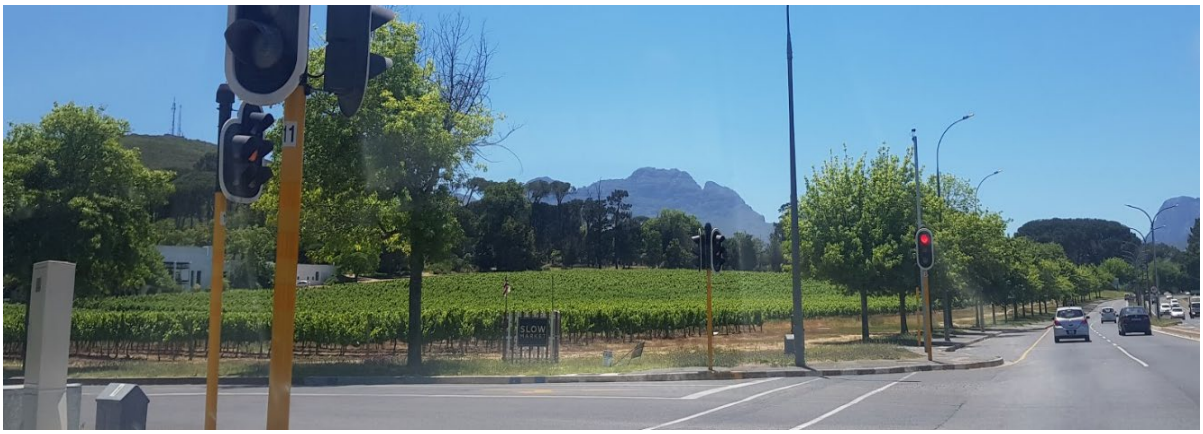


Figure 7: Vineyards against the Adam Tas Road in front of the Ou Libertas building



Figure 8: Vineyards on the corner of Dorp Street and the R44



Figure 9: Vineyards on the proposed development site (4)

3.2 Roads

An opportunity presented itself with regards to the existing service roads around the vineyards, and the alignment of the old wagon route to inform the 'meandering/stepped' road linking Die Boord and Technopark as alternative route. The CMP guidelines direct the design principles in the construction of roads to always make use of existing infrastructure before establishing new ones. The historic map highlights the position of the old wagon route to incorporate as a possible palimpsest:



Figure 10: Historic map showing the wagon route alignment, and freehold farms

> Guideline by CMP 2019: *The scale of roads (especially those that align with historic wagon routes) should be the minimum possible. Insensitive hard elements can compromise the rural character of a landscape as a whole.*
>
> *i) New roads (as far as possible) should be placed along existing farm and landscape unit boundaries to avoid unnecessary fragmentation of agricultural land. (ii) New roads tend to promote speculative urban development, which can have negative impacts on landscape units with heritage significance. Instead, innovative design solutions should seek out new opportunities. (iii) Infrastructure improvement including new roads, and upgrades to road infrastructure need to be appropriate to their rural context (scale, material etc.). Out of scale flyovers and bridges should be avoided, as they detract from the rural character of the Winelands (iv) The design of street furniture and street lighting should be carefully considered so that it positively responds to the specific character of the landscape/townscape unit within which they are situated, and avoid light pollution.*

URBA and TERRA+ made the most of the opportunities that the site presented and followed a design approach that is within the recommendations of the CMP (2019). It features a sensitive internal street network (NOTE: not ROAD) that responds to the landscape character and the proposed people-centred use of the site. It follows the existing service roads layout and opted to not introduce a new road aligned to the old Wagon Route to minimise visual impact in the day and especially the evening. It was originally proposed that the internal vehicular routes do not physically link up with Technopark to reduce rat-running through this significant landscape unit. It is noteworthy that the proposed design encourages public transport, recreational routes and a separate cyclist network (different from a NMT concept).

> *The existing and proposed road network feeds into the site from two ends. From the East via Die Boord and from the West via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity, and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged. (URBA 2021)*

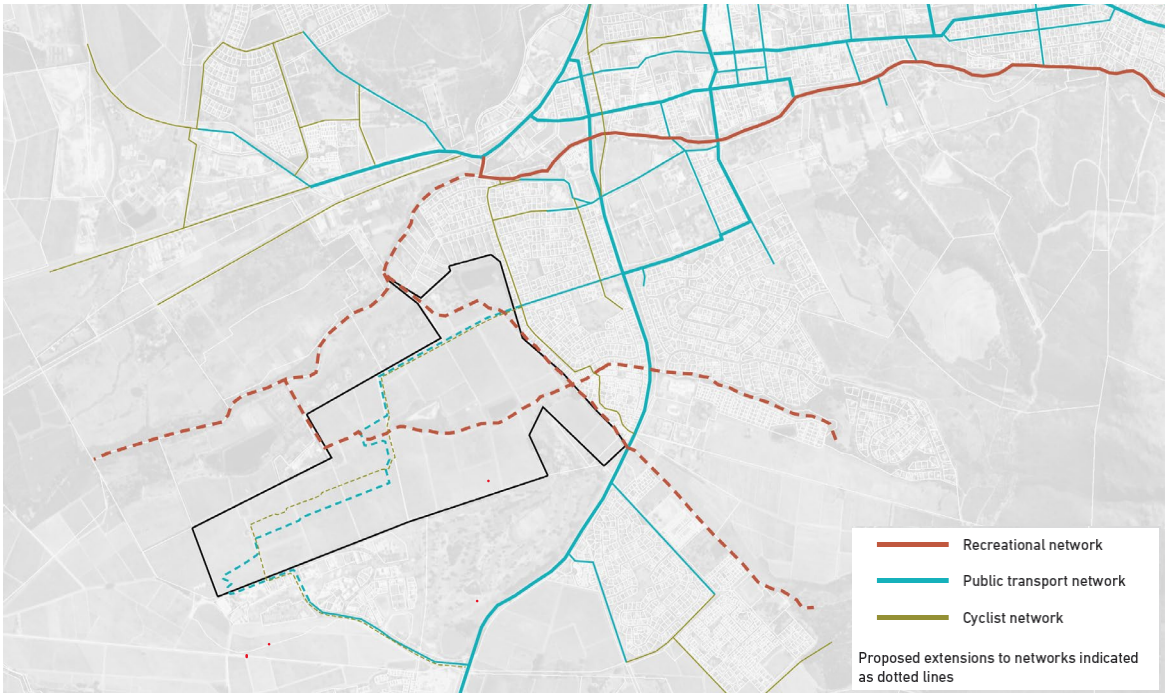


Figure 11: INTEGRATED PUBLIC TRANSPORT, PEDESTRIAN & CYCLIST NETWORK – URBA 2021

In 2022, it became clear that the Municipality requires a class 4 link road between Van Reede Road and Techno Park. Following meetings held with the engineering and planning departments of Stellenbosch Municipality in 2022, the project team investigated a number of options to enable a road to traverse the subject site. According to the latest TIA and development proposal Design Guidelines, future access to the proposed development is anticipated to be via Van Reede Road (exiting the suburb of die Boord and connecting to the R44 in the east), and via Techno Avenue/Neutron Road (exiting Technopark in the south), as well as to Adam Tas Road (MR177) via the future Techno Park Link Road. The proposed route crosses the "buffer area" further west of the previous proposals, but not far enough west to satisfy the recommendations of the preceding study in terms of acceptable alternatives (see Figures 12 below).

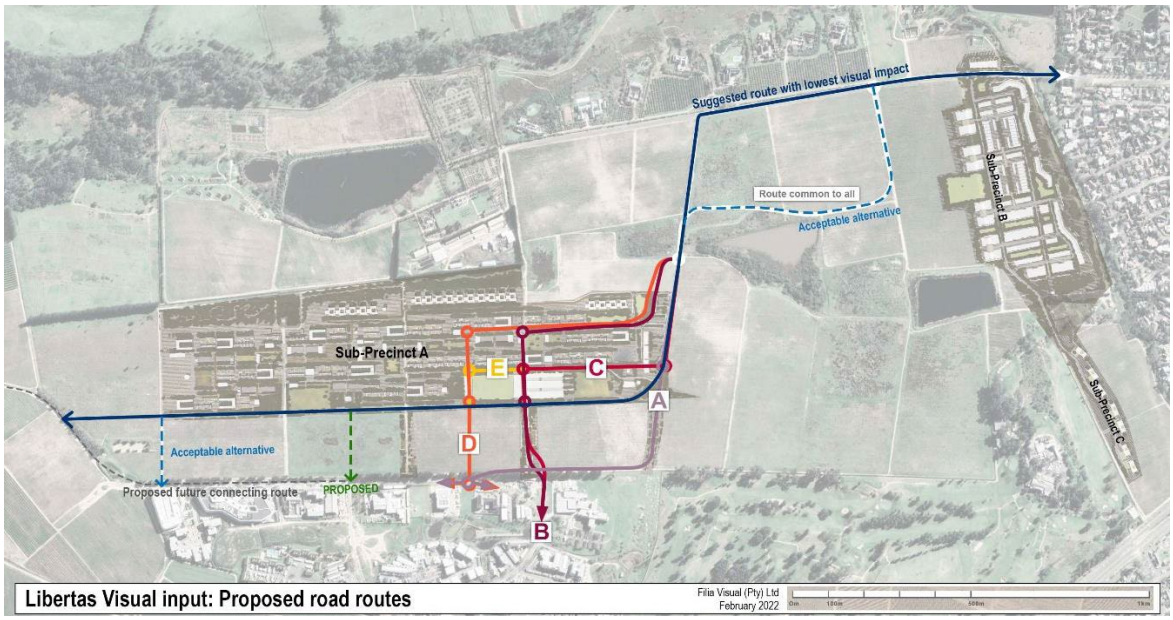


Figure 12: Graphic illustrating the proposed route in green (Smit, 2022; Sources: URBA, 2022)

3.3 Heritage Features: Libertas Farm

Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into the category 'Enhance' in which remedial action will be better than leaving it as is. Action includes restoring or change (adaptable reuse). Even though the proposed development excludes the farm werf, it is proposed that a long-term plan should include its adaptive reuse possibilities. In the current proposal, the central area of site (more or less around the central dam and ecological corridor) remains free from development allowing views from within the Libertas homestead to connect to its agricultural context, supporting views over vineyards all the way to the dramatic mountains in the distance. The condition and use of the Werf is integral to the heritage significance of the site as a whole.



Figure13: Libertas Werf

Guideline by CMP 2019: *Encourage intervention to revive heritage features in decline, by engaging with innovative development proposals where appropriate, and considering sensitive adaptive reuse strategies for each, specific heritage resource. Development and adaptive re-use that caters for the integration of different modes of access and a greater diversity of users should be encouraged.*
Adaptive strategies need to take the surroundings as well as the structures into account.

3.4 Heritage Features: Existing Workers' Houses

In the 18th and early 19th century, housing for slaves was usually provided in buildings that formed part of the farm werf. A tangible consequence of Emancipation in 1838 was two entirely new forms of settlement, the mission village and the cottages cluster (usually linear in form). Farm workers are now being relocated off the farms and their homes have been demolished or converted to guest cottages. The loss of typology, results in a loss of authenticity within the cultural landscape. We suggested that the proposed development would need an Oral History study (specifically focussing on the existing workers community), and an Archaeological Assessment. The Oral History Study will form part of the Socio-Economic Study

by Jonathan Bloom. The Visual Impact and Archaeological Assessments will form part of the Heritage Impact Assessment.



Figure 14: Existing workers' houses and community located on site.

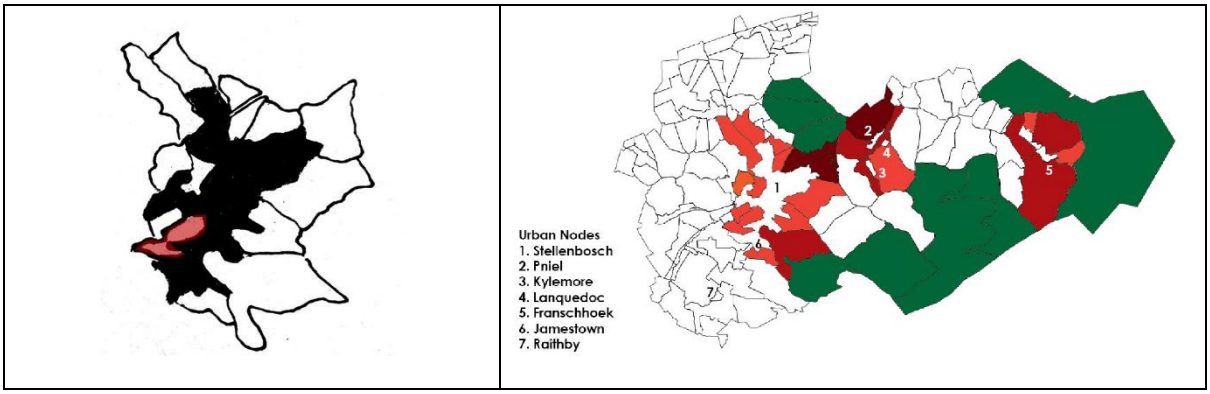
The CMP 2019 offers some guidance:
Respect existing patterns, typologies and traditions of settlement-making by promoting the continuity of heritage features. These include: (a) indigenous; (b) colonial; and (c) current living heritage in the form of tangible and intangible associations to place.

The relocation of farm employees to housing settlements can result in loss of heritage value (authenticity) for workers houses and associated features.

Gentrification of rural settlements through lifestyle 'rural' estates should be discouraged.

3.5 Green Transitions

As mentioned earlier, this site is located within the town-scale green transition system, which aims to maintain the clear division between townscape and surrounding rural landscape, and prevent suburban sprawl. Maintenance of the green and open agricultural character of this site is important and has therefore been incorporated into the design proposal through retaining most vineyard blocks, establishing ecological corridors and an open space network.



Position of agricultural fields to the town of Stellenbsoch	Green Transition Conservation System around the town of Stellenbosch as per the 2019 CMP

Figure 15: Green Transition Conservation System



Figure 16: ECOLOGICAL CORRIDORS & OPEN SPACE NETWORK – URBA 2021



Figure 17: Pockets of remaining ecologically rich, critical biodiversity and support areas



Figure 18: Critical biodiversity and Ecological support areas (Cape Farm Mapper 2020)

Guideline by CMP 2019: *Maintain the balance of Urban, Rural and Wilderness areas. It is the interplay and relationship between these that give the study area its unique character.*

Guidelines from the Green Transitions Conservation System (CMP 2019):

Encourage new development proposals to facilitate new linkages (access), and respect existing linkages, from within the urban nodes to the mountain tops through the Foothills Conservation System (refer to CMP). It is proposed that preference should be given to development proposals that support this vision. Where traditional linkages exist (like Stellenbosch berg), they should preferably be protected, and any development that threatens its current, and historic right of way should be discouraged.

Encourage access to opportunity, as an example, by promoting cycle routes as alternative options to get to places of employment.

Encourage opportunity for interaction between different users. Here the landscape should fulfill a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.

The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.

The following table has been drawn up from the Green Transitions Guidelines from the CMP 2019 to illustrate the Proposal's response:

Green Transitions	
Aim 1-4 Promoting Rural Character. Guidelines (applicable to all scales): Green transitions on a town-scale aim to: 1. Uphold the rural character of Stellenbosch, and to uphold significant vistas towards the agricultural landscape from within these settlement nodes. 2. Prevent urban sprawl from eroding the significant landscape units situated directly adjacent to the historic town. 3. Maintain a clear transition between the townscape and its surrounding rural landscape. 4. Protect a diverse range of heritage values, not only the tangible heritage sites.	
Guideline as per CMP	**Libertas Impact**
Development or rezoning of productive agricultural lands and fragmentation of farmland should be avoided to protect the agricultural landscape, which is key to the unique sense of place of the Cape Winelands. Development should be discouraged on high potential agricultural soil (please refer to the layer on the online map on the Stellenbosch Municipality website).	The proposed development is located on medium to low soil suitability for viticultural use, where Mr Blake retained all vineyards on the high soil suitability areas.
Discourage any large-scale development that constitutes urban sprawl and therefore impedes on the openness or purpose of the green transitions.	The character of Stellenbosch town is intimate, based on a single or double story, flat roofed building typology, located in the valley of the town. This typology has been recognised in the less dense node Precinct A adjacent to Fleurbaix. The higher density Precinct B of the proposed development is located adjacent to Die Boord.
Any development proposals that threaten significant views, vistas and landmarks should be discouraged.	The Visual Screener confirmed that most of the areas visible from surrounding areas have been kept free from development, therefore supporting uninterrupted views towards the mountainous backdrop. These are views specifically relevant to the approach and entrance to Stellenbosch from the Polkadraai and Baden Powel Road respectively. A full VIA will be conducted to assess the impact of the proposed development within a landscape of landmark quality that upholds the rural character as one of the green fingers of Stellenbosch.
Stimulate innovative and sustainable solutions (like urban regeneration) to cater to the demand for new development, and promote the increased use and viability of public transport for greater access to underutilized urban areas.	The design is intentional and incorporate innovation in the sculpting of the built structures within the landscape.

Aim 5-6 Relating to Quality of life Guidelines (applicable to all scales). 5. Stimulate innovative development that is focused on urban regeneration and densification, such that brownfields sites should always be considered first before greenfield sites can be developed. 6. Become connectors for the public to gain access to larger natural landscapes, which promotes connectedness with their landscape setting, and improves quality of life. **Green transitions should:**	
Encourage new development proposals to facilitate new linkages (access), and respect existing linkages, from within the urban nodes to the mountain tops. It is proposed that preference should be given to development proposals that support this vision. Where traditional linkages exist (like Stellenbosch berg), they should preferably be protected, and any development that threatens its current, and historic right of way should be discouraged.	The opportunity to restore public access from the Eerste Rivier/ Distell cricket ground and the proposed Adam Tas development corridor, all the way to Stellenbosch mountain via a strip of commonage (on the mountain side of the R44) has been responded to in the design proposal. The agricultural fields have also been opened for recreation (walking/ jogging/ cycling). Access across this piece of land will be beneficial to more individuals than a single landowner. *Guideline by CMP 2019: It is recommended that physical permeability to communal resources such as rivers and mountains is maintained and enhanced, for the enjoyment of all members of the public. This is particularly true when considering any new development proposals. (a) Promote public footpaths across the cultivated landscape. (b) Restore areas of recreation, especially where the public has traditionally enjoyed rights of access. Action might include the removal of fences and walls, where it is appropriate. (c) Prevent privatisation of natural places that form part of the historical public open space resource network. (d) Allow for sustainable, traditional use of natural places for recreational, spiritual and resource collection purposes.*
Encourage access to opportunity, as an example, by promoting cycle routes as an alternative option to get to places of employment.	The current design proposal indicates a formal response to these routes and continues throughout the site (see ROADS above).
Encourage opportunity for interaction between different users. Here the landscape should fulfil a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.	The Precinct B adjacent to the boundary of Die Boord is designed as a higher density development for lower to middle income units. Historically, development patterns occurred next to the Eerste River. In this

	location, the development has least impact.
The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.	The Landscape Architectural proposal by TERRA+ describes this in detail

3. CONCLUSION

It is our opinion that the present urban design team, URBA in consultation with TERRA+ Landscape Architects, presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development will result in a change to the landscape and scenic character of the site. Any form of urban development within this agricultural landscape will result in the erosion of scenic resources, but the nature of the development demonstrates a high level of sensitivity to the visual, heritage, cultural etc. indicators that the professional team have uncovered over time. Therefore, based on the current proposal, it believed that the proposed development will not result in significant loss of the agricultural character of this landscape unit (the C15 Eerste River Central Area Landscape Unit) if the necessary guidelines are followed. The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further heritage concerns, but we are confident that these will be addressed in consultation with the design teams during the detail design phases.

Thank you,



Liana Jansen

PrLArch SACLAP 20156, APHP PHP, ICOMOS ISSCL Vice President Africa, ICOMOS ICICH Expert Member

ANNEXURE 12

HIGH LEVEL VISUAL ANALYSIS AND LANDSCAPE FRAMEWORK



LIBERTAS

HIGH LEVEL LANDSCAPE FRAMEWORK

(Remainder Farm No. 1040 and 1480; Portion Two Farm of No. 374; Portion Two of Farm No. 371)

JUNE 2021

TERRA+
landscape architects



LIBERTAS

HIGH LEVEL LANDSCAPE FRAMEWORK

CONTENTS:

GENERAL CONTEXT
APPROACH
IMPLICATIONS FOR DESIGN
INTRODUCTION TO SITE
SYNOPSIS OF LANDSCAPE INDICATORS
HIGH LEVEL LANDSCAPE FRAMEWORK PLAN PRECINCTS
LANDSCAPE APPROACH
HIGH LEVEL FRAMEWORK - PRECINCT A AND D
STREETSCAPE
HIGH LEVEL FRAMEWORK - PRECINCT B AND C
INTERFACES AND EDGE CONDITIONS
PRECEDENT IMAGES
OVERALL HIGH LEVEL LANDSCAPE FRAMEWORK PLAN

TERRA+ landscape architects



The proposed development lies in a valley delineated by the rolling hills of Papegaaiberg, composed of malmesbury shale, to the west and the sharp ascent of Stellenbosch Mountain's table mountain sandstone, to the east. The surrounding lowlands are composed of rich alluvial soils supporting agriculture, primarily viticulture, and are dissected by a prominent water course to the north, the Eerste river and to the south the lesser Blouklip river.

The property is bounded by the nearby R44 'Strand/ Broadway Boulevard' to the south and east, and the R310 'Adam Tas Street' to the north. Access to the property directly from Stellenbosch passes through the suburb Die Boord via Van Reede Road. Alternative access is off Baden Powell Drive, via the inconspicuous Van Ryn road, to the south of the property. Both of these access routes cross water courses and pose a problem since their capacity would require upgrades. Alternative access points will be considered as part of the traffic engineering exercise.

The property is described by landscape remnants of both cultural and ecological significance. The historic Libertas 'werf', a farm homestead on the estate, is a significant heritage site due to it's long-standing association with Stellenbosch is populated with a number of alien trees and indigenous trees. Currently the river course requires rehabilitation to reduce the impact of the alien vegetation and improve the quality.

The site has a natural gradient towards the river course, with north and north-west slopes currently planted with vineyard.

The farm dam and surrounding seep area has been allowed to re-wild to the natural occurring fynbos of the area.

GENERAL CONTEXT

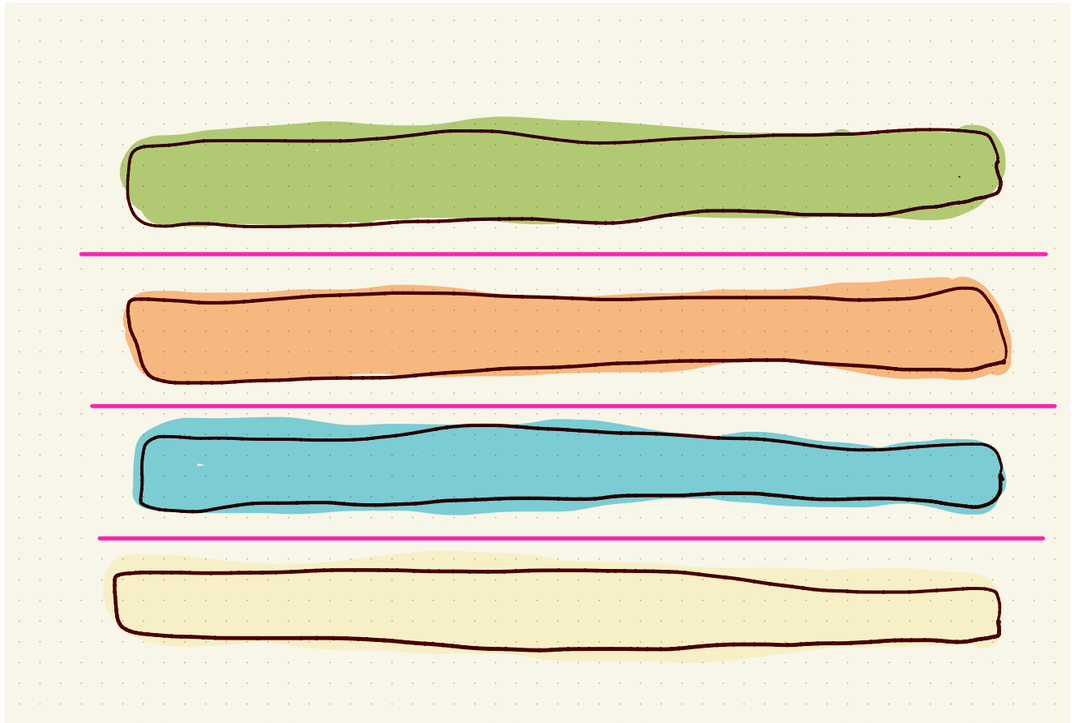


Fig. 1 Diagram depicting relationship of systems according to traditional design thinking

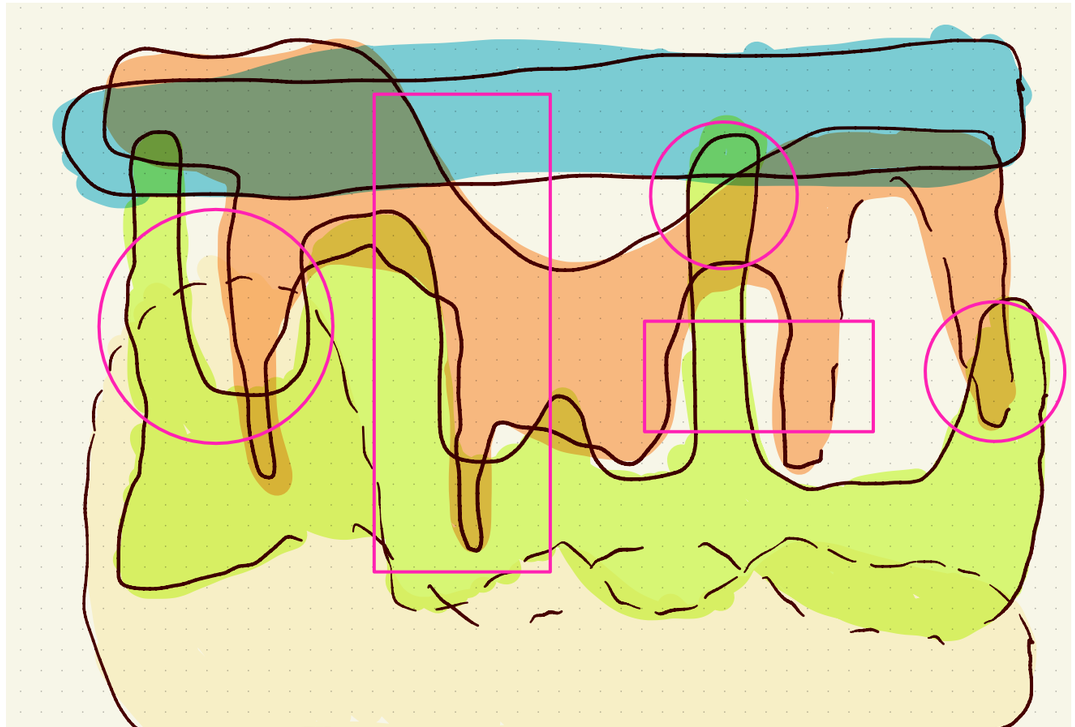


Fig. 2 Diagram depicting relationship of systems according to interactive and responsive design thinking

TRADITIONAL DESIGN

The traditional systems thinking and design approach takes the concept of the "layer cake" of systems and the interactions of these systems to find the areas of potential for development and to inform development. In principle this application of knowledge gathering and informative design is not intrinsically incorrect however the following reasons:

1. Parts are often designed in isolation and outcome or result is a sum of the parts
2. There are assumed interaction and a reliance on incidental interactions
3. The design is often mono-functional and determined
4. The outcome of design has a visual value only

INTERACTIVE AND RESPONSIVE DESIGN

The interactive and responsive design approach is in essence a systems model too, but with notable differences in the approach and the recognition of intrinsic complexity of each system and their interactions and to allow for the design to respond to these crucial aspects, most notably the following:

1. The approach accepts and understands that systems are in essence in flux
2. The design allows for possible and intentional interactions
3. That as a premise, it also allows in the design for serendipitous and unintentional interactions by virtue of the recognition of complexity
4. The ultimate value and amenity of the design lies not only in the eidetic qualities but an integration of all aspects, both visual and functional
5. The whole is an integration of the parts

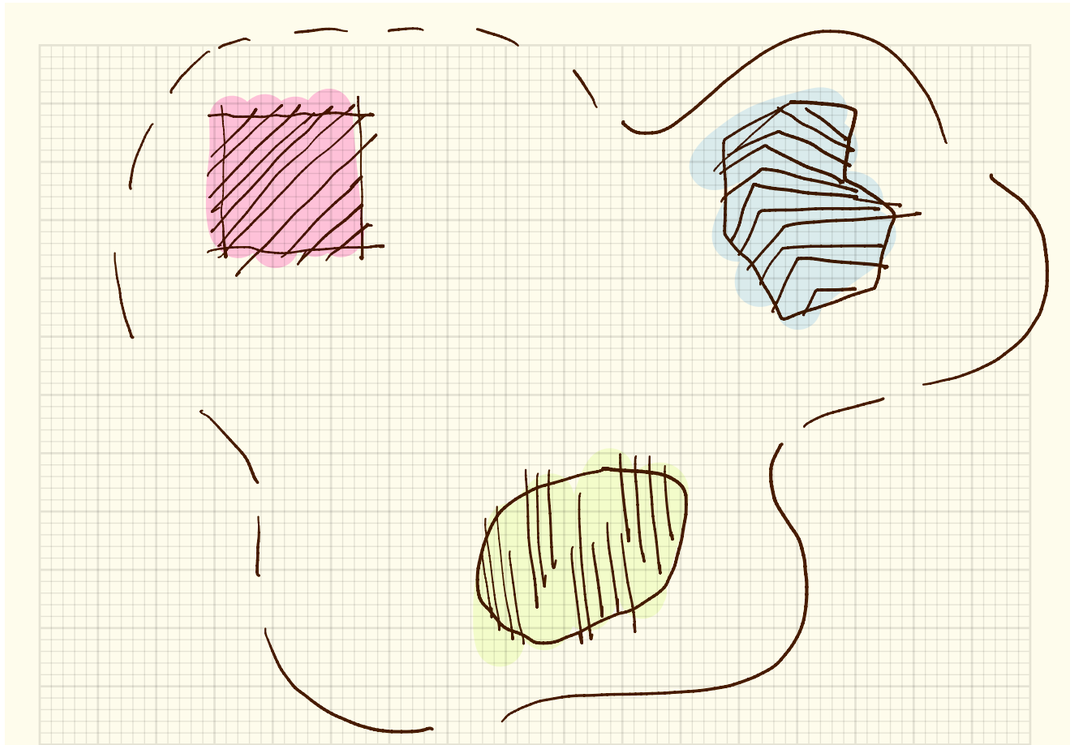


Fig. 3 Diagram of relationship of spaces

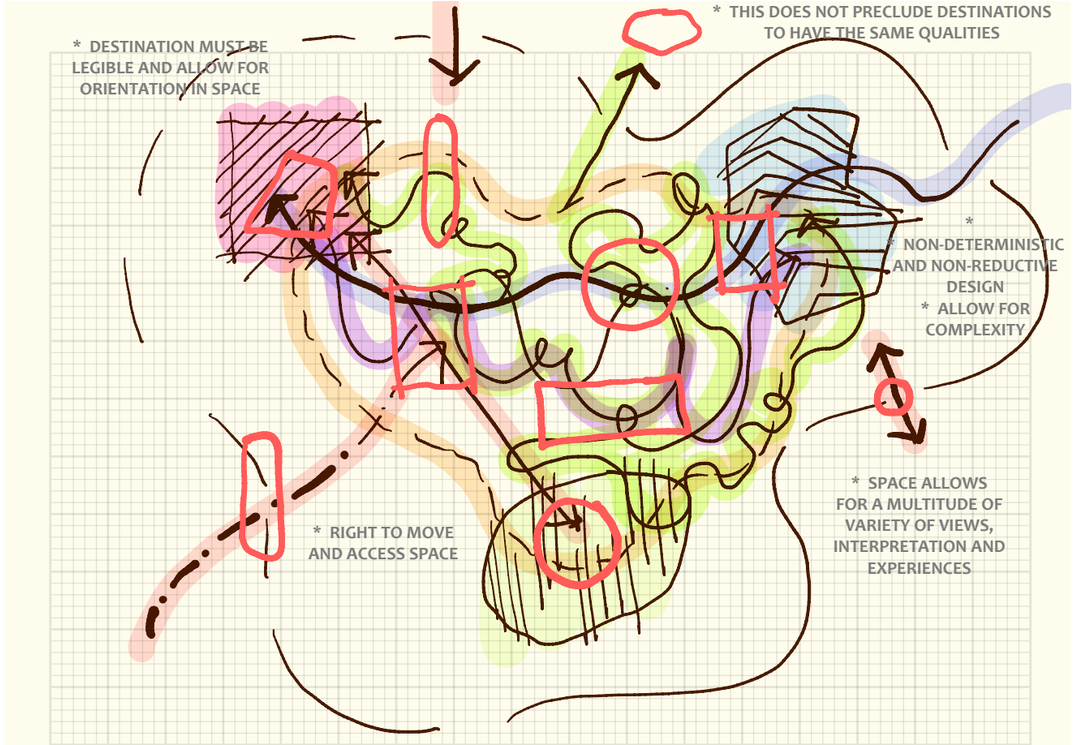


Fig. 4 Diagram of principles of spatial integration

WHAT DOES THIS MEAN?

The recognition of the complexity of spaces and the role of designing within a space forces the designer to re-assess and re-calibrate their views and challenge the accepted constructs. Design takes place in a continuum and the outcomes and interactions are not always determined. There are the possibilities of a variety of functions and qualities that can be developed and explored. The implications for ecological, social and spatial integrations lies at the core of this shift in thinking and the approach to designing in the space for people inhabiting the space. These layers and interactions of layers are also what underpin the concept of the Cultural Landscape. This was thoroughly explored and documented in the VISUAL AND LANDSCAPE CHARACTER ANALYSIS dated May 2021, and iterative discussions with the appointed Urban Designers, URBA with Henri Comri at the creative helm.



ANALYSIS AND CONCEPT DEVELOPMENT

As part of the concept development, a visual study and landscape character analysis of the site has been completed. The rural quality of the area and the particular layout of the werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

Together with the appointed professional team, consisting of:
URBA (Henri Comri) - Urban Designers and Architects
Liana Jansen and Marike Franklin - Heritage
Firstplan (Gideon Roos)- Town Planners
Doug Jeffrey - Doug Jeffrey Environmental Planners

TERRA+ Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. This included comments raised by Liana Muller and Marike franklin dated 02.02.2021 and the issues raised as part of the analysis and recommendations. These include the Development Criteria as per the Stellenbosch Conservation Management Plan (2019) in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIb (heritage area).



Fig. 5 Diagram depicting access to ecological system constraints (red); significant heritage zones (amber) and important historic green matrix connections (purple)



Fig. 6 Diagram of agricultural mosaic depicting heritage nodes



Fig. 7 Diagram depicting movement and access

- SEQUENCE OF IMPORTANT NODES ALONG EASTERN DRAINAGE EDGE
- WERF IS SIGNIFICANT IN THE CONNECTION TO THE RIVER
- VINEYARD ALONG THE R44 IS CONTACT OF AGRICULTURAL PATTERN IN URBAN SETTING

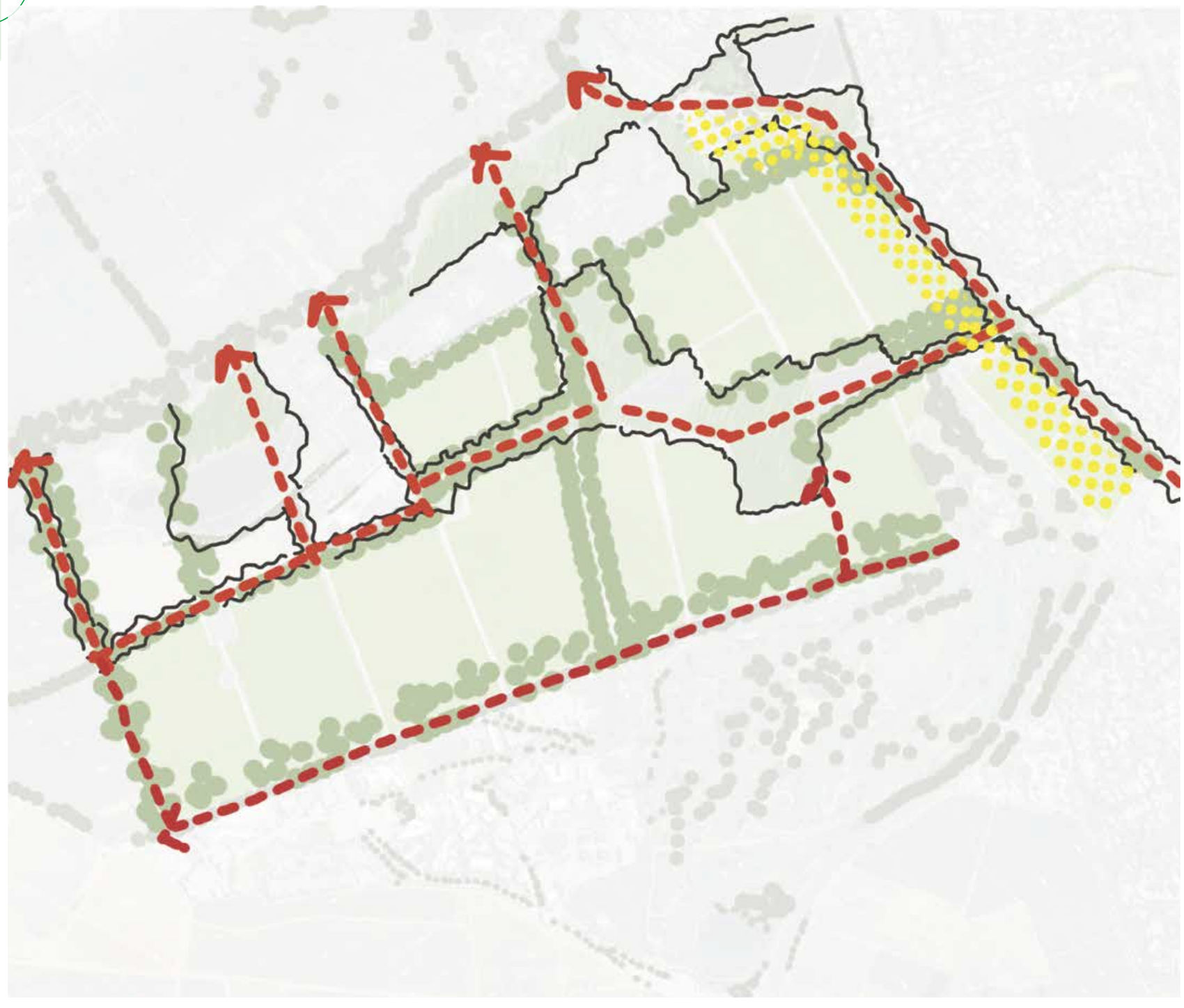


Fig. 8 Diagram of framework exploring re-connection and re-ocreating the eroded landscape patterns on site



Fig. 9 Diagram of two different character zones on site



Fig. 10 Discussion diagram of framework plan

ESSENTIAL TO RE-ESTABLISH AND RE-CONNECT ERODED LANDSCAPE PATTERNS

RE-CONNECT TO THE ECOLOGICAL CORRIDOR

RECOGNISE THE IMPORTANCE OF THE WERF IN RE-CONNECTING THE SITE TO THE RIVER



Fig. 11 Diagram of indicative framework plan development with important areas to retain to allow for visual an heritage connections

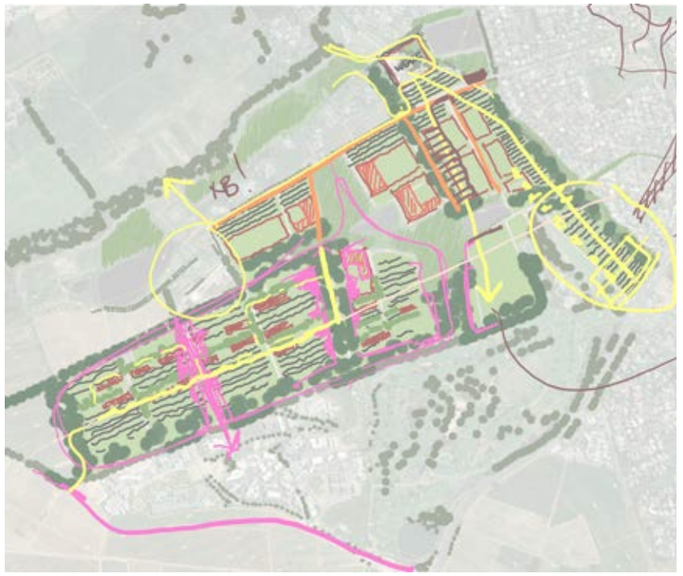


Fig. 12 Development of framework plan discussion diagram

- FUTURE DEVELOPMENT TO RECOGNISE THE WERF TYPOLOGY IN LAYOUT AND LANDSCAPE RESPONSE
- LINEAR DEVELOPMENT ON WESTERN PORTION OF THE SITE USING THE CONTOURS TO ESTABLISH DEVELOPMENT PATTERN
- POSSIBLE HIGHER INTENSITY DEVELOPMENT ALONG EASTERN EDGE
- RETAIN AN CLEAR LINE OF SITE FROM THE WERF TO THE SITE CONTEXT

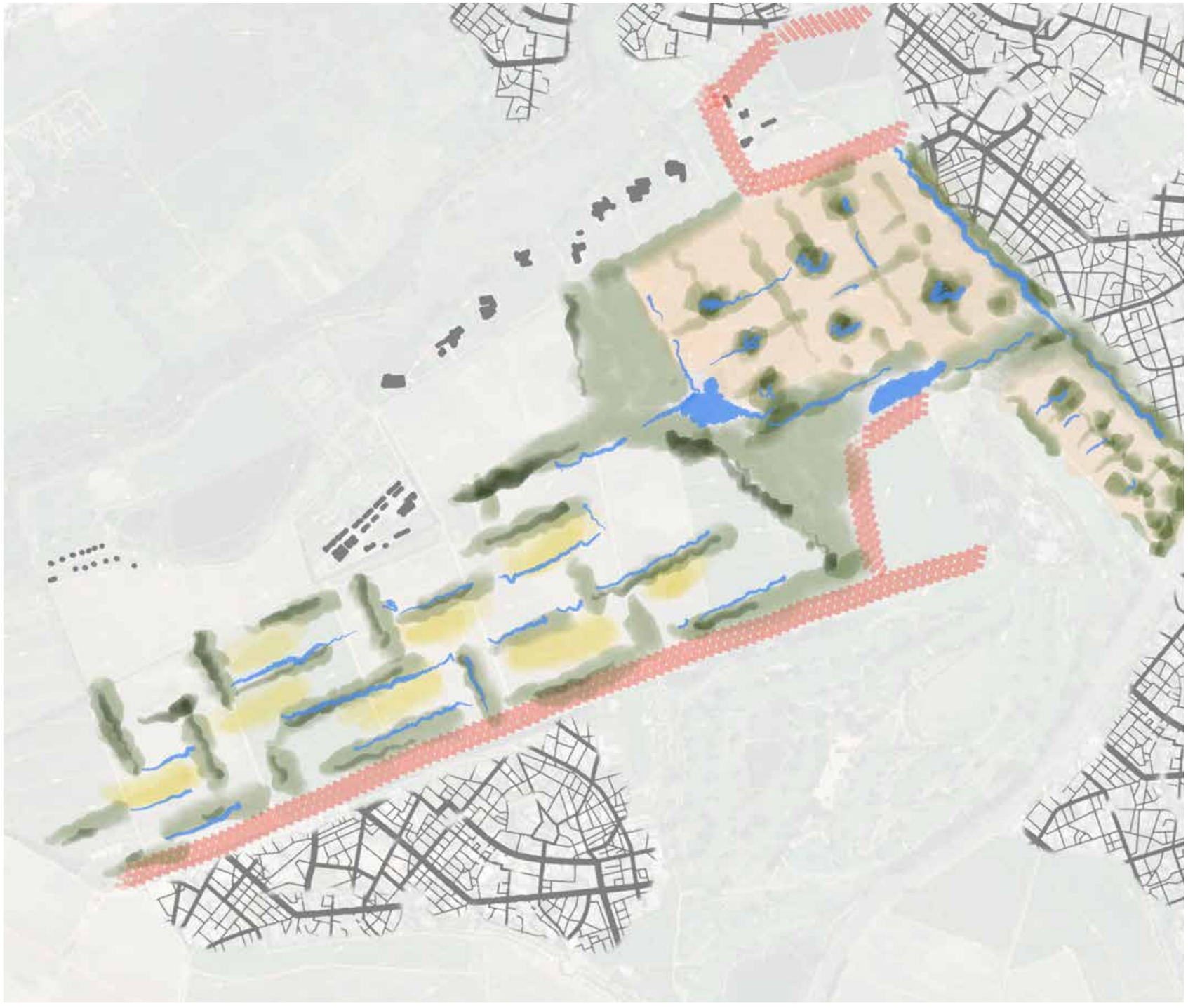


Fig. 13 Design response to historic landscape identity

- DEVELOPMENT ON SITE IN TWO DISTINCT DEVELOPMENT TYPES
- RED AREAS INDICATE “NO-GO” AREAS FOR DEVELOPMENT
- ECOLOGY EMBEDDED IN THE DEVELOPMENT
- DEVELOPMENT EMBEDDED IN ECOLOGY
- RECOGNISE HERITAGE TYPOLOGY

SYNOPSIS OF LANDSCAPE INDICATORS - EXTRACT FROM VISUAL AND CHARACTER ANALYSIS DOCUMENT

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Fig. 14 Overall HLFP indicating the various areas* as described in the Urban Design Framework by URBA

HIGH LEVEL LANDSCAPE FRAMEWORK PLAN PRECINCTS

* FOR THE PURPOSE OF SYNERGY THE SAME PRECINCT NAMING AND NUMBERING UTILISED BY THE URBAN DESIGNERS WILL BE USED TO DESCRIBE THE VARIOUS LANDSCAPE AREAS

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1 _ *PRECINCT A AND ASSOCIATED CONNECTED GREEN SPACES*

PRECINCT LANDSCAPING

The landscape approach is a strategy of management of various spaces, transition spaces, connection and systems rather than over-design elements that have little to no contributing value to the overall precinct. To this end the following aspects will be explored:

Natural River Course and Ecological Connections

Although the site has no direct boundary to the river, the presence of the river is an important link to the broader context and connection to the river is essential for developing a sound ecological matrix for the development. The river is one of the most valuable assets and potential amenities for the proposed development and requires rehabilitation to a more natural state, closer to an functional, healthy ecological system. The success of this will determine the future use and potential of this amenity and positive connection to the broader context.

Man-made connections and Storm-water Management

Storm-water management of the development is intended to be managed through a system of swales, channels and detention ponds prior to being discharged into the river system. The management of storm-water will follow the SUDS principles developed for the City of Cape Town. These systems will be planted with suitable plant material endemic and indigenous to the area. This will ensure the crucial biodiversity connectivity and continuity.

There will be a hierarchy of systems connecting the storm-water management at the source and connecting continuously to the larger detention facilities allowing recharge of the ground-water.



Fig. 15 Examples of path design, construction, materiality and planting

Pathways, Edges and Accessibility

Accessibility of the river and other green corridors is essential to the success and integration of the development to the context. These linkages are also integral to the heritage layer and heritage response of the development. Further linkages can be strengthened by providing pedestrian access to the river. The footpaths will connect to the overall pedestrian infrastructure. To ensure the survival of the natural systems the pathways and routes will be fixed and determined, constructed from natural material in a in a contemporary rendition of a traditional path.



Fig. 16 Example of seasonal mowing regime in practice, where meadow space becomes social amenity



Fig. 17 diagram depicting relationship between forest and meadow, illustrating hedgerow biodiversity

Meadows and Hedgerows

An important aspect of the farm and the rural nature is the presence of meadows or fallow fields and vineyards edged by the clusters of trees and/or forest. From the major approach road,the buildings of this precinct are seen in the distance with the vineyards, fields and a farm dam in the foreground. This is one of the landscape typologies that provides such a strong rural character to the site. As with the river corridor and development of the ecological corridors, this aspect must be developed to become a real amenity for the development. The vegetation around the existing farm dam can be further enhanced with rehabilitated fynbos planting to create a diverse ecology for the site and seasonal interest and amenity for the inhabitants.

The mono-culture nature of the fallow fields can be re-rehabilitated to closer resemble clearings which would naturally occur between densely planted areas. The transition between one landscape type to another will provide seasonal variety and diversity which is currently lacking in the landscape.

This would provide a further extension of the ecological connection, with re-planted fynbos hedgerows as edging to the forested areas. Pathways through the meadows and forests can be less structured and follow seasonal whims and notions, with mown paths that are allowed to disappear during transitions between seasons.

Where these fynbos hedgerow edge the intended food gardens species can be chosen that are naturally edible and forage plants. It is a landscape of transition and seasonal interest with a strong ecological back-bone and connection to the context.



Fig. 18 Composite design (green stitching; agricultural patterning; interstitial spaces; surface water hydrology) responds to complex web of social, cultural and ecological informants



Fig. 19 Green stitching - acknowledges typology of heritage remnants, facilitates ecological connectivity



Fig. 20 Agricultural patterning - acknowledges typology of heritage remnants, maintains semi-rural aesthetic



Fig. 21 Interstitial spaces - supports social and recreational opportunity, merges development typologies



Fig. 22 Storm-water hydrology - facilitates ecological connectivity, provides amenity

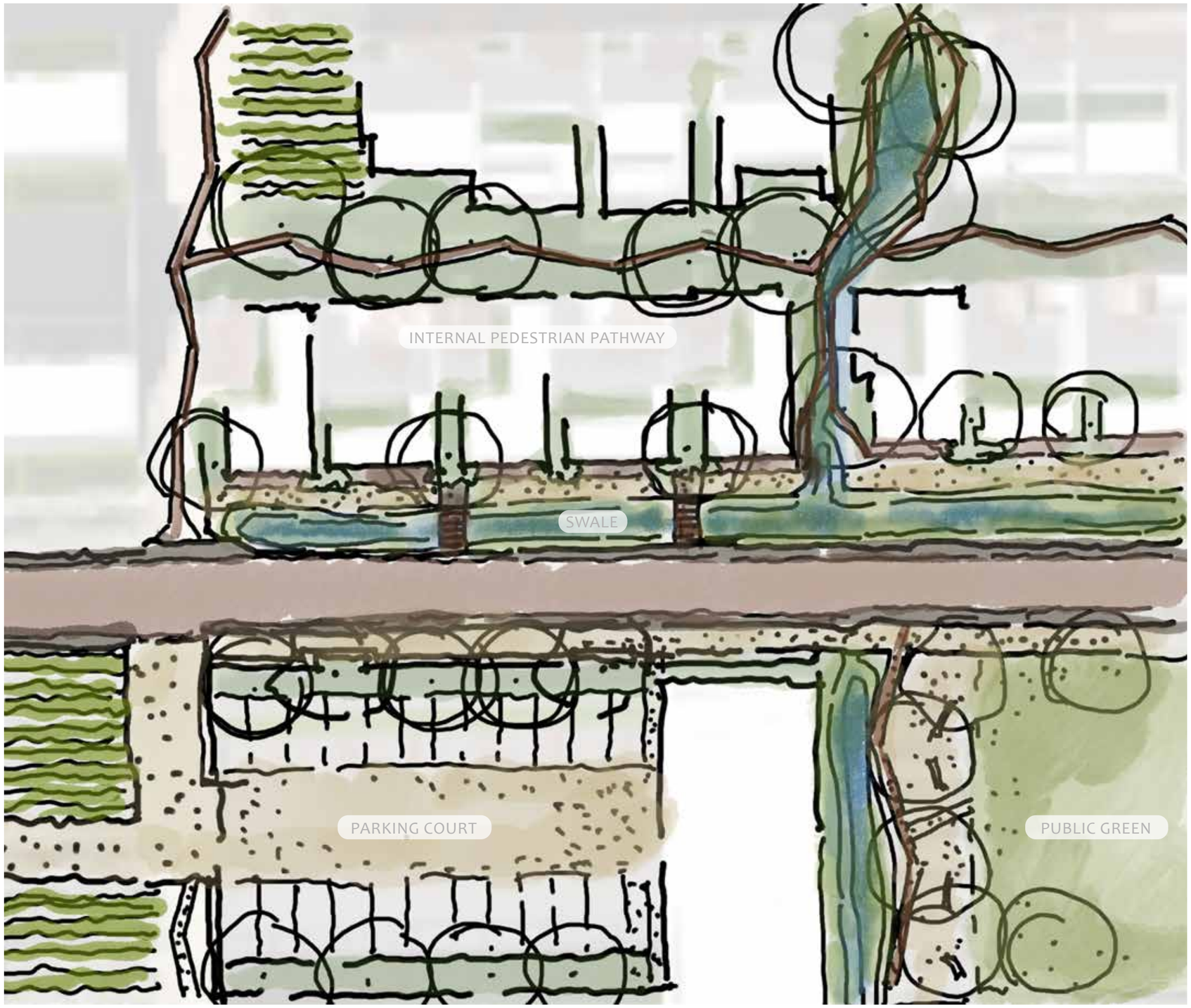


Fig. 23 Streetscape diagram of main order street with movement network linking residential development, parking, public open space, green space and agriculture



Fig. 24 Site with residential area indicated in red



Fig. 25 Residential area with street-scape indicated in red

- MAIN CIRCULATION ROAD
- MIXED-USE EDGE
- PEDESTRIAN WALKWAY
- TRAIL THROUGH GREEN BELTS

STREETSCAPE



GREEN CONTINUITY

* Flowing lines of movement, green corridors and SUDS systems combine in a robust, cohesive fabric



MULTIDIMENSIONAL

* Edges and canopy are crucial in shaping dynamic spaces that people experience with all their senses.



SHARED ACCESS

* Non-hierarchical movement and soft edges support an inclusive approach to access and transit

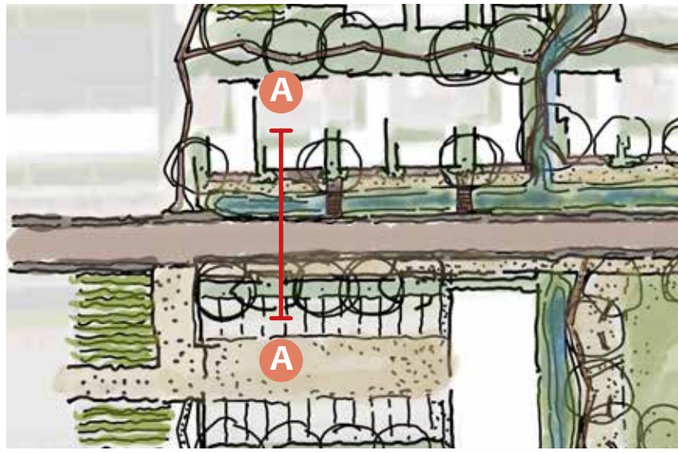


Fig. 27 Streetscape excerpt with section line A indicated in red

CREATING PLACE

* Contoured slopes mediated by permeable strata: roadway, parking platforms stitched with walkways and seating



Fig. 26 Section A, typical section through storm-water swale and main order street, from residential development to embankment and parking

STREETSCAPE - INDICATIVE SECTION A

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GREEN MATRIX

* Integrated Ecological Corridor/Storm-Water Management matrix provides a functional recreational amenity

SHARED ROUTES

* Shared-space movement networks shift hierarchy from vehicle dominant to community orientated

TRANSITION

* Agricultural/green development mosaic (semi-rural landscape domain) stitches rural and urban typologies

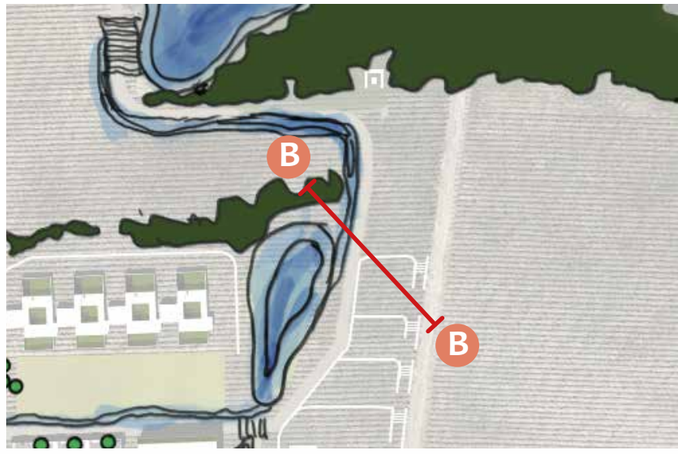


Fig. 29 Streetscape excerpt with section line B indicated in red



Fig. 28 Section B, typical section through secondary order road, from storm water swale to permeable stone drainage channel and agricultural vineyards

STREETSCAPE - INDICATIVE SECTION B









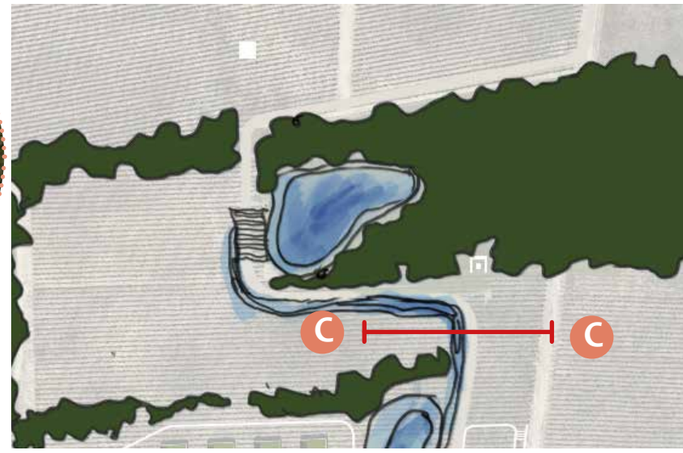


Fig. 31 Streetscape excerpt with section line indicated in red

UNIQUE CHARACTER

* Identification and preservation of cultural and ecological heritage resources contributes to place making

HEALTHY STREETS

* Design to support healthy environments and lifestyle choices. by integrating active and 'green' engagement

PROTECT VIEWS

* Develop experience and identity through identification and preservation of site views and vistas



Fig. 30 Section C, typical section through second order road, passing between agricultural vineyards

STREETSCAPE - INDICATIVE SECTION C



Fig. 32 Composite design (green stitching; agricultural patterning; interstitial spaces; surface water hydrology) responds to complex web of social, cultural and ecological informants

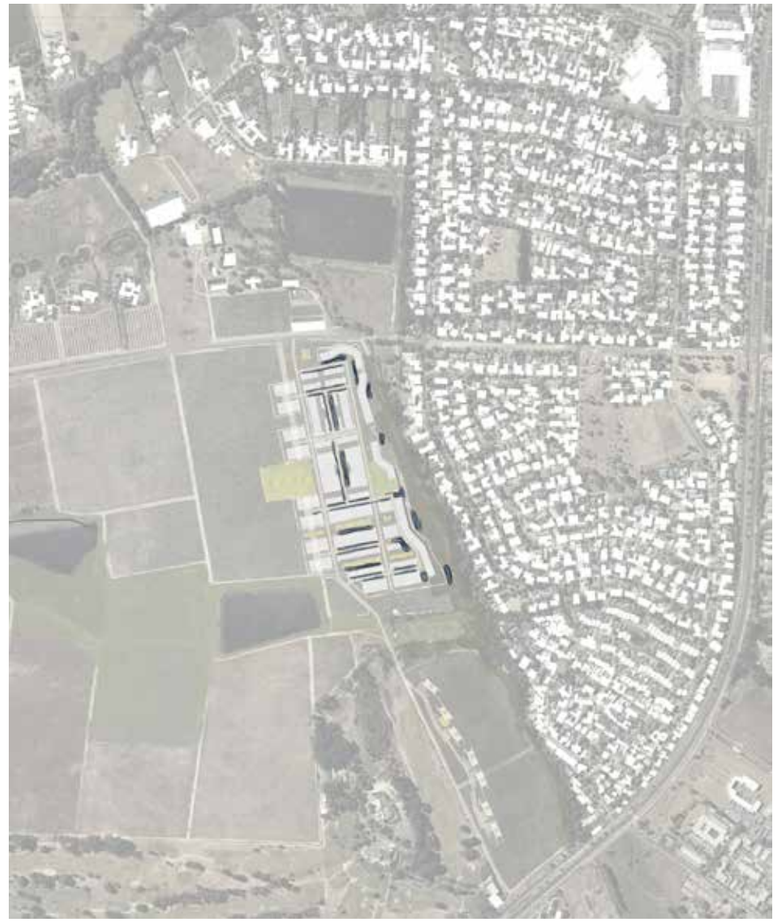


Fig. 33 Storm-water hydrology - facilitates ecological connectivity, provides amenity



HIGH LEVEL FRAMEWORK - PRECINCT B AND C



Fig. 34 Green stitching - acknowledges typology of heritage remnants, facilitates ecological connectivity



Fig. 35 Agricultural patterning - acknowledges typology of heritage remnants, maintains semi-rural aesthetic



Fig. 36 Interstitial spaces - supports social and recreational opportunity, merges development typologies











2 _ PRECINCT B AND ASSOCIATED SPACES

The higher intensity development on the eastern portion will provide a more dense configuration of dwellings units and therefore the internal green spaces and their connection to the broader landscape is of utmost importance.

Visual and Physical Connections

Due to the density envisaged for this portion the inhabitants will require ample outdoor space and should be allowed to access the broader site as a direct amenity. Clear visual line and physical connectivity will be integrated with the storm-water management systems. Footpaths and pedestrian links will continue to the broader pedestrian network.

It is important that a continuous green seam runs through the development and so anchors this portion to the broader identity and sense of place albeit a much higher density.

Streets and Storm-water Management

The street verges will play a crucial part in the green connectivity. A hierarchy in street parameters will provide a variety of applications to ensure pedestrian dominance and connection the overall pedestrian network of the site and overall development.

Certain conscious design decisions such as limiting pavements in the secondary streets and narrowing the hard-surface will further provide traffic calming and pedestrian friendly environments. Storm-water is integrated in the street design to connect to the proposed green corridors which also function as storm-water management systems.
Subtle shifts in the alignment forces motorists to slow down and provides traffic calming without the need for obtrusive speed-bumps.

Paving and other materials will be chosen to enhance the rural quality of the development, but with a contemporary application and design intent.

Pathways, Edges and Accessibility

The design intent is to provide ample pedestrian pathways and connectivity to the entire site. This will allow for active surveillance of open spaces. Where street reserves are less than 12 m the intent is not to have any pavements but rather treat the streets as pedestrian dominant zones.

Pedestrian paths and board-walks will connect to the internal streets to provide a continuous pedestrian system and will be managed as insertions in the natural landscape where these paths are determined and permanent. The areas such as the meadows where there is a seasonal quality pathways can be mown and have a seasonal interest and adaptability.

Ecology and People

In all instances where soft-landscaping is applied the recognition of the broader ecology is paramount. The influence of ecology on the daily life should be celebrated and the diversity of various ecosystems on the site must be enhanced and developed. It should be understood that the health of the micro system is dependant on the health of the macro system and visa-versa. Maintenance then becomes self evident and the strategy to retain and maintain verges and other green spaces are crucial for a sustainable and resilient landscape.

Where erven are adjacent to the river corridor, meadow or forest, the interface must be managed with long-term landscape strategies to retain the natural interactions of a healthy ecology. This may require certain erven to have a ecological servitude as an extension to the erf boundary.



Fig. 37 Typical section of the relationship of planting and accessibility to edible and fragrant plants

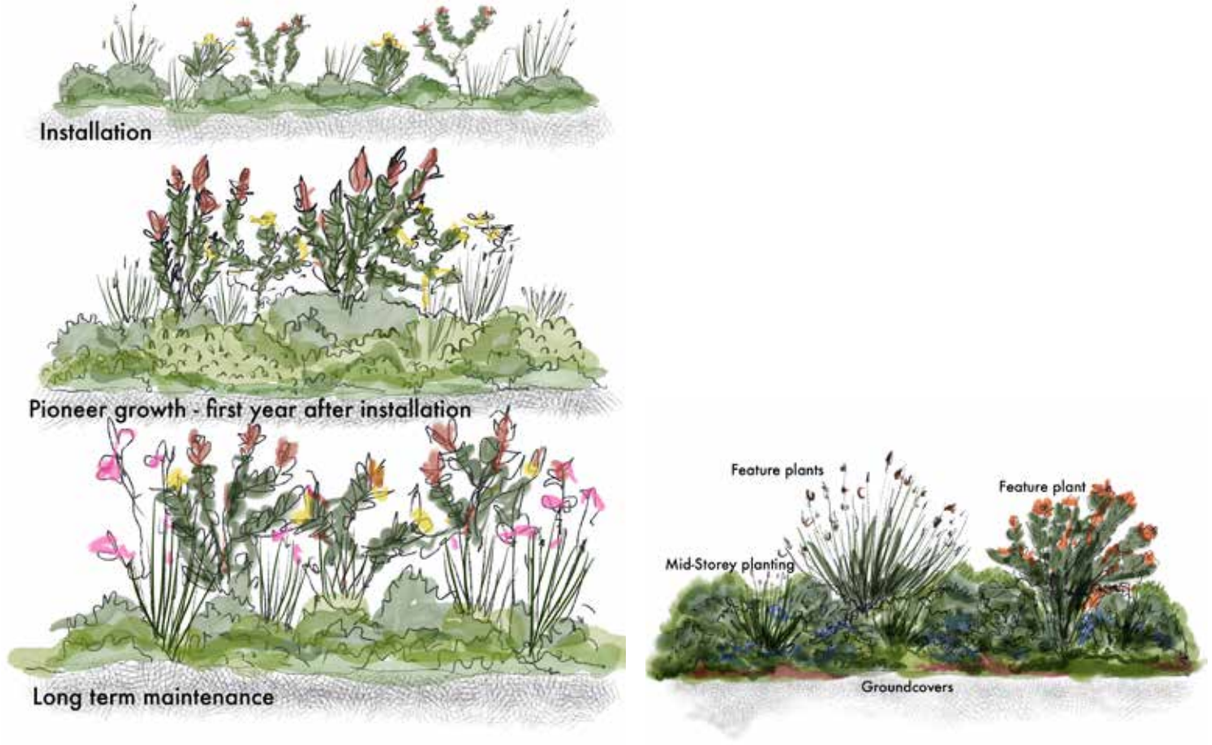


Fig. 38 A series of illustrations explaining the concept of design through maintenance and recognising the role that the natural senescence plays in developing a resilient planting strategy.

Edge conditions and buffer areas

The unique setting of this portion or parcel of the development is that it is adjacent to an number of varying ecological conditions and the potential to provide an internal spine as connection to the broader context and ecology. The use of allotments and an accessible, sustainable, and harvestable landscape allows for the implementation of interesting and unusual landscape typologies.

Senescence and the landscape

The landscape approach and strategy or methodology will be one of mimicking the planting and grouping of plants in their natural setting and allowing for the active development and action of senescence to take place. This implies that the maintenance period is an active part of the design process and future implementation of soft-landscaping should take this into account.

It is a landscape where the seasonal qualities of the landscape is understood and enhanced to allow for a year long change and interest in the landscape.

Edible gardens and harvestable landscapes

Due to the nature of the site and the rural qualities that must be enhanced and developed, the notion of an edible garden or harvestable landscape is useful. The site lends itself to the structured planting of such a landscape and the various transition zones between urban and agriculture, Forest and meadow, Meadow and vineyard allows for these zones to be occupied by hedgerow planting and a transition to more agricultural planting to encompass this idea of a garden with variety and bounty.



GREEN BUFFER

* Agriculture to function as buffer between development and ecologically sensitive areas





SOCIAL AMENITY

* Integrate sensitive, interactive recreational opportunities to consolidate urban and rural typologies



GREEN LINKS

* Identify local eco-systems and areas of ecological importance to be protected and enhanced.

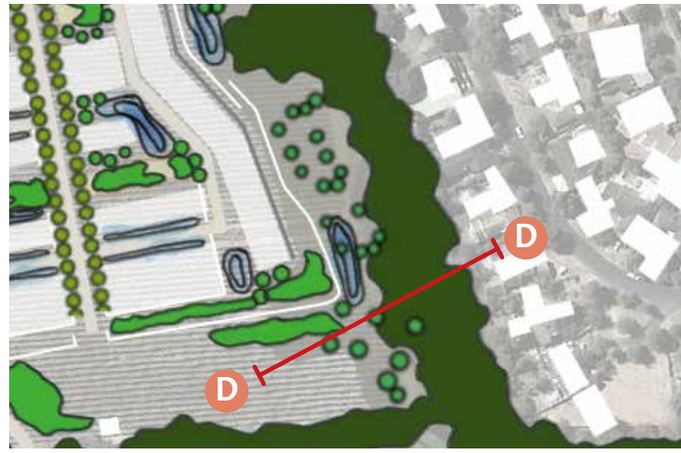


Fig. 40 Landscape excerpt with section line D indicated in red

RIVER CORRIDORS

* Preserve the functional integrity of natural hydrological systems and support associated biodiversity.





Fig. 39 Section D, typical section through recreational path and boardwalk, passing between agricultural vineyards

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION D





URBAN EDGE/WALL

* Building edge and connection to intense urban development
* Active surveillance
* Opportunity to engage with green systems

ACCESS PATHWAYS

* Pedestrian pathways as part of overall pedestrian network
* Connect werf and historical green system to ecological network



ECOLOGY

* Rehabilitate and protect ecological systems
* Connection to the broader green network and historical outspan and green infrastructure



Fig. 42 Landscape excerpt with section line E indicated in red

EXISTING URBAN EDGE

* Recognition of existing urban edge
* Public access to green system and context

E

E

Fig. 41 Section E, typical section of recreational path and terrace interface between development and greenbelt with stream frontage

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION E

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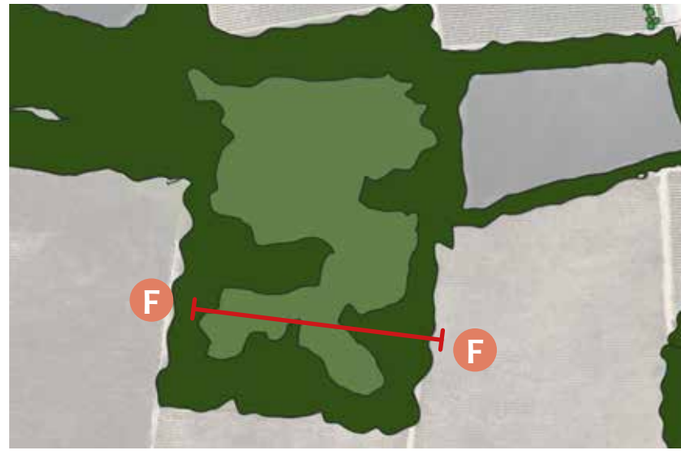


Fig. 44 Landscape excerpt with section line F indicated in red

RE-WILDING

* Re-planting of indigenous forest species
* Create a connection to the green matrix
* Forest edge and hedgerow

SEASONAL

* Natural fields and meadows
* Seasonal interest with variation
* Amenity with incidental pathways

INTERACTIONS

* Increased interaction between agriculture and natural vegetation
* Interesting edges with increase potential for biodiversity and ecological connections i.e. beetle banks

DIVERSITY

* Establish a landscape identity through connection to wilderness
* Natural hedgerows facilitate an increase of biodiversity



Fig. 43 Section F, typical section of meadow and mown recreational paths between woodland and green belt

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION F

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Fig. 45 Path design with central drainage channel



Fig. 46 Indigenous fynbos planting in swale



Fig. 47 Detention pond planting



Fig. 48 Swale planting on verge of path



Fig. 49 Indigenous planting in seasonal pond



Fig. 50 Indigenous planting on verge of path

PRECEDENT IMAGES - VERGE DESIGN AND PLANTING



Fig. 51 Composite high level framework plan diagram indicating areas

OVERALL HIGH LEVEL LANDSCAPE FRAMEWORK PLAN

1. Entrance Avenue
2. Historic Landscape Patterns
3. Embedded ecology and green systems - Development as per Urban Design Framework
4. Connection to broader green network and ecology
5. Increased indigenous tree planting and fynbos planting - increased diversity and green connection
6. Embedded ecology and green systems - Development as per Urban Design Framework

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6 Fig. 6 Diagram of agricultural mosaic depicting heritage nodes
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27 Fig. 51 Composite high level framework plan diagram indicating areas



LIBERTAS

VISUAL AND LANDSCAPE CHARACTER ANALYSIS

(Remainder Farm No. 1040 and 1480; Portion Two Farm of No. 374; Portion Two of Farm No. 371)

JUNE 2021

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LIBERTAS

VISUAL AND LANDSCAPE CHARACTER ANALYSIS

CONTENTS:

METHODOLOGY
CONTEXT: MACRO
CONTEXT: LOCAL
RELATIONSHIP TO BROADER LANDSCAPE
CONTEXT: SITE
SITE POTENTIAL AND RESPONSE
LANDSCAPE HERITAGE
LIST OF FIGURES

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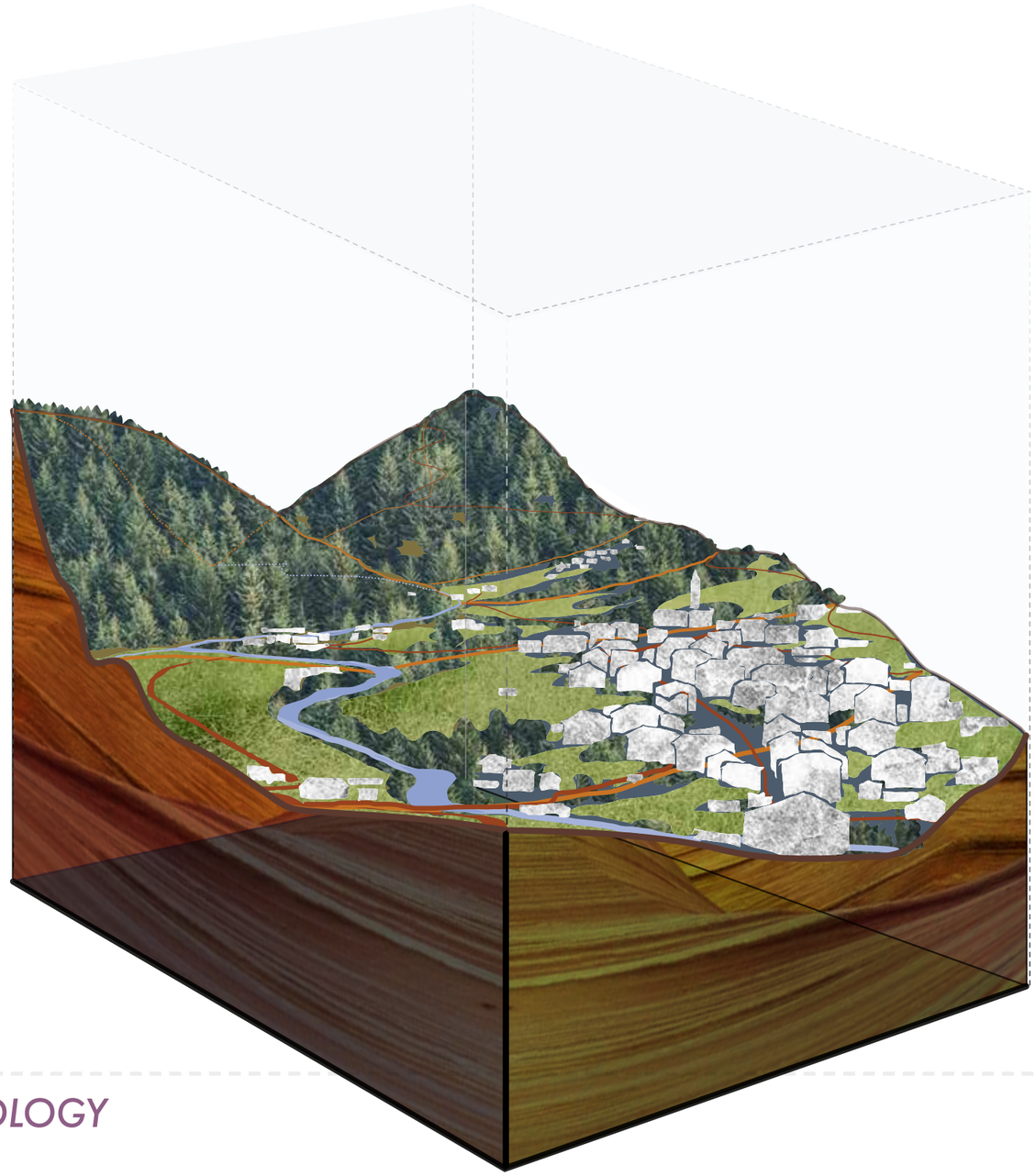
LIBERTAS

METHODOLOGY

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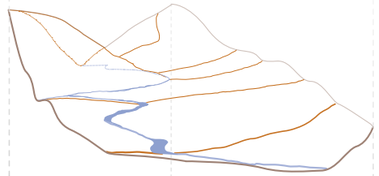
Methodology:

The analysis starts with the macro context, exploring the significance of the site within the city context, and then narrows into the local and site context. The environmental, physical and historical context is evaluated at these different scales.
Capturing of cultural landscape elements runs parallel to this exercise, as the environment in which the site is located is rich in cultural heritage and scenic significance.

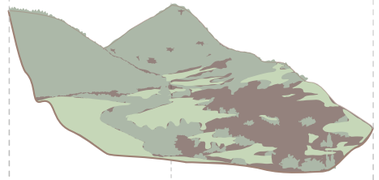




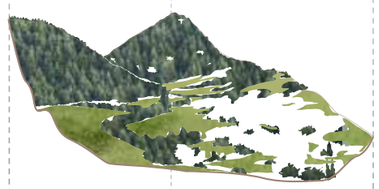
- DEVELOPMENT



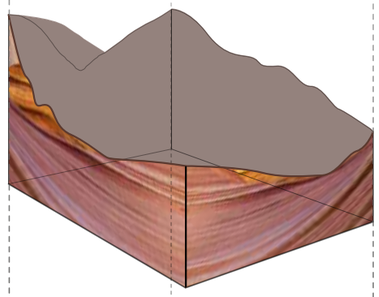
- HYDROLOGY



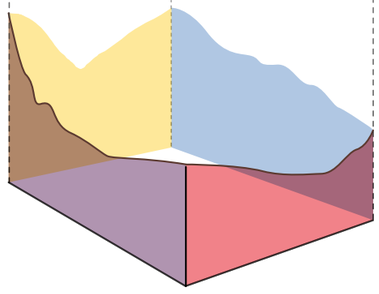
- LAND USE



- VEGETATION



- GEOLOGY



- SITE EXTENT

Cultural Landscapes Continuum

DESIGNED LANDSCAPES	VERNACULAR LANDSCAPES	ASSOCIATIVE LANDSCAPES		
CONSCIOUSLY ORDERED	ORGANICALLY EVOLVED		ETHNOGRAPHIC LANDSCAPES	HISTORIC SITES
Gardens and parklands constructed for aesthetic reasons, often associated with religious spaces and/or monumental buildings/ and ensembles	Rural historic districts and agricultural landscapes - single farm complexes or entire districts of historic farmsteads along river valleys Relic (fossil) / continuing	Hunting grounds, initiation sites, ancestral lands, significant by virtue of powerful religious, artistic or cultural associations with natural elements rather than material cultural evidence	Ancient rock art sites; sacred religious sites, massive geological formation sites, and contemporary settlements containing a variety of natural and cultural elements identified as heritage resources by the people with which they are associated	Battlefields, burial sites, presidential homes and properties deemed significant by their virtue of their association with historic events, activities, practices, persons or groups of people

LANDSCAPE DOMAIN TYPOLOGY



RURAL
Unaltered to green altered landscape

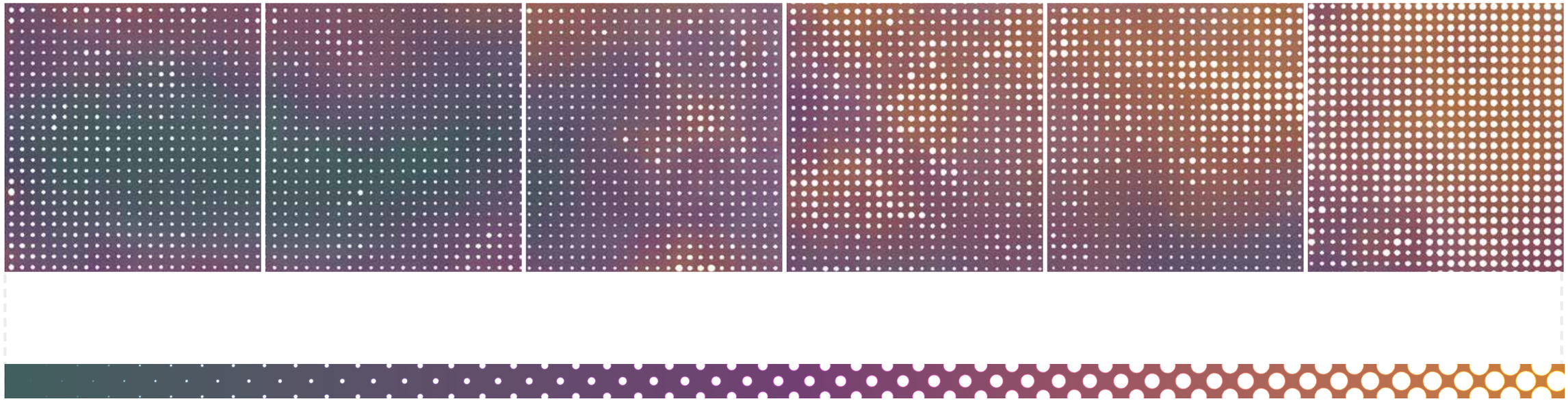
BUILT
Green altered to green developed landscape

SITE-SPECIFIC
Concentrated developed landscape

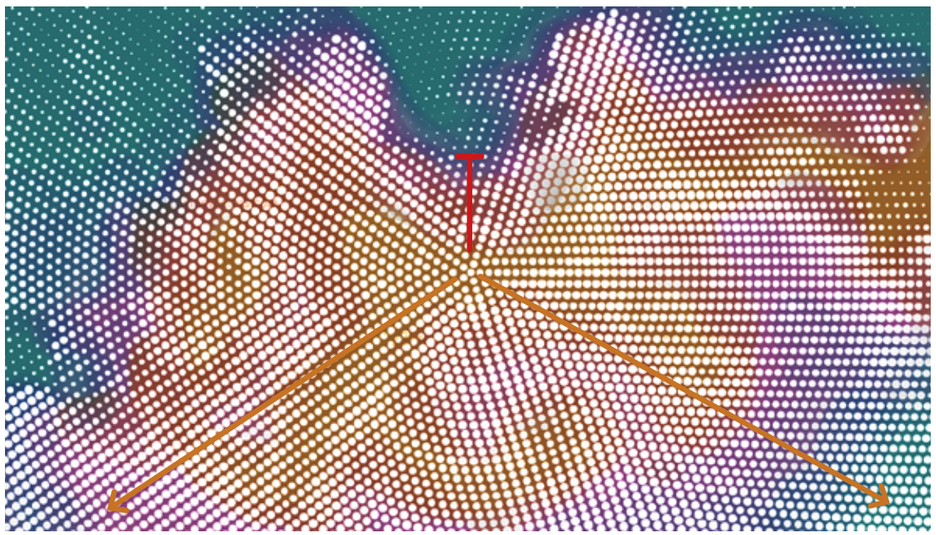
LANDSCAPE DOMAIN CONTINUUM

WILDERNESS ⟵ TRANSITION ⟶ URBAN

LANDSCAPE DEVELOPMENT CONTINUUM



UNSUITABLE / UNFAVOURABLE ← TRANSITION → SUITABLE / HOSPITABLE



DEVELOPMENT PRESSURE: POTENTIAL FOR EXPANSION

METHODOLOGY

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LANDSCAPE DOMAIN TYPOLOGY



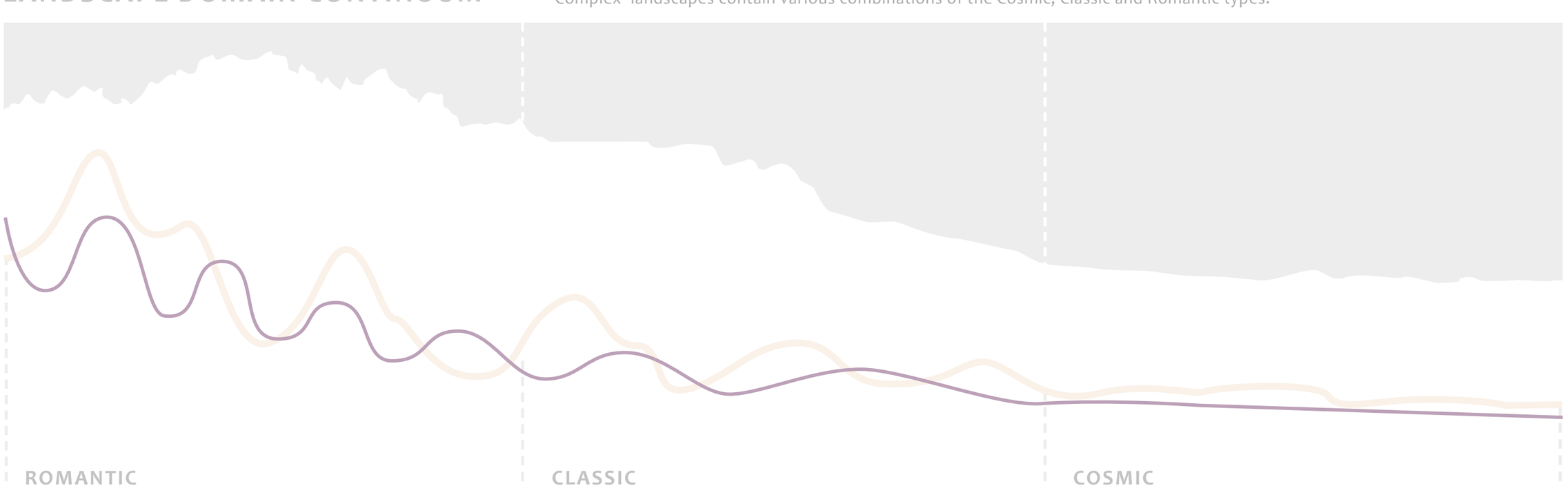
ROMANTIC
Earth-dominated landscape

CLASSIC
Earth-sky balanced landscape

COSMIC
Sky-dominated landscape

LANDSCAPE DOMAIN CONTINUUM

‘Complex’ landscapes contain various combinations of the Cosmic, Classic and Romantic types.





LIBERTAS

CONTEXT: MACRO

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Fig. 1 Macro context with Libertas site shaded in purple

CONTEXT

The site for proposed development lies in a valley formed by rolling hills composed of malmesbury shale, to the west, and the sharp ascent of Stellenbosch mountains to the east. This basin in the landscape creates a natural “room” where the rural cultivated farmlands meet the urban development of the town of Stellenbosch.

This is also the start of the Hottentots Mountains and a gateway to the mountainous region of Stellenbosch, Franschoek and Paarl which is the receiving landscape after leaving the Cape Flats.

The threshold moment is significant and is further illustrated by the following figures and diagrams.

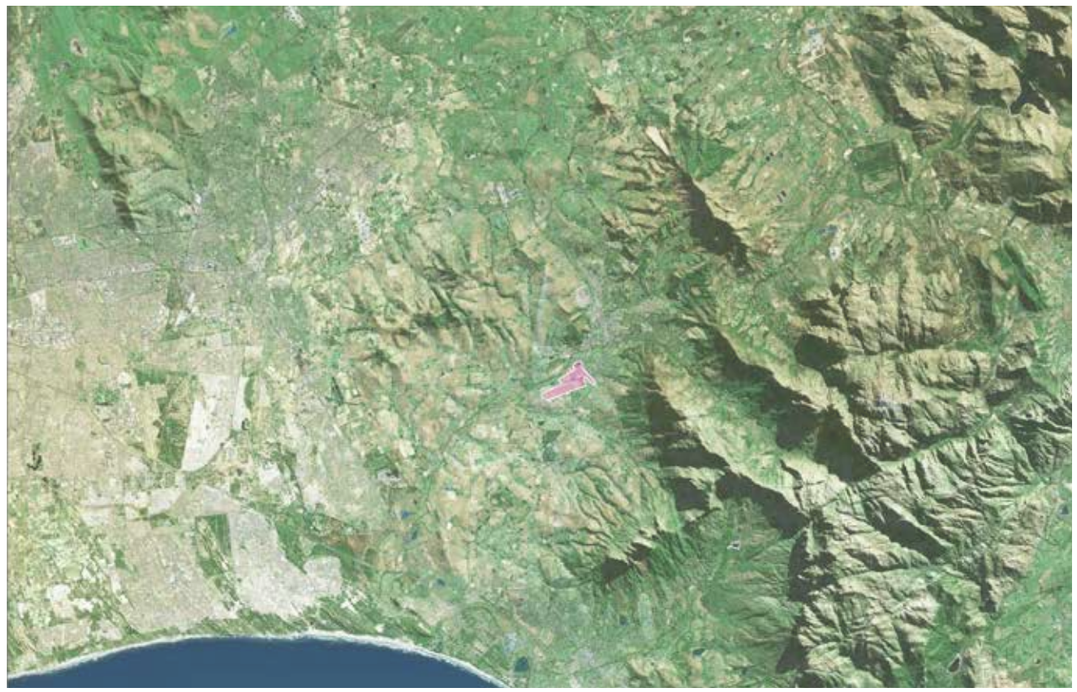


Fig. 2 Sentinal aerial map scale 1:100 000

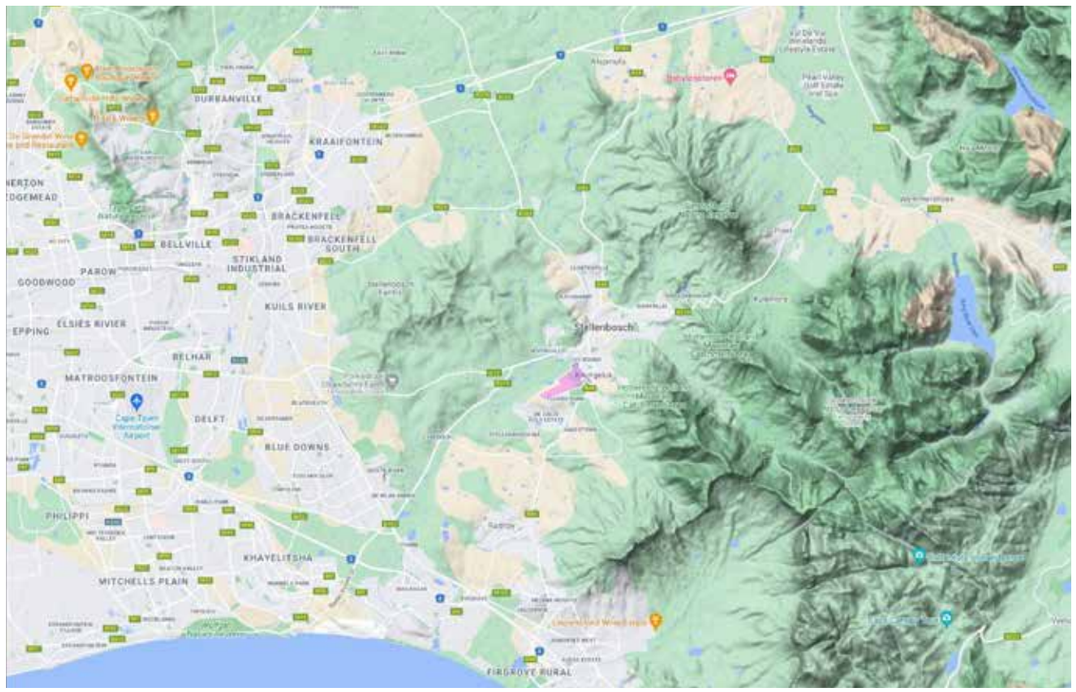


Fig. 3 Google Terrain aerial map scale 1:100 000

GEOGRAPHIC CONTEXT & LANDFORMS

- GEOGRAPHIC LOCATION - COMBINATION OF ROMANTIC, CLASSIC AND COSMIC DOMAIN TYPOLOGIES
- SIGNIFICANT LANDSCAPE UNIT OR “ROOM”
- TOPOGRAPHY AND ORIENTATION - SITE IS HELD IN THE LANDSCAPE WITH SIGNIFICANT PEAKS AND HILLS THAT PROVIDE ORIENTATION IN THE LANDSCAPE
- SIGNIFICANT IDENTITY DUE TO UNIQUE PLACEMENT AND RELATIONSHIP IN THE LANDSCAPE



Fig. 4 Graphic representation of site location in relation to immediate and broader terrain character

CONTEXT: MACRO

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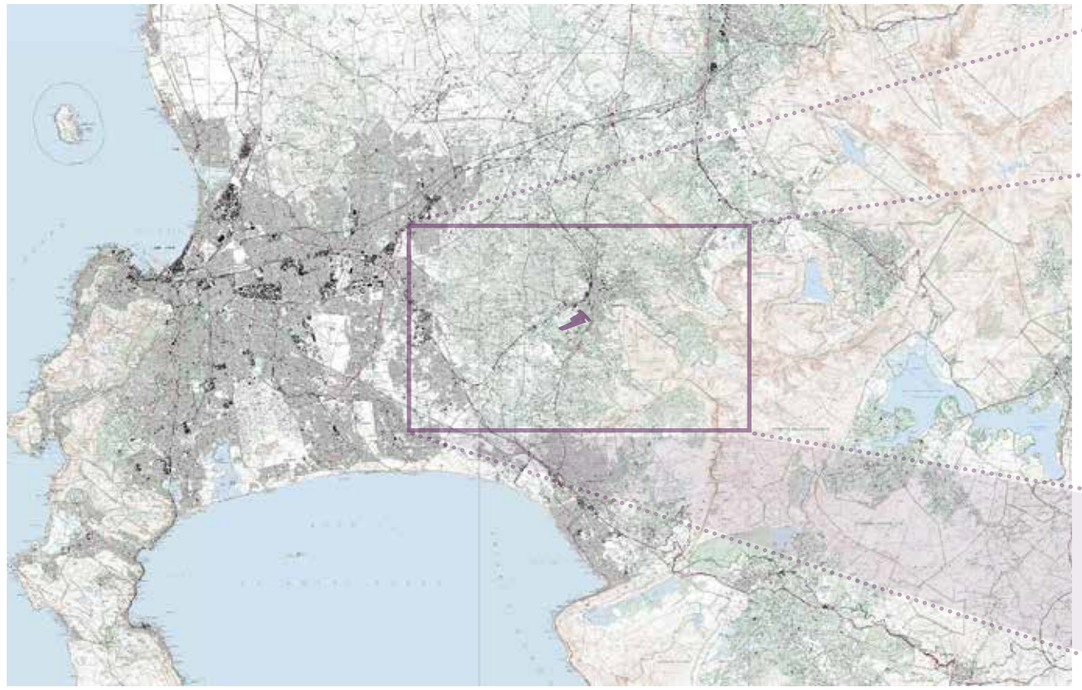


Fig. 5 Topocadastral map indicating site location in relation to City of Cape Town Metropolitan Municipality

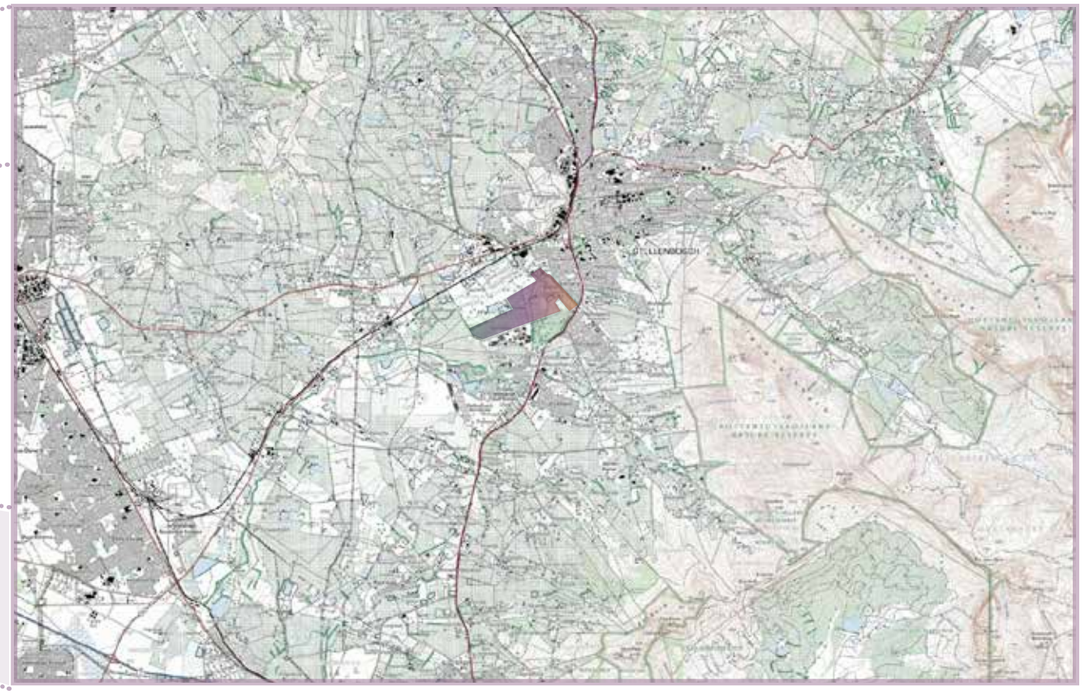


Fig. 6 Topocadastral map indicating site location in relation to Stellenbosch Municipality

LANDSCAPE DEVELOPMENT CONTEXT

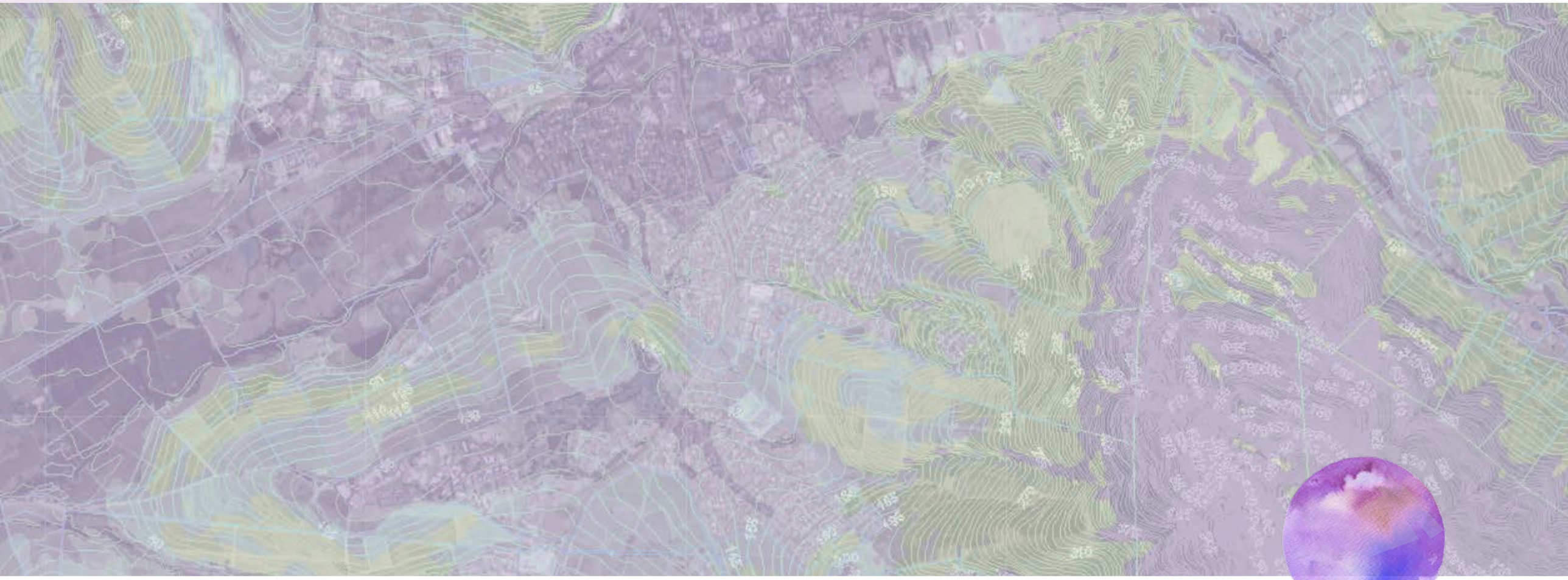
- GREATER METROPOLITAN AREAS
- FAST GROWING AREA
- DEVELOPMENT PRESSURES
- CUSP OF AGRICULTURE AND URBAN DEVELOPMENT
- THRESHOLD IN THE LANDSCAPE
- TRANSITION FROM RURAL TO URBAN



Fig. 7 Graphic representation of site location in relation to expanding Stellenbosch development pressure

CONTEXT: MACRO

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LIBERTAS

CONTEXT: LOCAL

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Fig. 8 Local context with Libertas site outlined in purple

CONTEXT

The site ...
Within a river basin shaped by distinct geology and edged by river
Views across to both edges of the valley
Relatively flat site
Site visible from paarl mountain
Connection to the river and river corridor of utmost importance

Visual connection to wilderness areas
Strong agricultural patterns of rows of vineyards and fields create a tapestry of textures in the landscape
Landscape patterns of planes of agricultural fields a dominant element in the landscape
Disconnected from agricultural/rural landscape along the northern edge
Combination landscape - romantic and classical (norberg-schulz definition)



Fig. 9 Illustrative section through Libertas site (B) from Papegaaiberg (A) to Stellenbosch Berg (C) with Google Earth panoramas of segments A-B and B-C

CONTEXT: LOCAL

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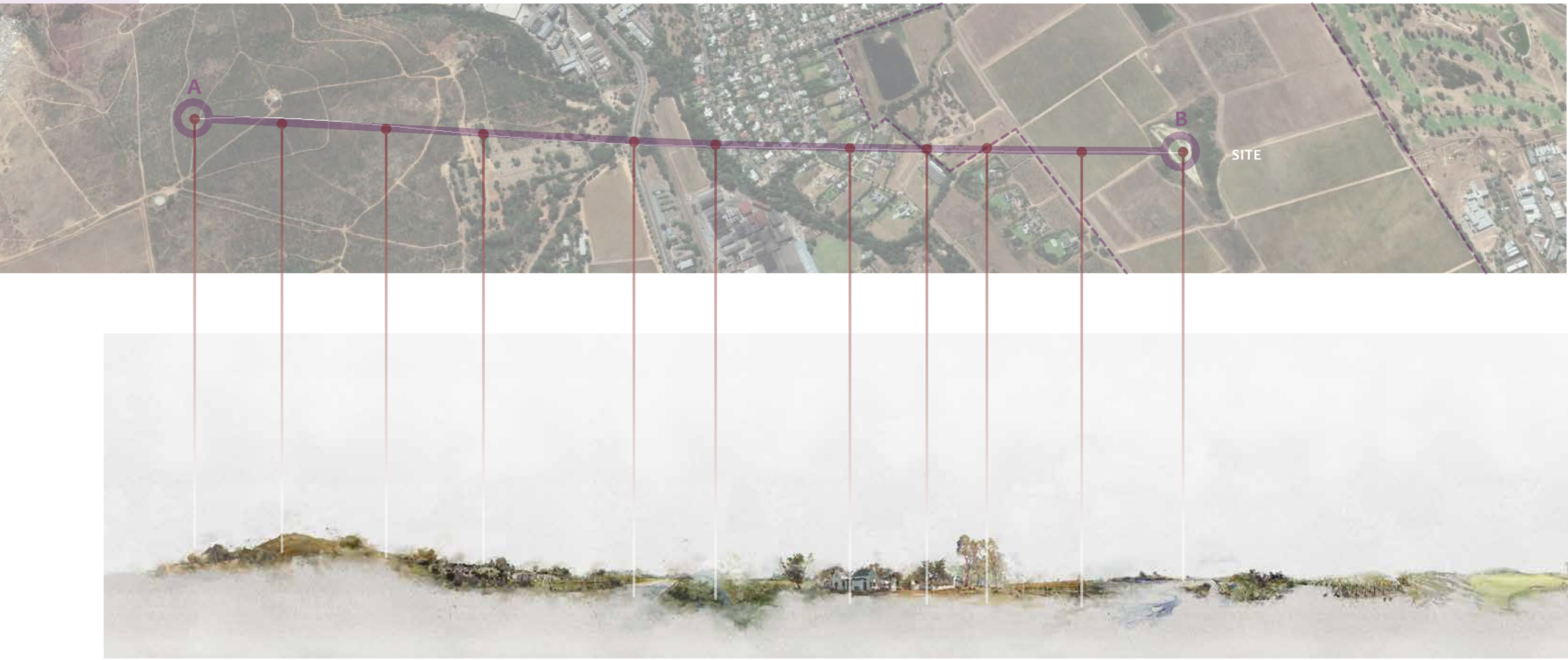
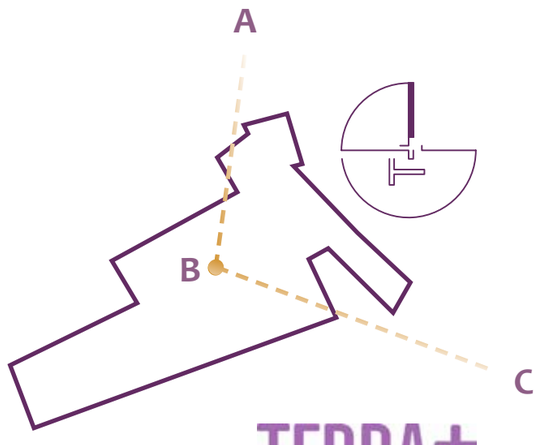


Fig. 10 Illustrative section A-B from Papegaaiberg (A) to Libertas site (B) complimented by Google Earth aerial photograph of segment A-B



CONTEXT: LOCAL

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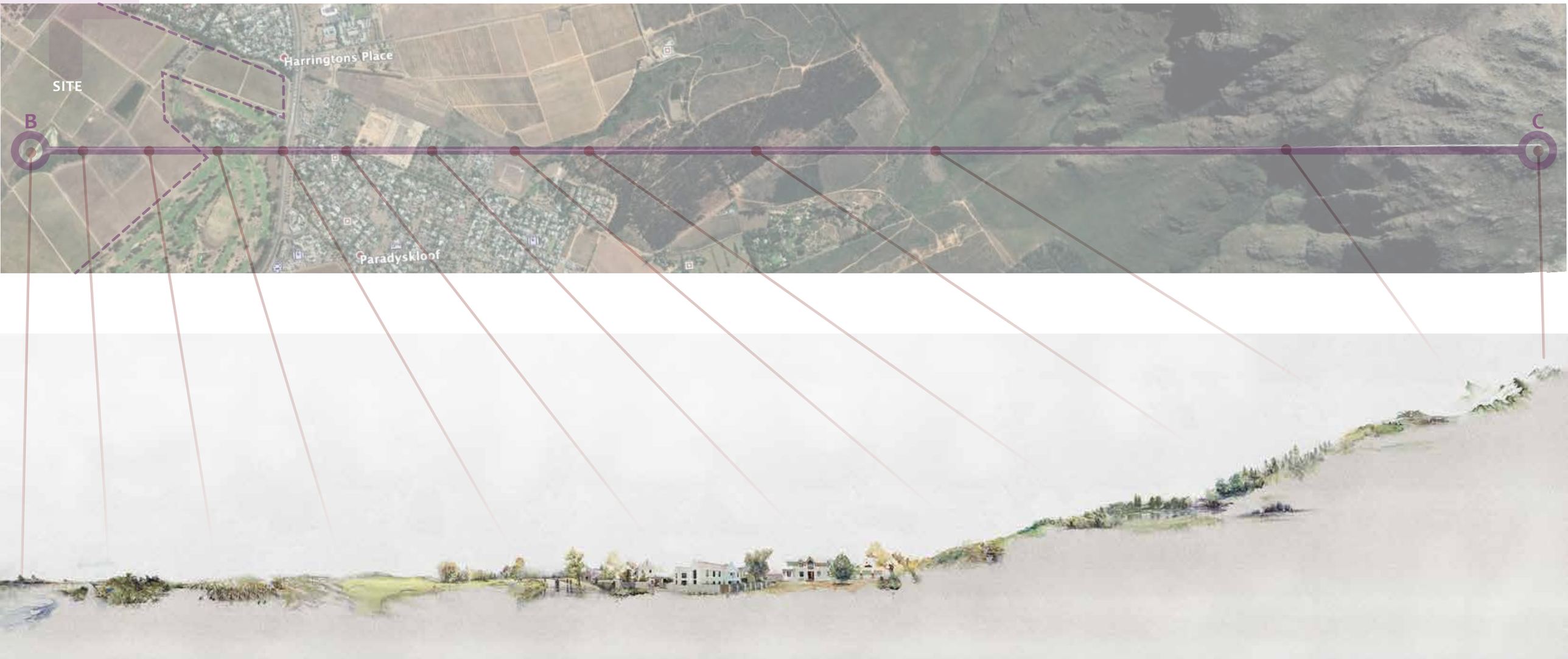
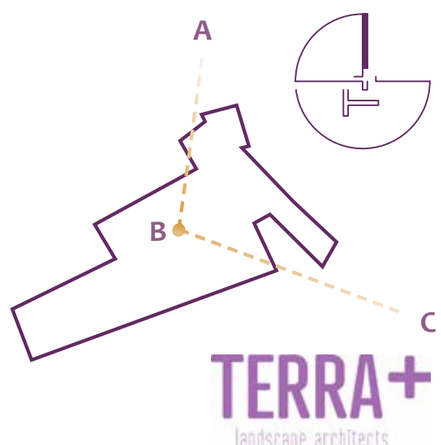


Fig. 11 Illustrative section B-C from Libertas site (B) to Stellenbosch Berg (C) complimented by Google Earth aerial photograph of segment B-C



CONTEXT: LOCAL

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landscape architects

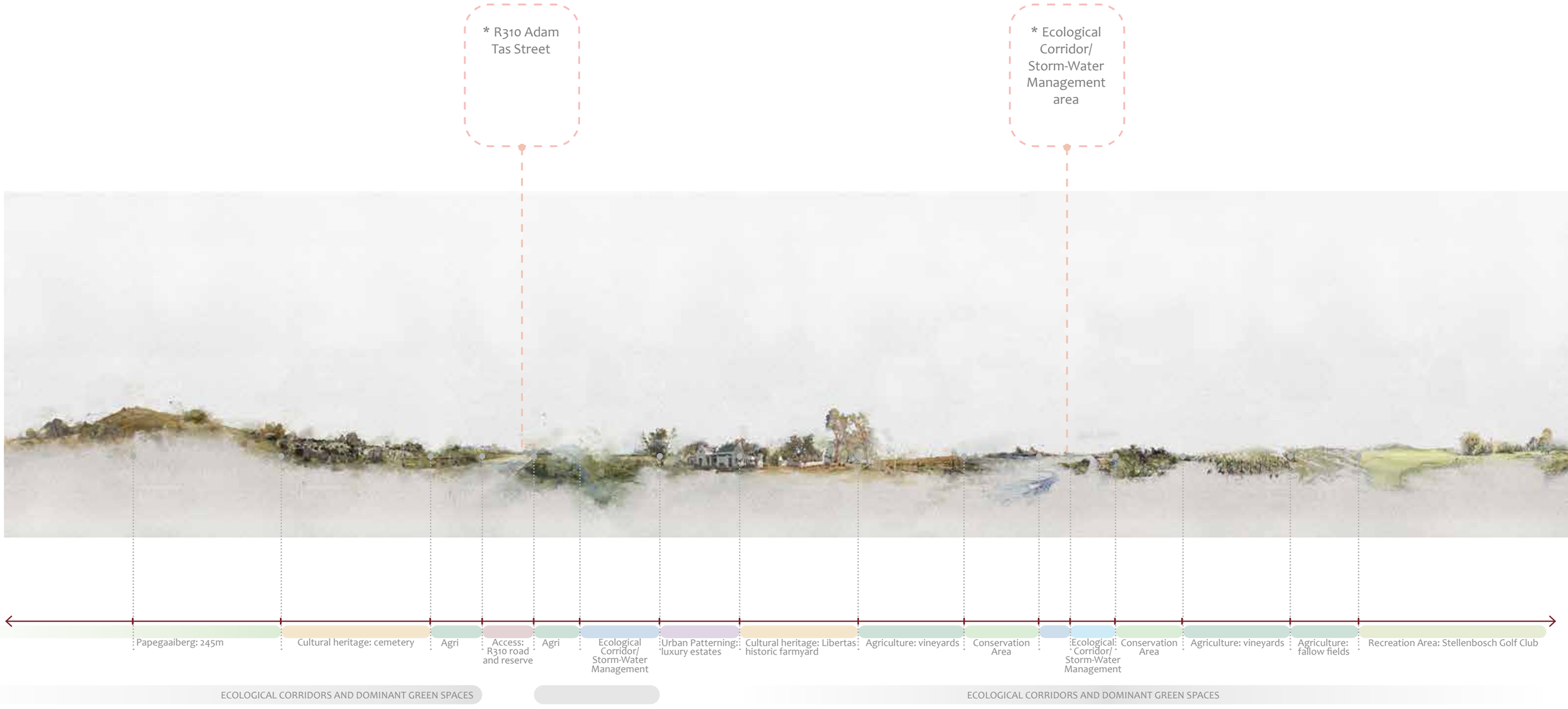


Fig. 12 Illustrative section A-B from Papegaaiberg (A) to Libertas site (B)

CONTEXT: LOCAL

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Fig. 13 Illustrative section B-C from Libertas site (B) to Stellenbosch Berg (C)

CONTEXT: LOCAL

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WILDERNESS URBAN WILDERNESS

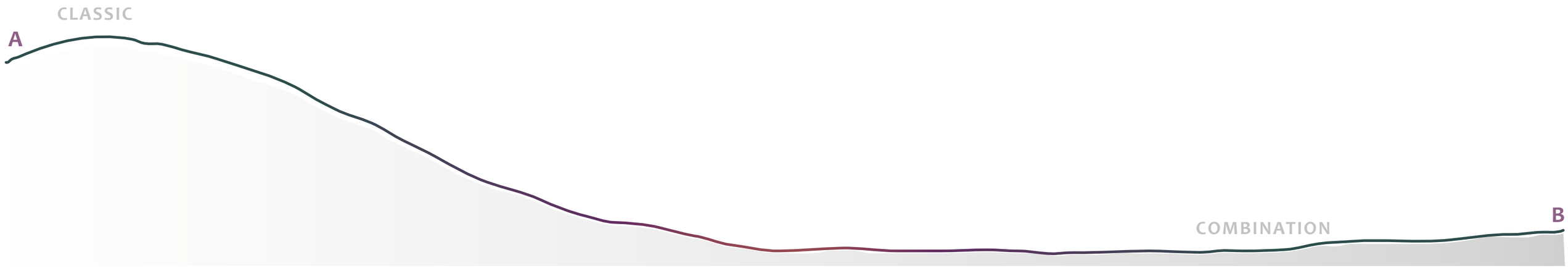
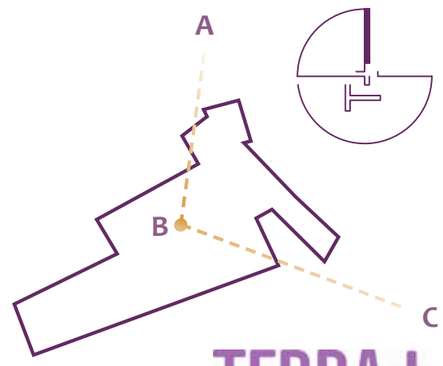


Fig. 14 Section A-B from Papegaaiberg (A) to Libertas site (B) with Google Earth aerial panorama of segment A-B at a northerly orientation



CONTEXT: LOCAL

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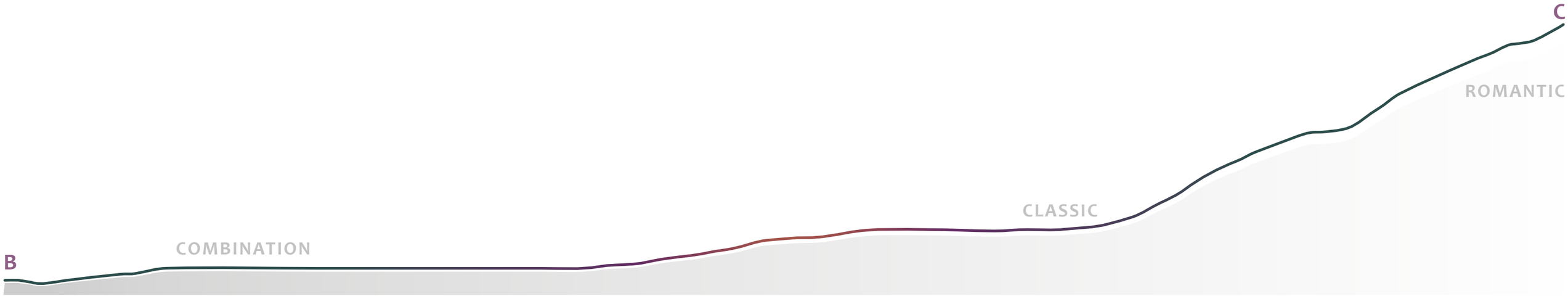
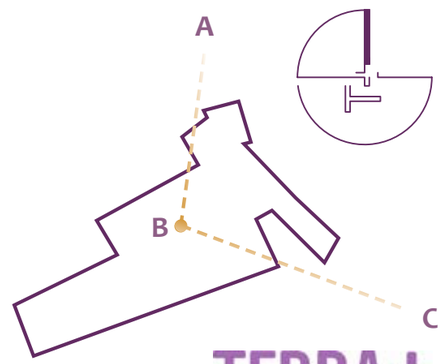


Fig. 15 Section B-C from Libertas site (B) to Stellenbosch Berg (C) with Google Earth aerial panorama of segment A-B at a northerly orientation



CONTEXT: LOCAL

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landscape architects

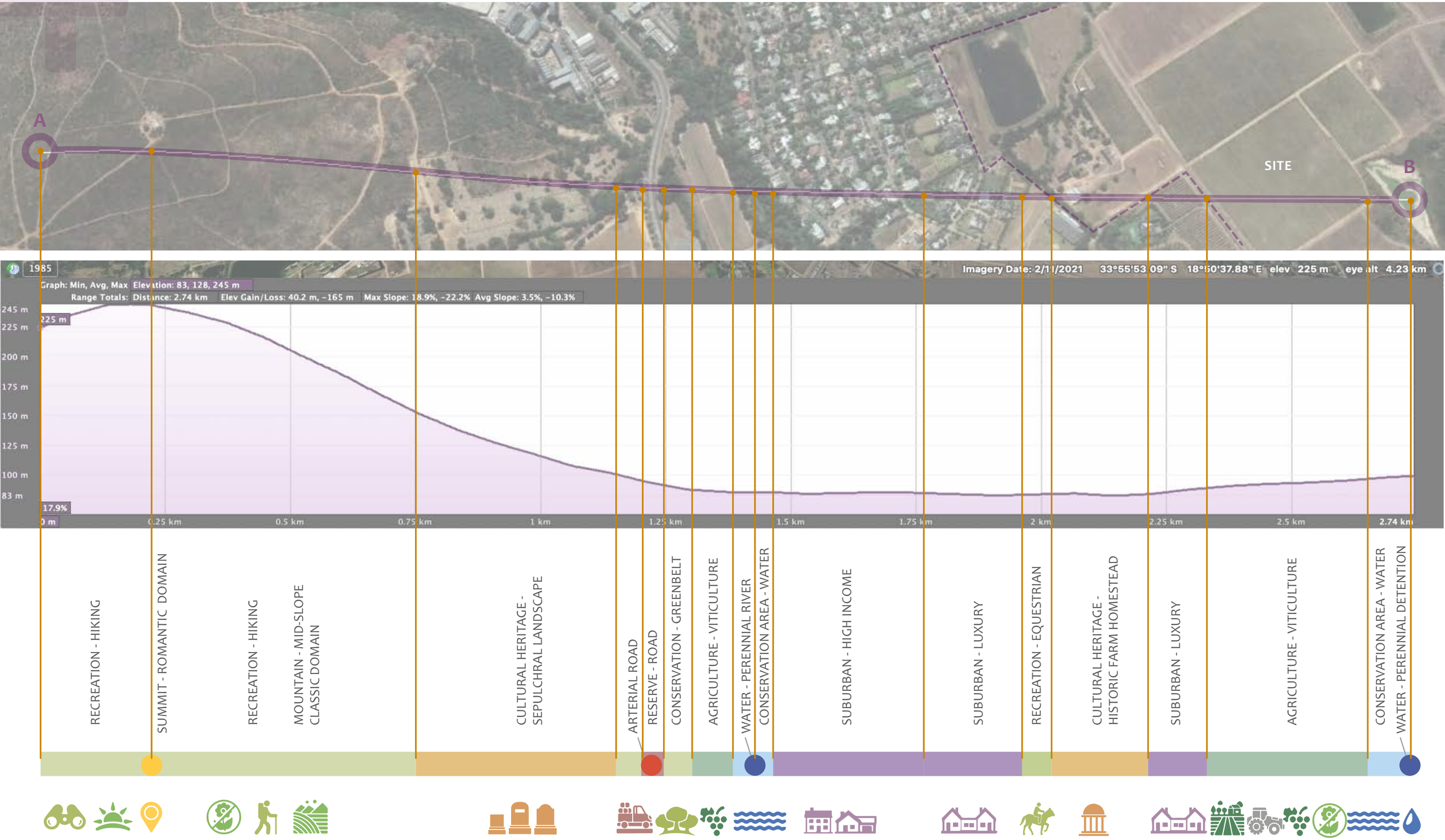


Fig. 16 Unpacking of section A-B, from Papegaaiberg to Libertas site: identification and classification of landscape resources

CONTEXT: LOCAL

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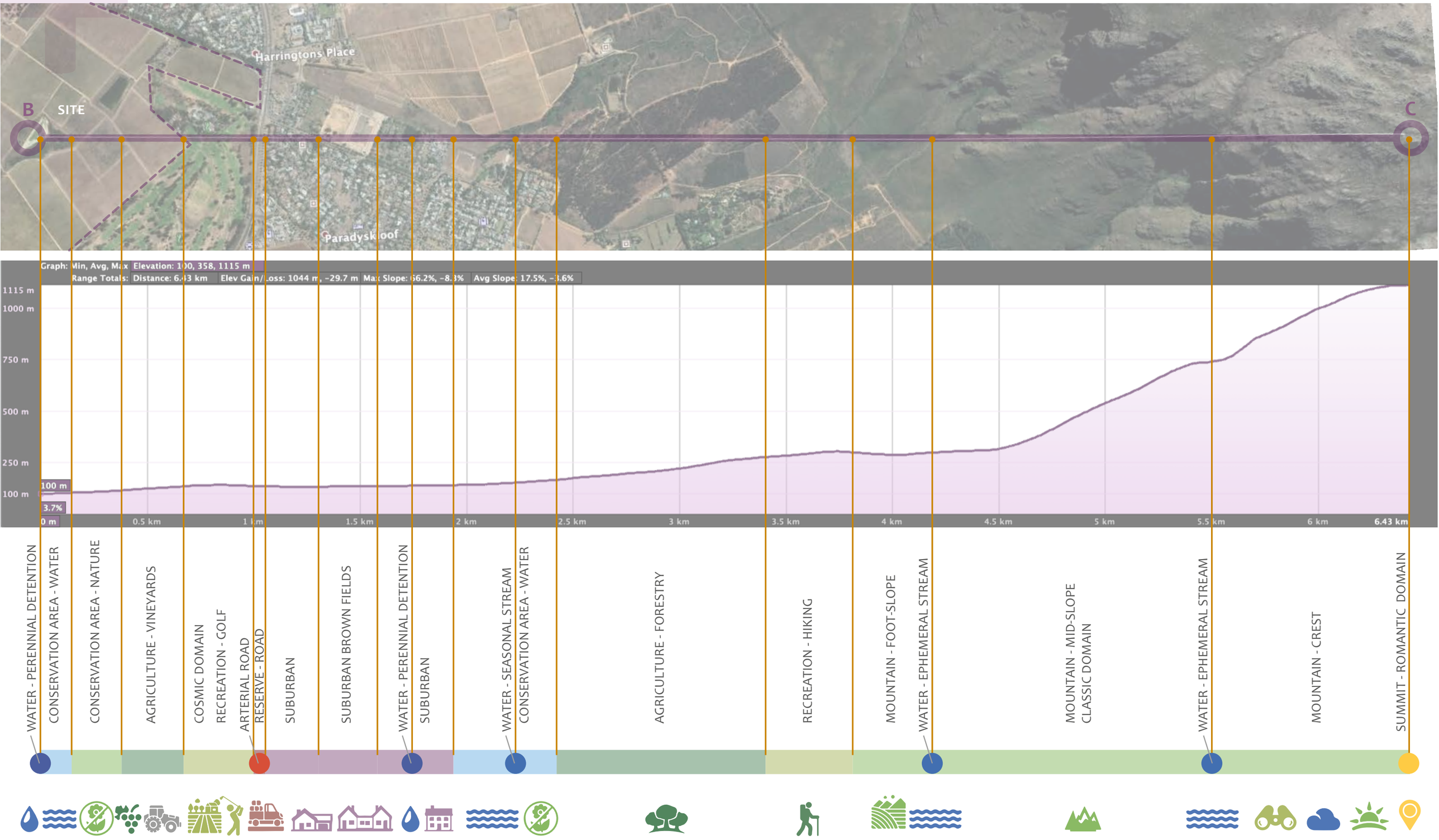


Fig. 17 Unpacking of section B-C, from Libertas site to Stellenbosch Mountain: identification and classification of landscape resources

CONTEXT: LOCAL

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LIBERTAS

RELATIONSHIP TO THE BROADER LANDSCAPE

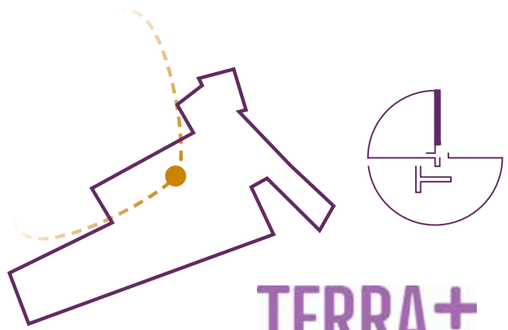
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Fig. 18 West-ward panoramic photograph of site from internal road

SIGNIFICANT VIEWS

The views to the north-west from the access road within the site show the rolling hills typical of eroded malmesbury shale and granite. These are gentle hills with typical cultivated fields, orchards and vineyards and are typical of the rural character of the area.



VIEWS LOOKING NORTH-WEST

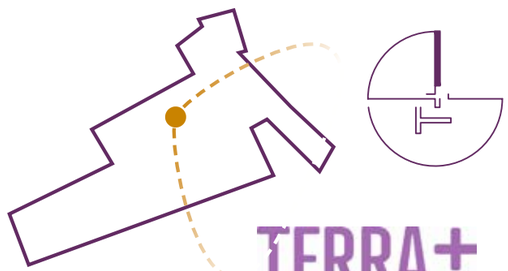
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Fig. 19 East-ward panoramic photograph of site from internal road

SIGNIFICANT VIEWS

The views to the south-east from the access road within the site are of the imposing and dramatic sandstone mountains of the Hottentots-Holland mountain range with peaks and valleys dominating the landscape. These mountains are predominantly vegetated with natural fynbos and are the wilderness areas bounding the site and holding the site in the broader context.



VIEWS LOOKING SOUTH-EAST

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LANDFORMS



LAND FEATURES



HYDROLOGY



ACCESS



URBAN PATTERN



HERITAGE



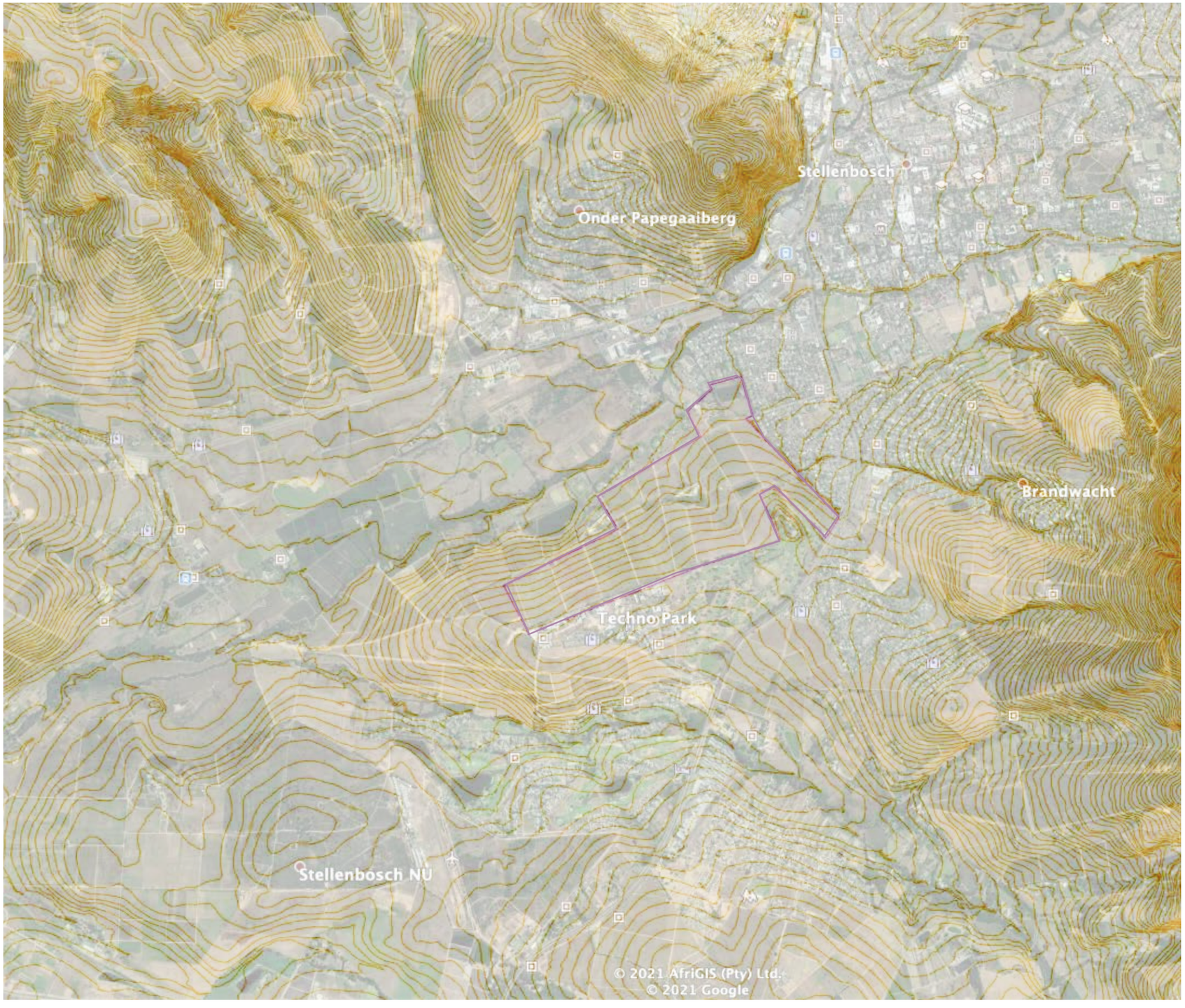
AGRICULTURE



CONSERVATION

ELEMENTS IN THE LANDSCAPE

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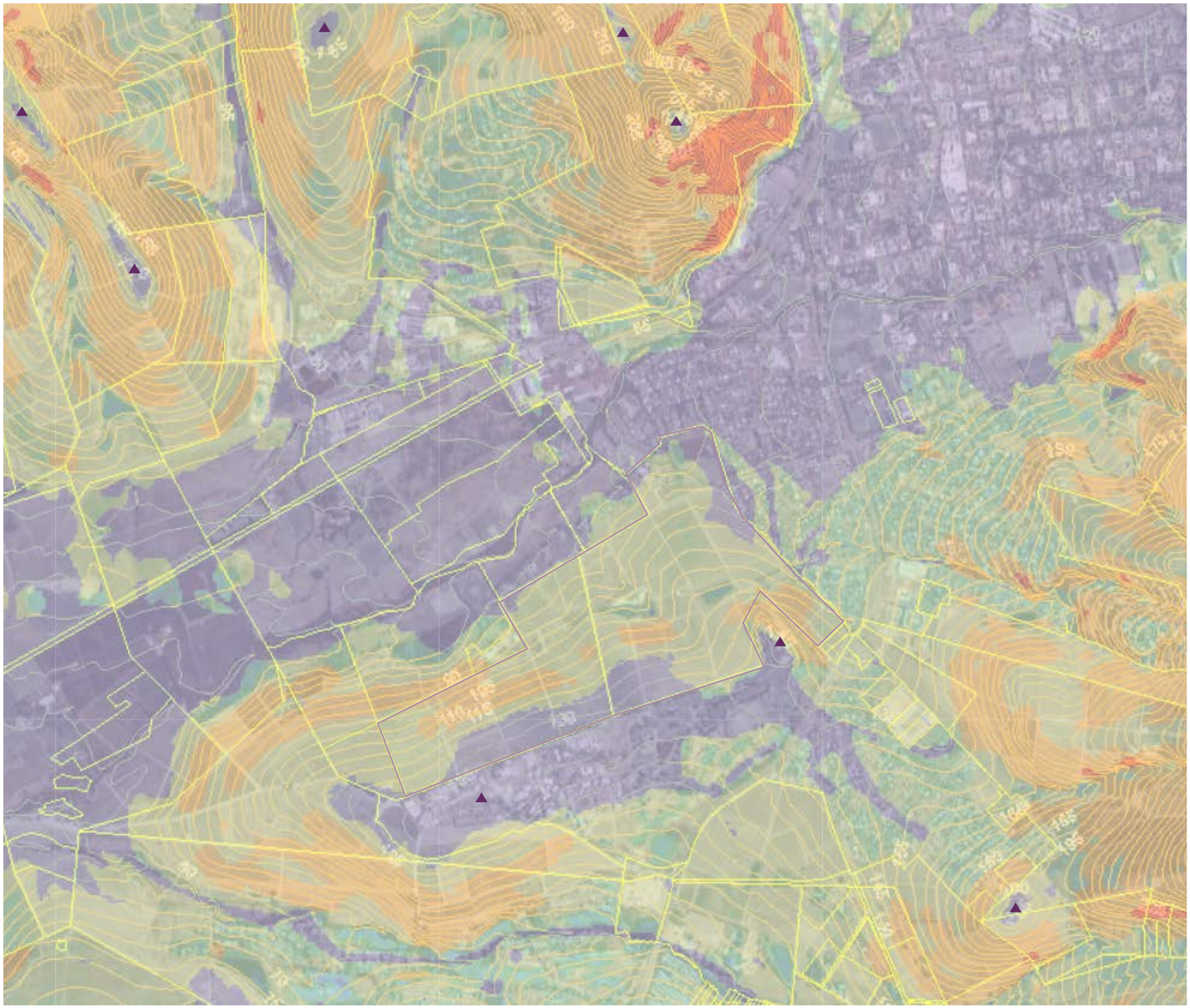




LANDFORMS

- SITE LIES IN ALLUVIAL VALLEY
- VALLEY DEFINED BY RIVER CORRIDOR
- DOMINANT SLOPE IS NORTH - NORTH-WEST FACING
- ON THE SLOPE OF A MID-HEIGHT PROMONTORY
- DRAMATIC MOUNTAINS TO THE SOUTH-EAST
- ROLLING CULTIVATED HILLS TO THE NORTH-WEST

Fig. 20 Google satellite photograph of study site with contour overlay indicating site location in relation to valley and surrounding landforms





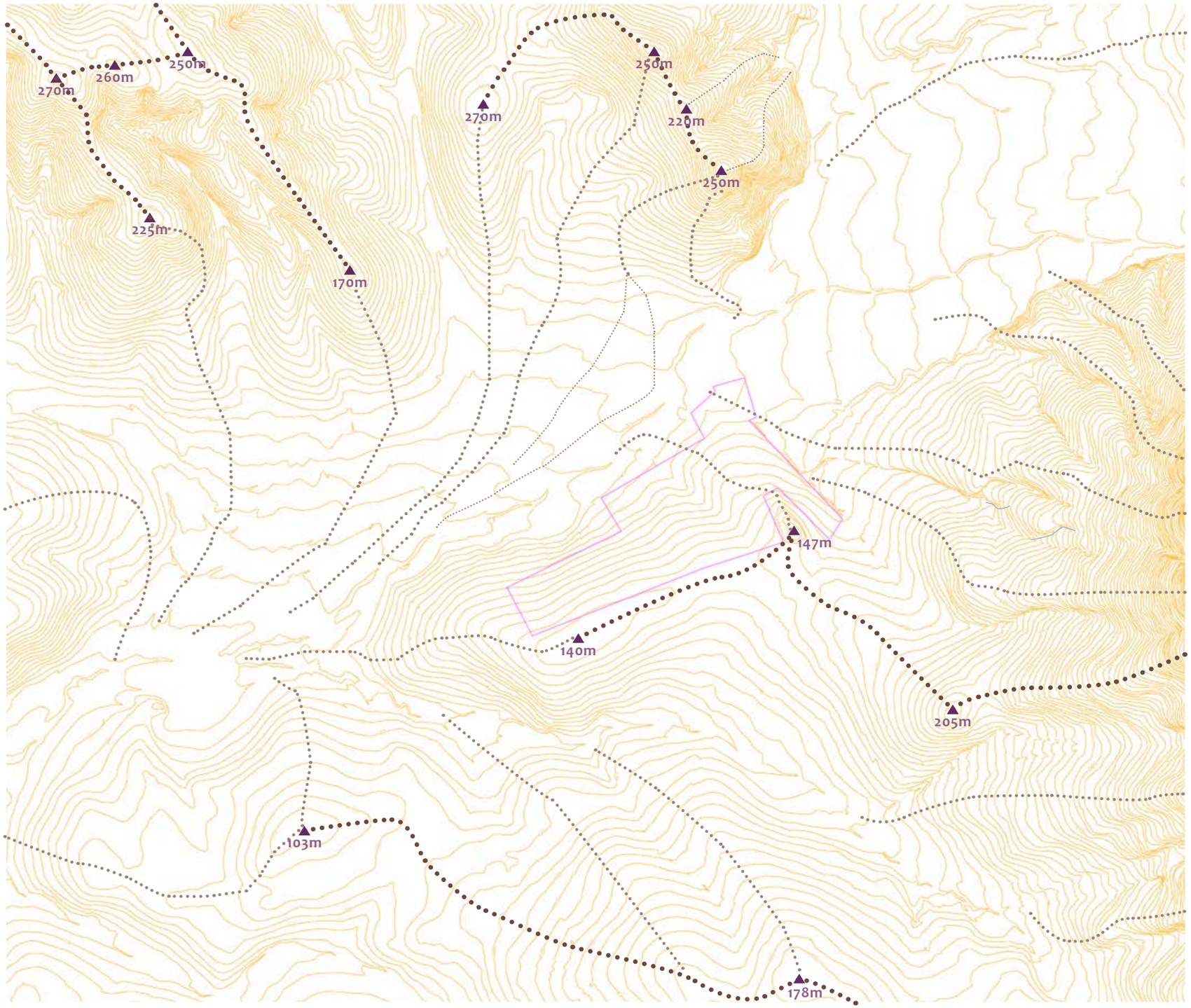
LAND FEATURES

- THE SLOPES ARE PREDOMINANTLY WARM NORTH-WEST SLOPES
- NORTH ASPECT PROVIDES IDEAL AGRICULTURAL POTENTIAL
- NORTH ASPECT IDEAL FOR COMFORTABLE DWELLING UNITS
- NATURAL SLOPE AND ASPECT ACROSS THE SITE

Fig. 21 SUDEM colourised satellite photograph of study site with contour overlay indicating site position in relation to aspect and slope

LAND FEATURES: ASPECT AND SLOPE

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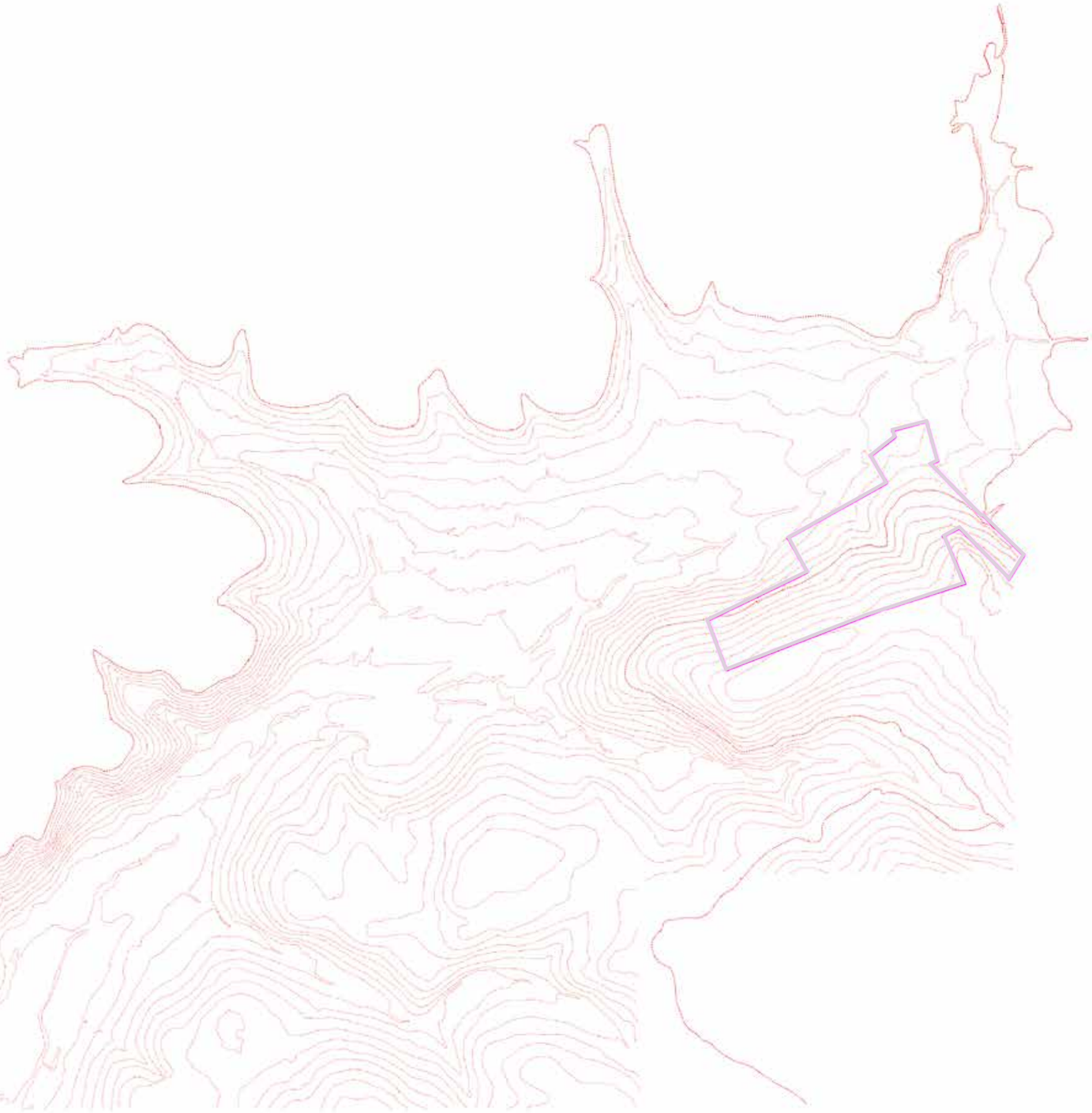
LAND FEATURES

- SIGNIFICANT RIDGES AND PEAKS
- SOUTHERN EDGE LIES ON A RIDGE
- VIEWS TO THE DOMINANT PEAKS AND MOUNTAIN RANGES
- THESE VIEWS ARE ESSENTIAL TO THE SENSE OF PLACE AND IDENTITY OF THE SITE
- CONNECTIONS TO THESE VIEWS MUST BE MAINTAIN AND CELEBRATED

Fig. 22 Contour overlay indicating site location in relation to ridge lines and surrounding peaks

LAND FEATURES: PEAKS, RIDGES AND VALLEYS

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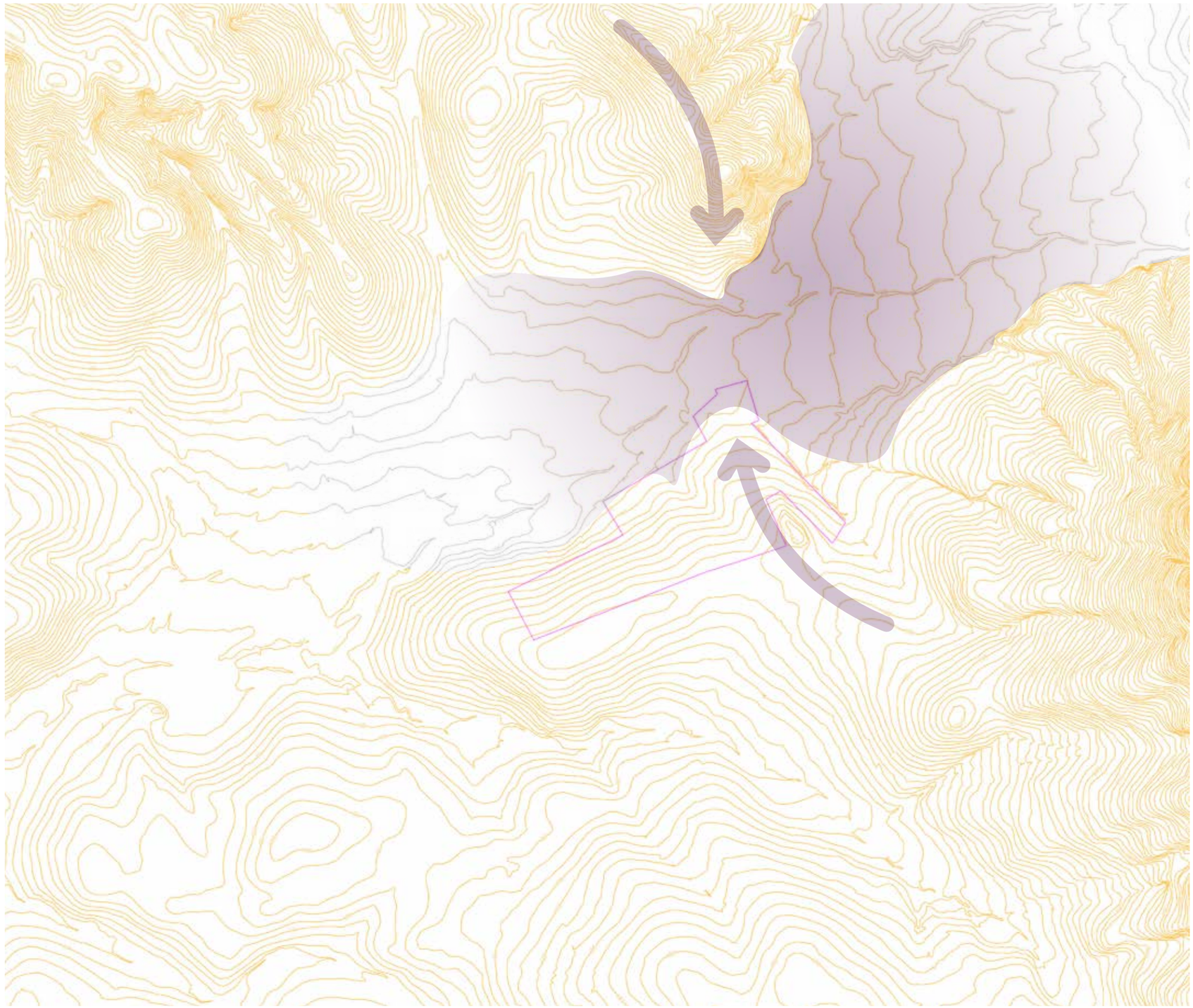
LANDFORMS

- SITE IS SITUATED AT A PINCH POINT
- PINCH POINT CREATE BY OVERALL LANDFORMS
- PERCEPTION OF THIS POINT TRAVELLING TOWARDS STELLENBOSCH ON THE R310
- SITE IS VISIBLE ALONG THIS ROUTE

Fig. 23 Contour overlay indicating site location in relation to valley and surrounding landforms

ON THE EDGE OF A PINCH-POINT

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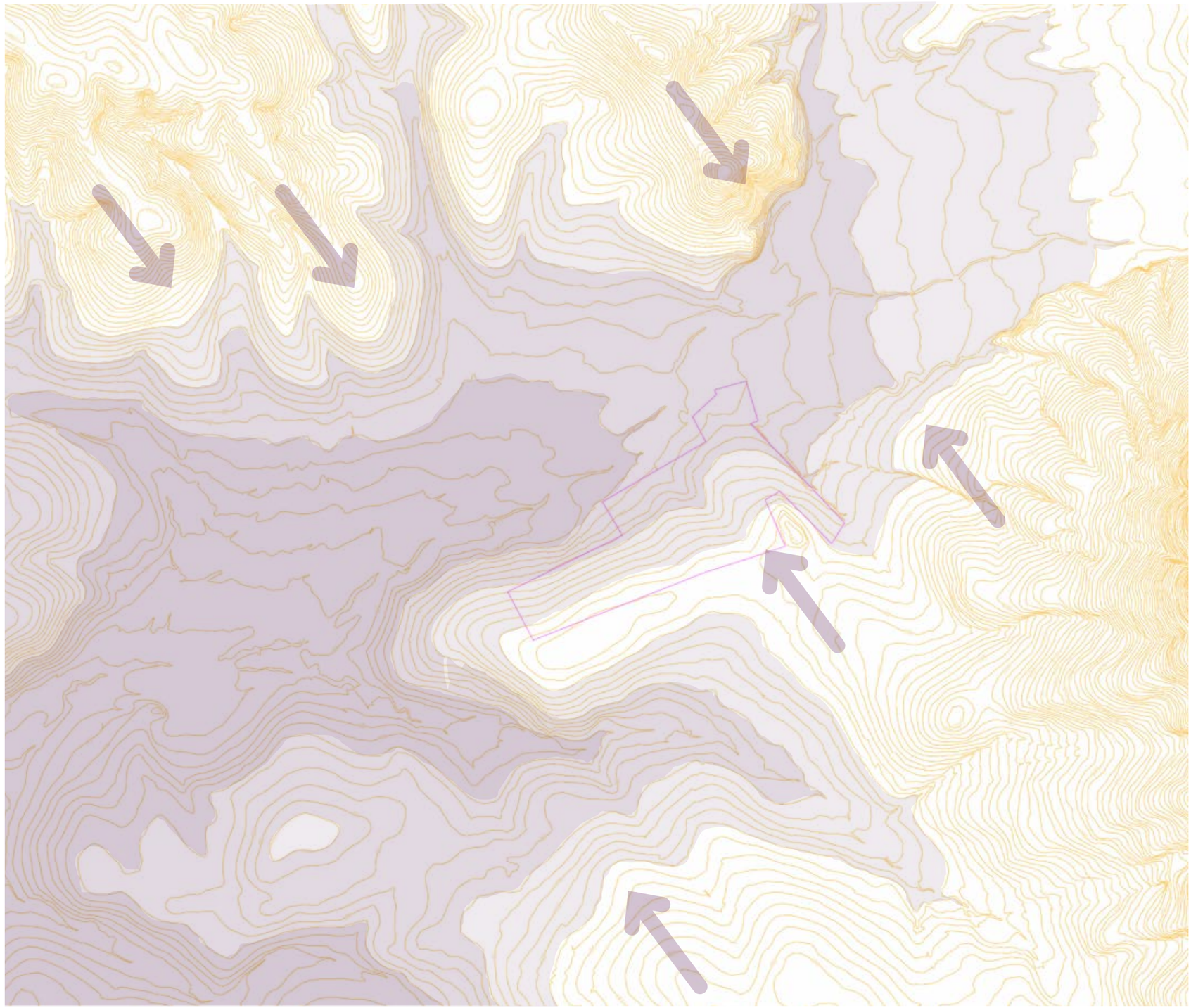
LANDFORMS

- SITE IS SIGNIFICANT WITHIN THE CONTEXT
- THIS CAN BE DEVELOPED TO FURTHER ESTABLISH A UNIQUE IDENTITY AND SENSE OF PLACE
- CREATE A POINT OF ORIENTATION AND CONTEXTUAL SIGNIFICANCE IN THE LANDSCAPE

Fig. 24 5m contour map derived from Cape Farm Mapper, with graphic overlay indicating height intervals of 25m, and arrow heads marking pinch points

ON THE EDGE OF A PINCH-POINT

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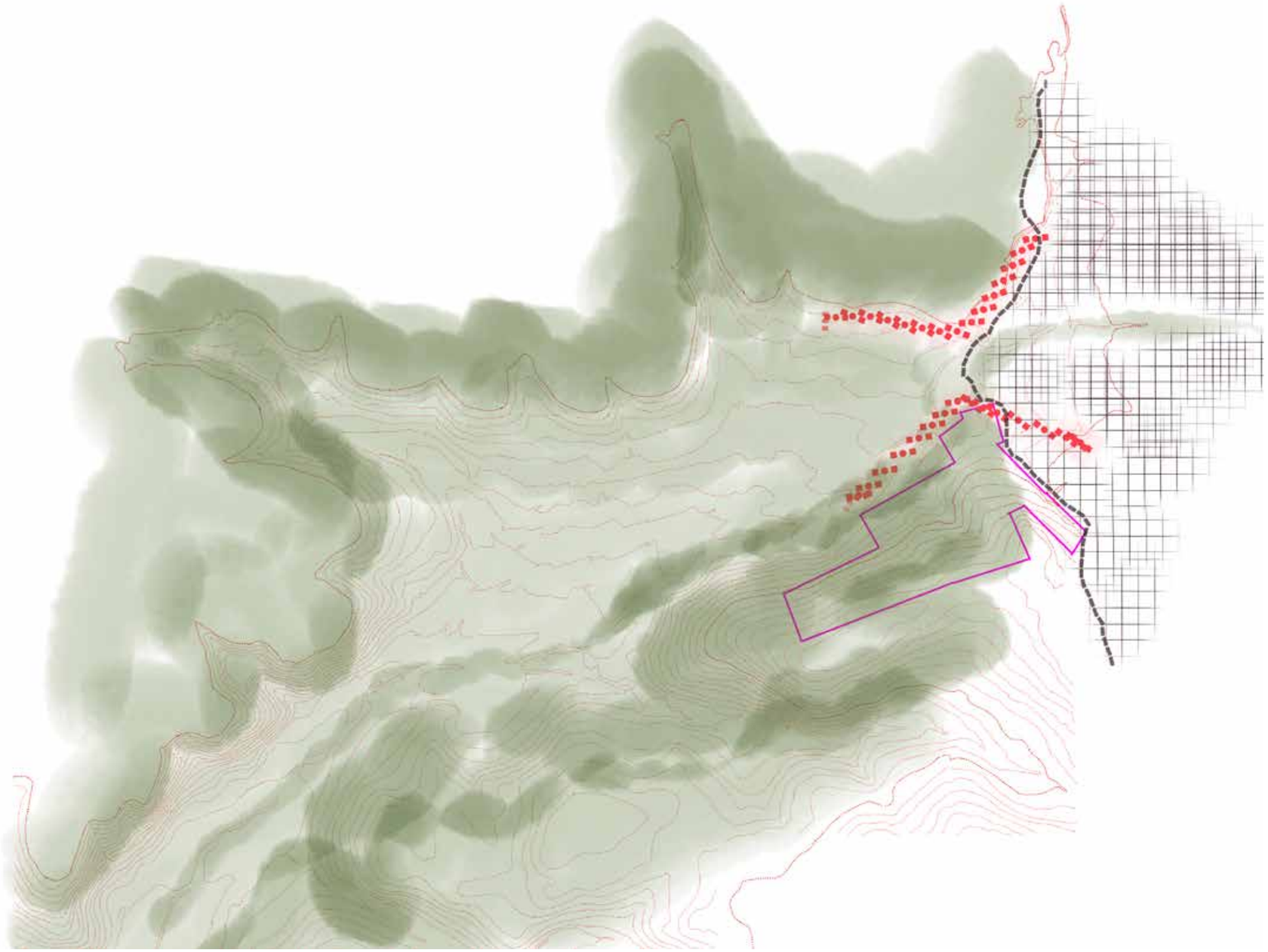


LANDFORMS

Fig. 25 5m contour map derived from Cape Farm Mapper, with graphic overlay indicating height intervals of 25m, and arrow heads marking pinch points

ON THE EDGE OF A PINCH-POINT

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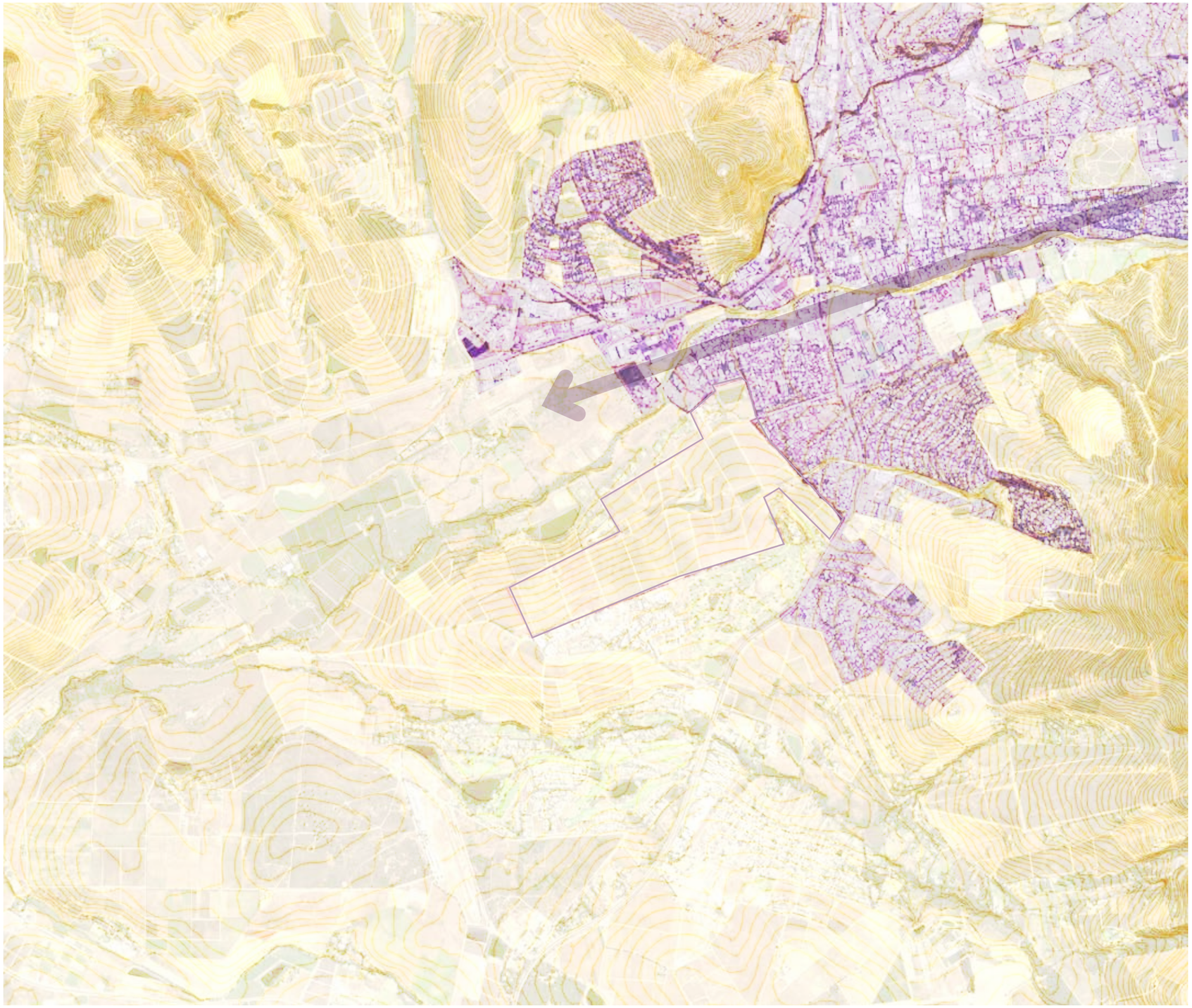




AGRICULTURE

- SITE LIES ON THE CUSP BETWEEN AGRICULTURE AND URBAN DEVELOPMENT
- DUALITY OF IDENTITY
- AGAIN DEVELOPMENT SHOULD HARNESS THESE QUALITIES AND DEVELOP THEM FURTHER
- DEVELOPMENT RESPONSE AND PLACING OF BUILDINGS SHOULD RECOGNISE THIS DUALITY
- THIS MAKES THE SITE UNIQUE!

Fig. 26 Illustration on contour map showing the significant position and cusp of the site





URBAN PATTERN

- SITE IS A GATEWAY TO THE BOTH THE URBAN CONTEXT AND RURAL CONTEXT
- FUTURE ORGANISATION OF DEVELOPMENT MUST RECOGNISE AND RESPOND TO THIS DUALITY
- UNIQUE CHARACTER IS AN AMENITY AND MUST BE DEVELOPED

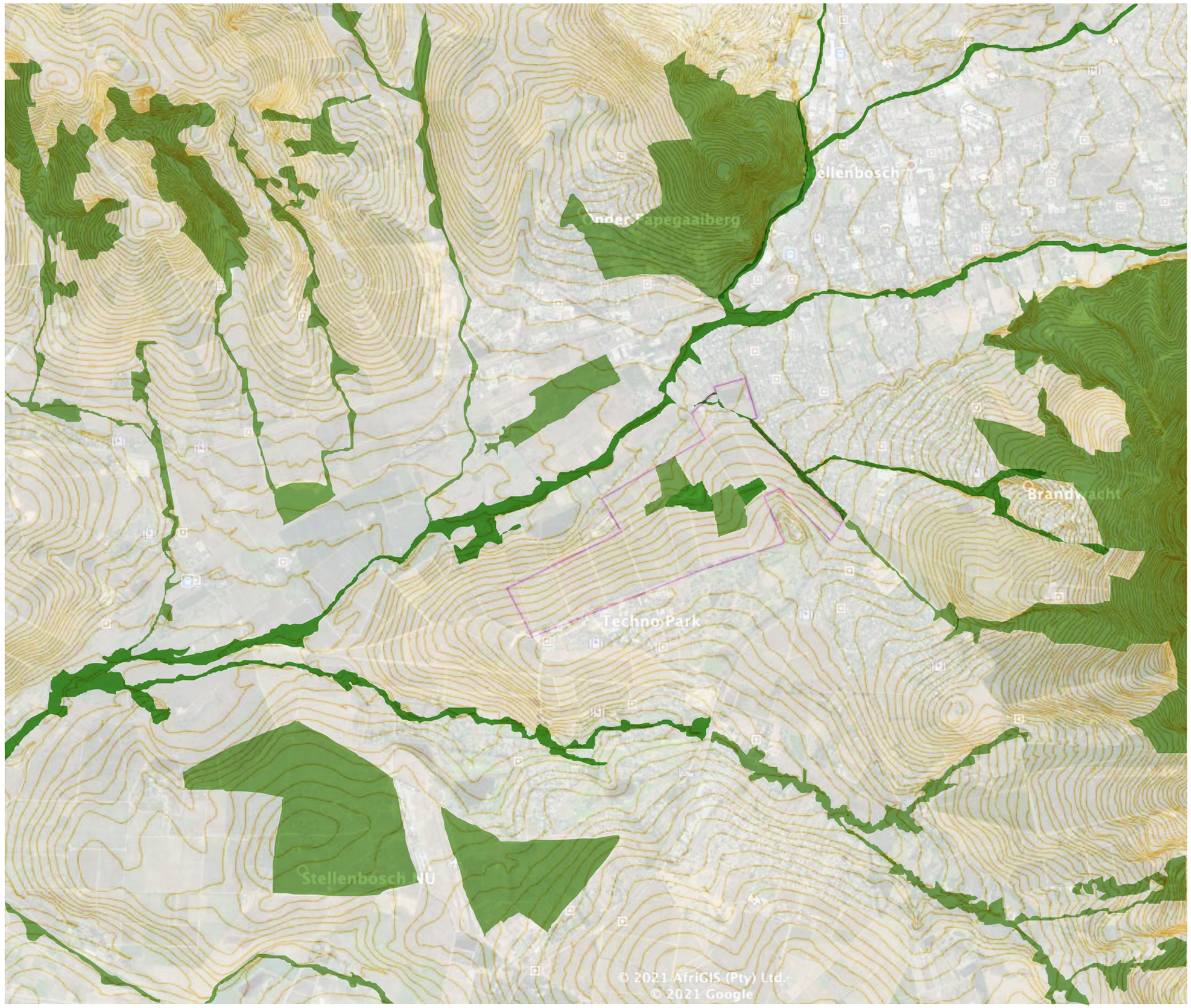
Fig. 27 Contour overlay indicating site location in relation to rural and urban and the unique situation of threshold and gateway



WHAT WE REMEMBER OF PLACE

It is important to note that an experience is recalled from memory and generally memory of a place is exaggerated and enhance by specific qualities of the landscape and place. This illustration from memory illustrates that the natural features of the context are enhance and these attributes of place and character are what remain.

Fig. 28 Illustrative impression of memory and experience in approach to Libersas and Stellenbosch





CONSERVATION

- MOUNTAIN AREAS ARE NATURAL WILDERNESS AREAS
- WATERCOURSES ARE NATURAL ECOLOGICAL CORRIDORS AND CONNECTORS TO THE WILDERNESS AREAS
- CONSERVATION OF UPPER CATCHMENT AREAS ARE ESSENTIAL
- NATURAL OCCURRING AREAS ON SITE ARE DISCONNECTED TO THE BROADER CONTEXT

Fig. 29 Contour overlay indicating site location in relation to natural vegetation and wilderness areas

GREEN MATRIX - WILDERNESS AND ECOLOGY

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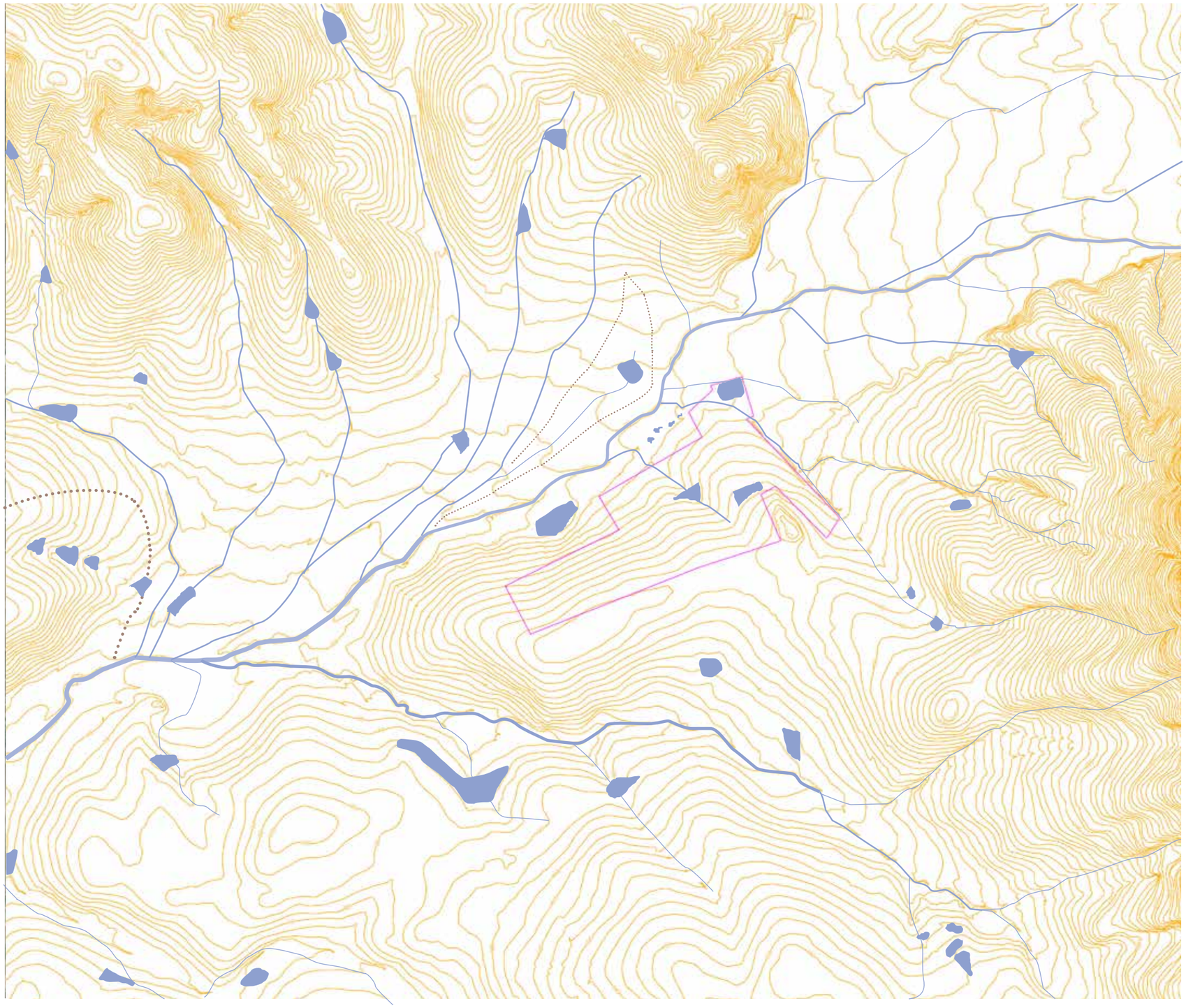
AGRICULTURE

- DOMINANT AGRICULTURAL PATTERNING ADDS TO RURAL CHARACTER OF SITE
- AGRICULTURE CONNECTIVITY AND HERITAGE
- TYPICAL PATTERNS AND TREE-LINES/WINDBREAKS
- AGRICULTURAL PATTERNS FOLLOW CONTOUR LINES

Fig. 30 Contour overlay indicating site location in relation agricultural patterning

GREEN MATRIX - AGRICULTURE

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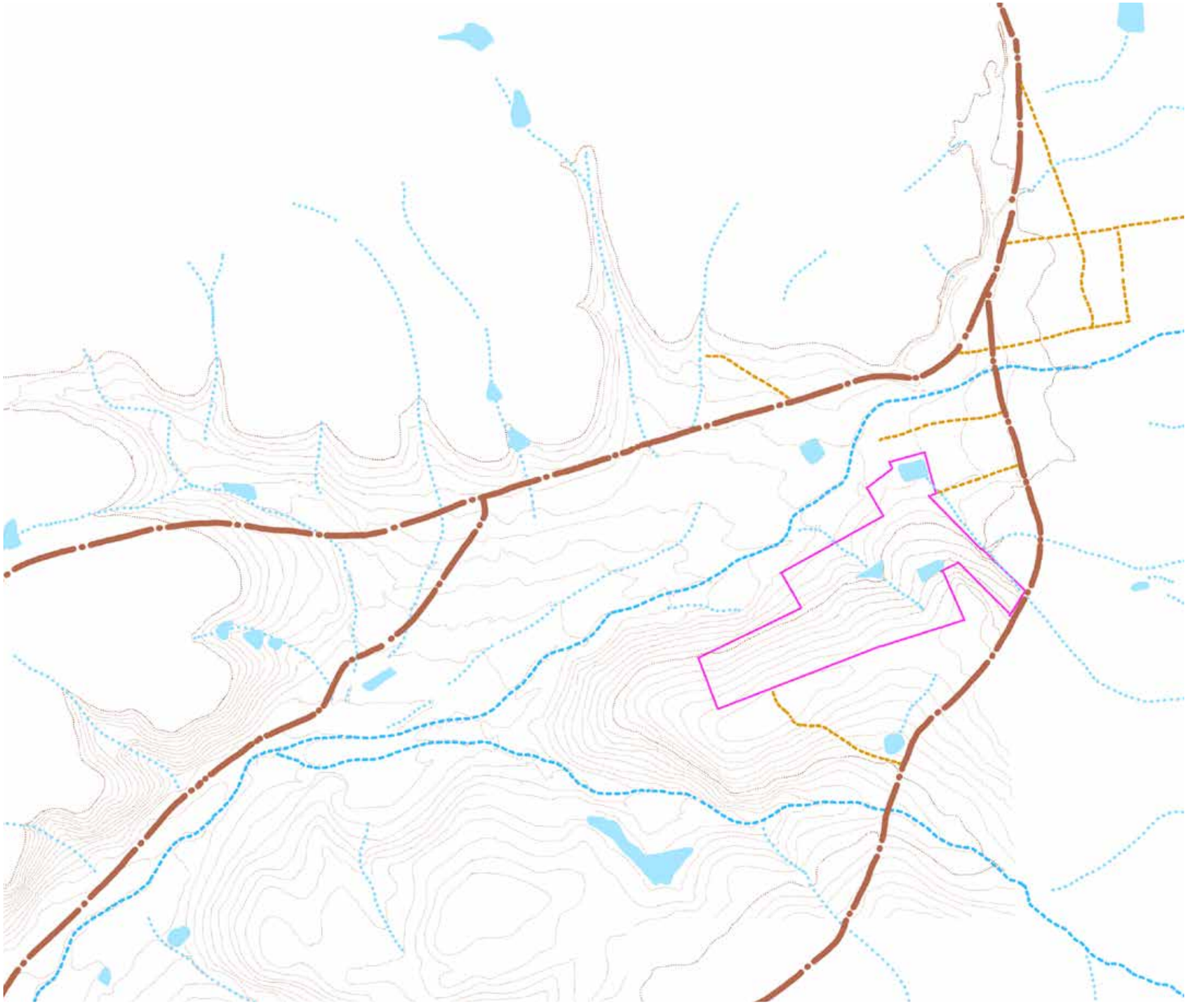
HYDROLOGY

- WINTER RAINFALL
- FERTILE VALLEY ALONG RIVER-COURSE
- DAMS OCCUR IN THE NATURAL DRAINAGE LINES ON THE SITE
- SECONDARY RIVERS/STREAMS CONNECTS SITE TO THE DOMINANT RIVER SYSTEM

Fig. 31 Contour overlay indicating site location in relation to dams, river and ephemeral streams

HYDROLOGY: RIVERS, EPHEMERAL STREAMS AND DRAINAGE - WATER ON THE EDGE AND OVERLAND

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- THE SITE IS AT A CONFLUENCE OF ACCESS ROUTES
- SIGNIFICANTLY THERE IS BUT ONE DOMINANT ACCESS ROUTE TO THE SITE AND THIS IS THROUGH A RESIDENTIAL AREA
- THE ACCESS TO THE HISTORIC WERF IS A-TYPICAL

Fig. 32 Contour overlay indicating site location in relation to access routes and major roads

ACCESS

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LIBERTAS

CONTEXT: SITE

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CONSERVATION

- RIVER CORRIDOR IS A DOMINANT GREEN ELEMENT IN THE LANDSCAPE
- TREE-LINES ARE FRAGMENTED
- REMNANTS OF AVENUE ALONG ACCESS ROAD
- CLUSTERS OF TREES IN HISTORIC WERF AREA
- CLUSTERS OF TREES ALONG DRAINAGE LINES AND BUILDINGS ASSOCIATED WITH THE FARM
- SITE IS DOMINATED BY VINEYARDS AND FIELDS

Fig. 33 Green matrix study overlay indicating vestiges of historic planting in relation to reinvigorated remnants of indigenous vegetation, woods and agriculture

GREEN MATRIX - TREE LINES, ECOLOGY AND AGRICULTURE

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HYDROLOGY

- FARM DAMS FOLLOW THE DRAINAGE PATTERNS ON SITE
- THERE IS A DISCONNECTION ON SITE BETWEEN THE DRAINAGE PATTERNS AND THE RIVER SYSTEM
- SEEP AREAS ARE LEFT TO NATURALLY REHABILITATE

Fig. 34 Water and hydrological study overlay indicating perennial and ephemeral surface water in relation to site

WATER - USES AND WHAT IS IGNORED

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URBAN PATTERN

- SITE IS BOUNDED BY URBAN DEVELOPMENT TO THE EAST AND COMMERCIAL DEVELOPMENT TO THE SOUTH
- ACCESS TO THE SITE IS THROUGH SUBURBAN DEVELOPMENT
- VARYING EDGE CONDITIONS OF THE SITE

Fig. 35 Existing urban fabric study overlay indicating expansion of urban development in relation to site

URBAN FABRIC

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LIBERTAS

SITE POTENTIAL AND RESPONSE

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CONSERVATION

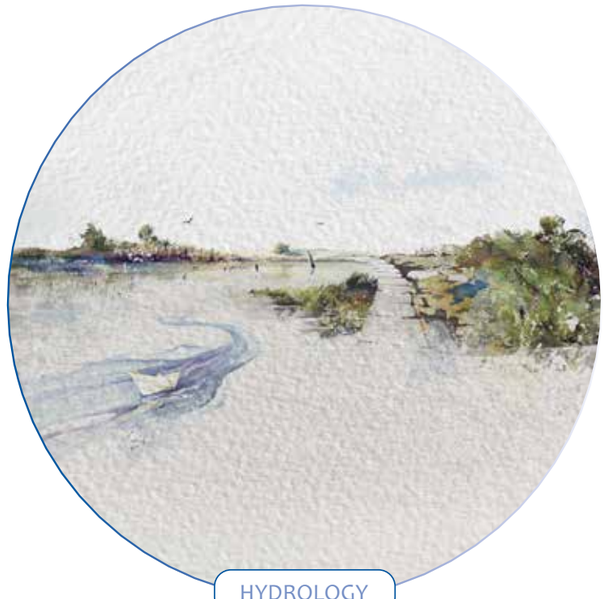
- RECREATE THE GREEN CONNECTIONS AND CONNECT TO THE BROADER ECOLOGICAL SYSTEM
- ENHANCE ECOLOGICAL SYSTEM ON SITE
- RECOGNISE HISTORIC PATTERNS
- CREATE AMENITIES OF GREEN SYSTEMS

Fig. 36 Green corridors study overlay in relation to site

CONNECTING AND MAKING SENSE OF ECOLOGY

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HYDROLOGY

- CREATE AN INTEGRATED HYDROLOGICAL AND ECOLOGICAL SYSTEM
- STORM-WATER SYSTEMS TO FOLLOW “SUDS” PRINCIPLES
- STORM-WATER AS ORGANISING ELEMENT TO FUTURE DEVELOPMENT
- STORM-WATER SYSTEM AN AMENITY TO THE FUTURE DEVELOPMENT

Fig. 37 Proposed green corridors and hydrological network overlay indicating how integrated systems provide opportunity for amenities

STORM-WATER - INTEGRATED AMENITY AND VALUE

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Fig. 38 Emerging concept design responding to site characteristics



URBAN PATTERN

- DEVELOPMENT ON SITE IN TWO DISTINCT DEVELOPMENT TYPES
- RED AREAS INDICATE “NO-GO” AREAS FOR DEVELOPMENT
- ECOLOGY EMBEDDED IN THE DEVELOPMENT
- DEVELOPMENT EMBEDDED IN ECOLOGY
- RECOGNISE HERITAGE TYPOLOGY

WHAT TO DO WHERE - THE WAFT AND THE WEAVE

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Fig. 39 Cohesive relationship between functional and aesthetic design

ILLUSTRATIVE PANORAMA OF VIEW TO THE SOUTH-EAST

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Fig. 40 SUDS design for storm water management

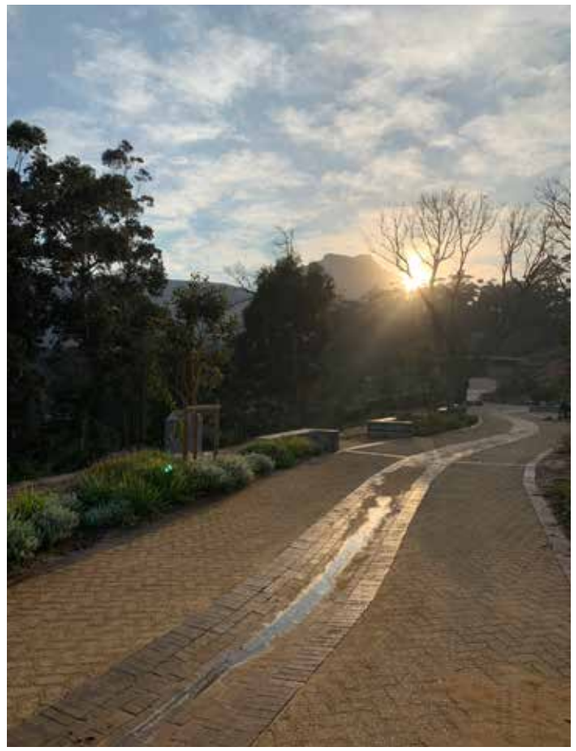


Fig. 41 Integrated Storm-water design



Fig. 42 Indigenous aquatic planting for water filtration



Fig. 43 Indigenous fynbos planting adapted to climate



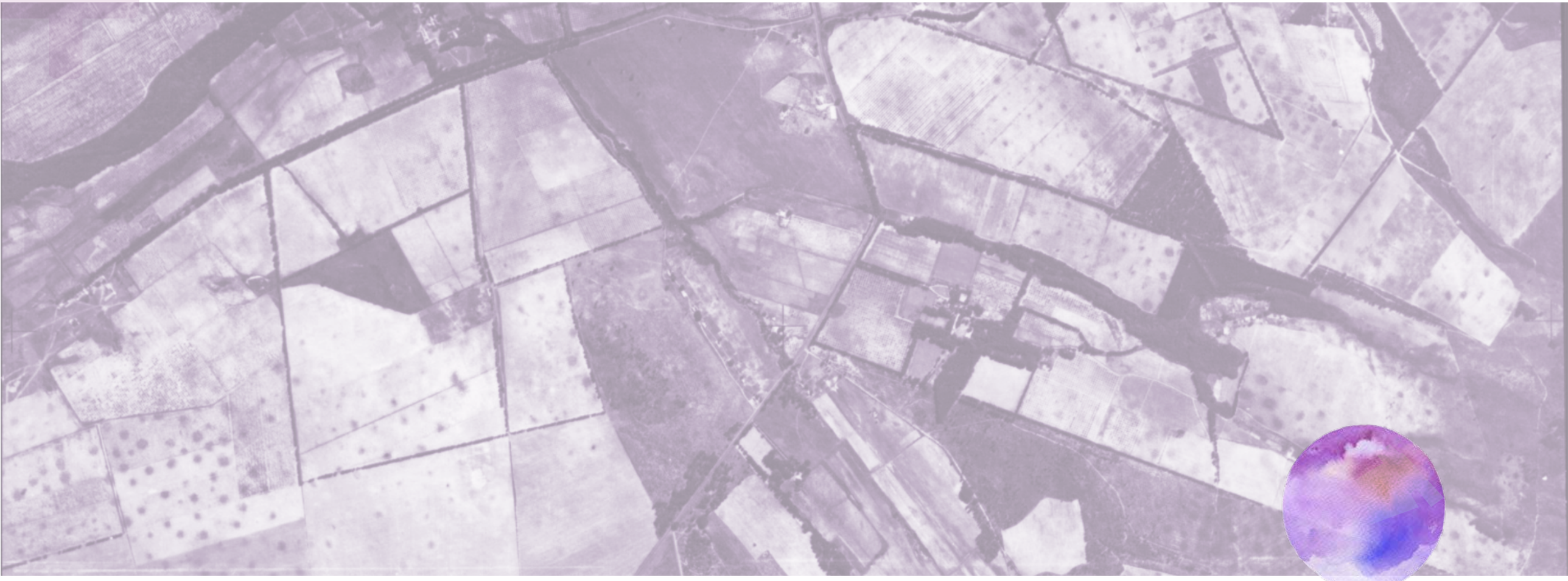
Fig. 44 Storm-water as amenity - dynamic relationship between landscape, planting and climate



Fig. 45 Storm-water as an amenity - movement through site

PRECEDENT IMAGES - MATERIALITY AND PLANTING

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LIBERTAS
LANDSCAPE HERITAGE

* IN ADDITION TO THE DIAGRAMS AND ANALYSIS DEVELOPED AS PART OF THE LANDSCAPE HERITAGE ANALYSIS OF THE CONTEXT AND THE SITE, THE COMMENTS RAISED BY LIANA MULLER AND MARIKE FRANKLIN DATED 02.02.2021 WERE TAKEN INTO ACCOUNT. THE ISSUES RAISED WERE ADDRESSED AS PART OF THE ANALYSIS AND RECOMMENDATIONS. THESE INCLUDE THE DEVELOPMENT CRITERIA AS PER THE STELLENBOSCH CONSERVATION MANAGEMENT PLAN (2019) IN PARTICULAR LANDSCAPE UNIT C15 EERSTE RIVER CENTRAL AREA (7.7) THAT HAS BEEN AWARDED A GRADE IIIB (HERITAGE AREA).

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Fig. 46 Aerial photograph of site and immediate context, 1938, with graphic overlay identifying historic landscape character



Fig. 47 Aerial photograph of site and immediate context, 1938



Fig. 48 Graphic study of historic landscape structural features

- HISTORIC PATTERNS ARE INTEGRATED AGRICULTURAL PATTERNING
- STRONG PATTERNS OF TREE-LINES AND WIND-BREAKS
- RIVER CORRIDOR IS CONNECTED TO THE SITE
- RIVER CONNECTION OF HISTORIC WERF IS CLEAR AND WELL ESTABLISHED

HERITAGE - LANDSCAPE PATTERNS

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Fig. 49 Diagram depicting access to ecological system constraints (red); significant heritage zones (amber) and important historic green matrix connections (purple)



Fig. 50 Diagram of agricultural mosaic depicting heritage nodes



Fig. 51 Diagram depicting movement and access

- SEQUENCE OF IMPORTANT NODES ALONG EASTERN DRAINAGE EDGE
- WERF IS SIGNIFICANT IN THE CONNECTION TO THE RIVER
- VINEYARD ALONG THE R44 IS CONTACT OF AGRICULTURAL PATTERN IN URBAN SETTING

HERITAGE - RELATIONSHIP TO AGRICULTURE

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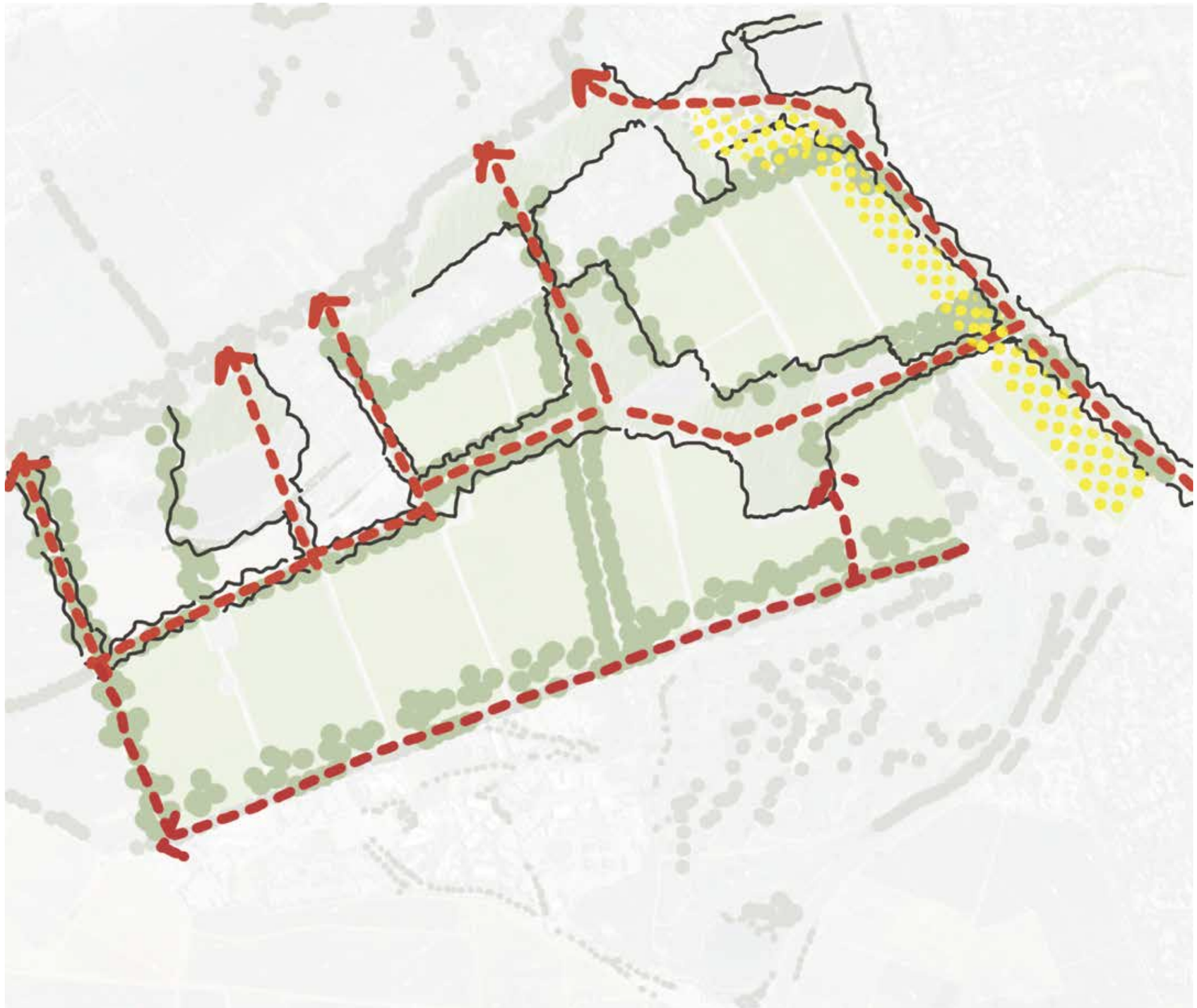


Fig. 52 Diagram of framework exploring re-connection and re-ocreating the eroded landscape patterns on site



Fig. 53 Diagram of two different character zones on site



Fig. 54 Discussion diagram of framework plan

- ESSENTIAL TO RE-ESTABLISH AND RE-CONNECT THE ERODED LANDSCAPE PATTERNS
- RE-CONNECT THE ECOLOGICAL CORRIDOR
- RECOGNISE THE IMPORTANCE OF THE WERF IN RE-CONNECTING THE SITE TO THE RIVER

HERITAGE - RE-CONNECTION OF GREEN

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Fig. 55 Diagram of indicative framework plan development with important areas to retain to allow for visual an heritage connections

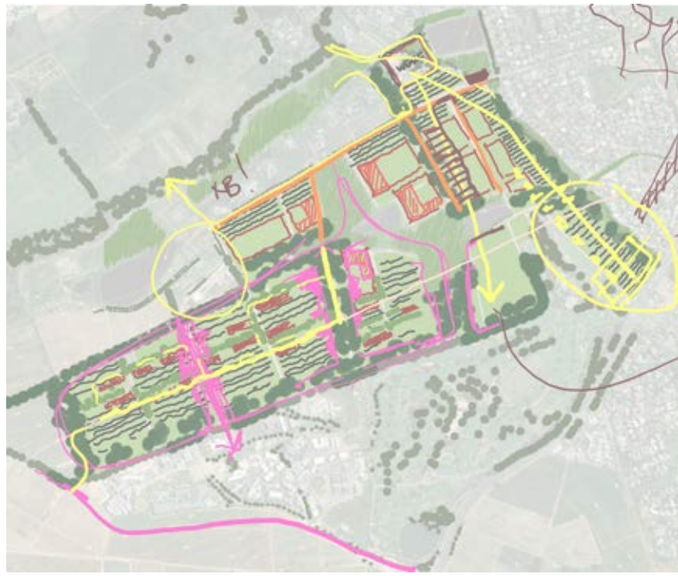


Fig. 56 Development of framework plan discussion diagram

- FUTURE DEVELOPMENT TO RECOGNISE THE WERF TYPOLOGY IN LAYOUT AND LANDSCAPE RESPONSE
- LINEAR DEVELOPMENT ON WESTERN PORTION OF THE SITE USING THE CONTOURS TO ESTABLISH DEVELOPMENT PATTERN
- POSSIBLE HIGHER INTENSITY DEVELOPMENT ALONG EASTERN EDGE
- RETAIN AN CLEAR LINE OF SITE FROM THE WERF TO THE SITE CONTEXT

HERITAGE - VIEWS AND VISUAL CONNECTION

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ANNEXURE 13

VISUAL IMNPACT STUDY AND VISUAL STATEMENT

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Reset properties Pty (Ltd)
PO Box 3469
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(*Per email:* conrad@foundationcapital.co.za)

To whom it may concern

VISUAL IMPACT STUDY AND VISUAL STATEMENT FOR THE PROPOSED DEVELOPMENT: LIBERTAS DEVELOPMENT, RE/1480; RE/1040, STELLENBOSCH

Filia Visual was appointed by Reset Properties (Pty) Ltd to prepare an independent Visual Impact Statement for the abovementioned project, to be submitted along with the Libertas development proposal for rezoning to be submitted to the Stellenbosch Municipality.

The Stellenbosch Municipality have requested more detail of the applicant regarding the potential visual impact that the proposed development may have on the existing (specific heritage) character of the area, with specific reference to the development proposal's integration with the surroundings and potential visual impacts from the local scenic routes (especially Polkadraai Road).



Figure 1: *View over Libertas Farm towards Simonsberg (URBA: Urban Design Principles document, 2021)*

The purpose of the Visual Statement is to determine the potential Visual[1] Impact of the proposed development on the visual and scenic environment; and to ensure that the visual & aesthetic consequences of the proposed project are understood and adequately considered in the land use planning process.

According to the DEA+DP Guideline and the brief provided by the project team, the service required calls for specialist involvement in the **Pre-application planning stage** (to identify scenic resources and visually sensitive areas or receptors, which may determine site selection, and layout of the project; and to determine potential fatal flaws, possible significant negative impacts and possible mitigation measures) and the **Screening stage** (to determine if a more detailed visual assessment is required).

1. Desktop study

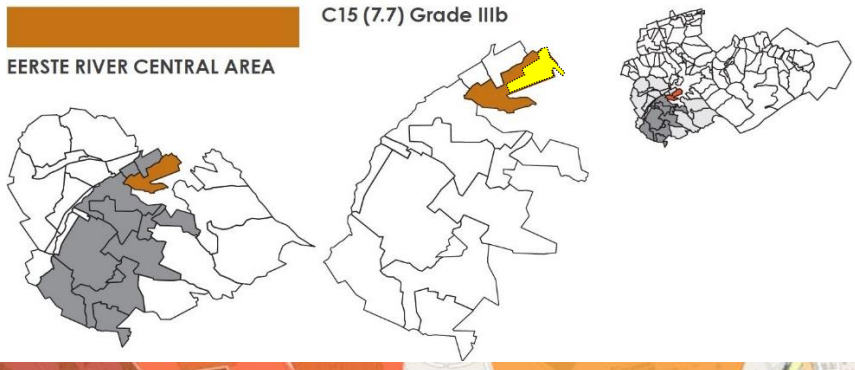
The subject site is located within the Stellenbosch municipality, outside of the Council Approved Urban Edge, and within the Eerste River Central Area Landscape Unit (C15) according to the Stellenbosch Municipality Heritage Inventory [Survey] and Conservation Management Plan (HS&CMP) (Stellenbosch Municipality, 2016). The Libertas project has the benefit of being subject to a number of previous studies relating to visual and aesthetic aspects, as well as local policy governing appropriate development within the subject site and the area.

The site is large (just under 180 Ha), with a predominantly north and northwest facing aspect (a small, isolated portion is northeast facing). The majority of the site slopes gently from a roughly east/west ridge, which slopes down consistently to the Eerste river's course. The site is currently under cultivation (vineyards), comprising some fallow land and three large irrigation dams. The subject site also houses a small complex of workers cottages and the historic Libertas Agricultural werf (Grade II).



Figure 2: *Site photograph illustrating current site and Receiving environment land uses (Smit, 2021)*

[1] *Please note the following key principles and concepts that are considered and described in terms of visual input* (Oberholzer, 2005)*:*
– 'Visual' implies the full range of visual, aesthetic, cultural & spiritual aspects of the environment contributing to sense of place;
– Both the natural and the cultural landscape and their inter-relatedness including all scenic resources, protected areas, and sites of special interest, together with their relative importance in the region are considered part of the visual resource;
– Visual studies are underpinned by an understanding of the landscape processes, including geological, vegetation and settlement patterns, which give the landscape its character or scenic attributes;
– Both quantitative and qualitative criteria are included when describing visual aspects.



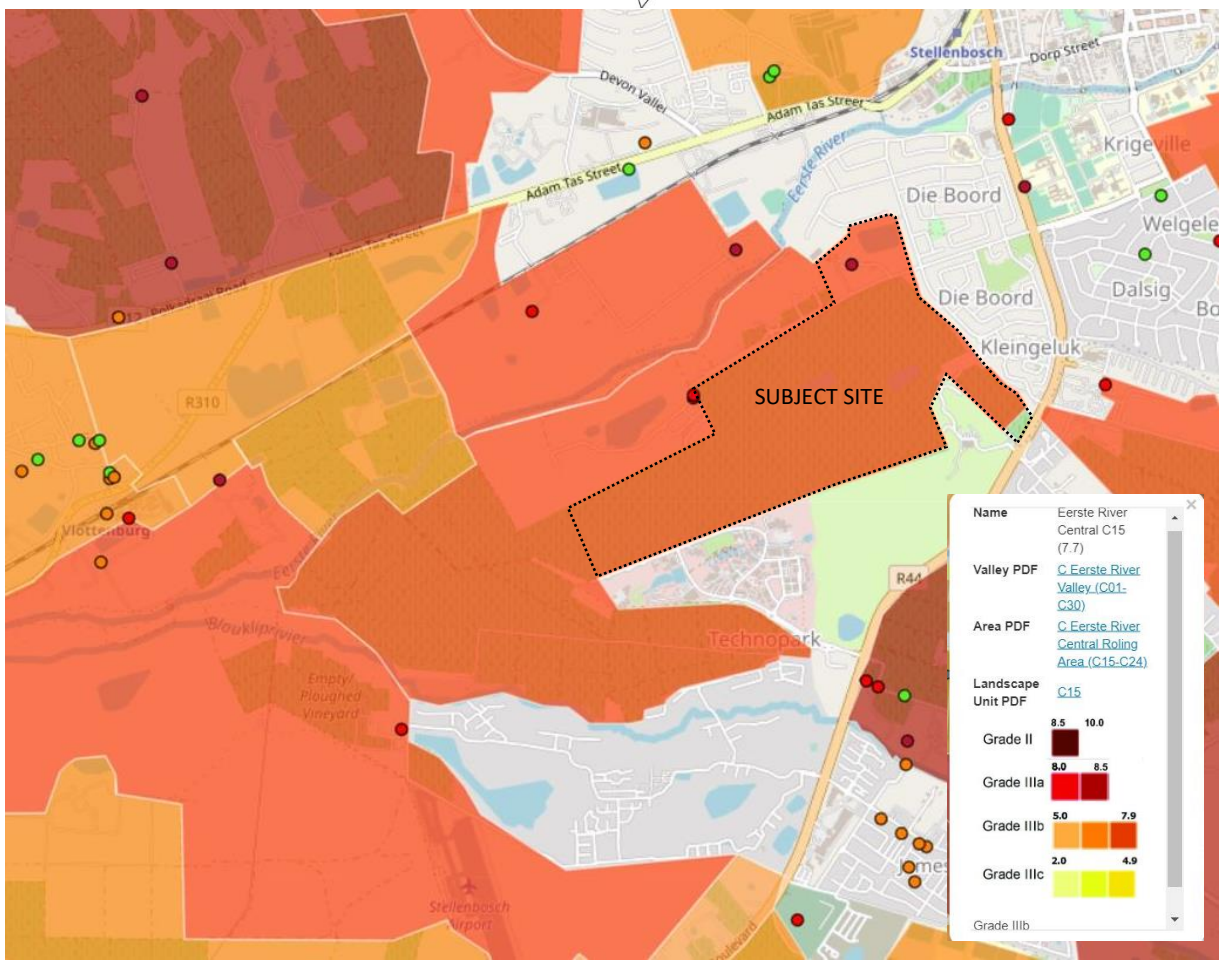


Figure 3: *Extract from the Stellenbosch Heritage Inventory and Conservation Management Plan (HS&CMP) showing C15 Eerste River Central (Source: HS&CMP)*



Figure 4: *Extract from the Stellenbosch Heritage Inventory and Conservation Management Plan (HS&CMP) showing photograph of the C15 Eerste River Central Landscape Unit. Note that the subject site is located to the left of the white dotted line (Source: HS&CMP)*

The site, being large (just under 180 Ha) has a number of edge conditions. Flanked on its eastern boundary by Die Boord (an established and densely treed middle-class suburb of Stellenbosch - mostly single storey residential), the urban fabric is separated from the subject site by a small tributary of the Kleingeluk river (referred to in the project documentation as the "eastern drainage edge") which in turn terminates in the irrigation dam in the north easternmost corner of the site. A narrow tarred road, Van Reede Street, runs along the northern edge of the site, taking access off Van Reede Road in Die Boord, and terminates at the SAPO trust entrance. Neighbouring private properties delineate the northern boundary (these are the private residential development of Patrysvlei, the Fleurbaix estate and historic homestead, and the business park housing the SAPO Trust). To the west, the site is flanked by the continuation of the agricultural landscape and vineyards north of Kleine Zalze. The northern boundary is shared with the Technopark and Stellenbosch Golf club property boundaries.

According to the Terra+ Visual Analysis, the receiving environment within which the site is located is "rich in cultural heritage and scenic significance" (Terra+ Landscape Architects, 2020). Additionally, the Stellenbosch HS&CMP states that "the site holds extremely high levels of historical, architectural, archaeological, landmark/scenic, aesthetic/contextual significance", contributing to the "understanding of the historic pattern of settlement" in the area and the "interplay between built environment, the rural landscape and the wilderness beyond" (Stellenbosch Municipality Heritage Inventory and Conservation Management Plan, 2016). It bears mention however that the context of the manor house is eroded (Jansen, 2020). The Heritage consultant notes that the heritage resource falls into the category 'Enhance', meaning that remedial action to restore or change the heritage resource through adaptable reuse would be an appropriate intervention.



Figure 5: *Site photograph of the Libertas werf (Jansen, 2021)*

The proposed development triggers the Green Transition Conservation Systems in terms of the HS&CMP, which recognizes that the rural landscapes of Stellenbosch are significant cultural landscapes within the context of the Western Cape (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 7). The Green Transition Conservation System "looks at the horizontal transition of development within the landscape, with the focus more on the open agrarian landscape and the transition from urban to rural, than the distant wilderness landscape" (Stellenbosch Municipality, 2019, p. 1). According to the HS&CMP any development in the C15 land unit would compromise the rural character of Stellenbosch (Stellenbosch Municipality Heritage Inventory and Conservation Management Plan, 2016). Additionally, the C15 Landscape unit features more than 70% visibility from Grade II scenic routes. According to Liana Jansen, "The only way development could be considered on this site is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric, and adheres to all the indicators of the landscape, as highlighted in the Stellenbosch Conservation Management Plan (2019)." (Jansen, 2020).

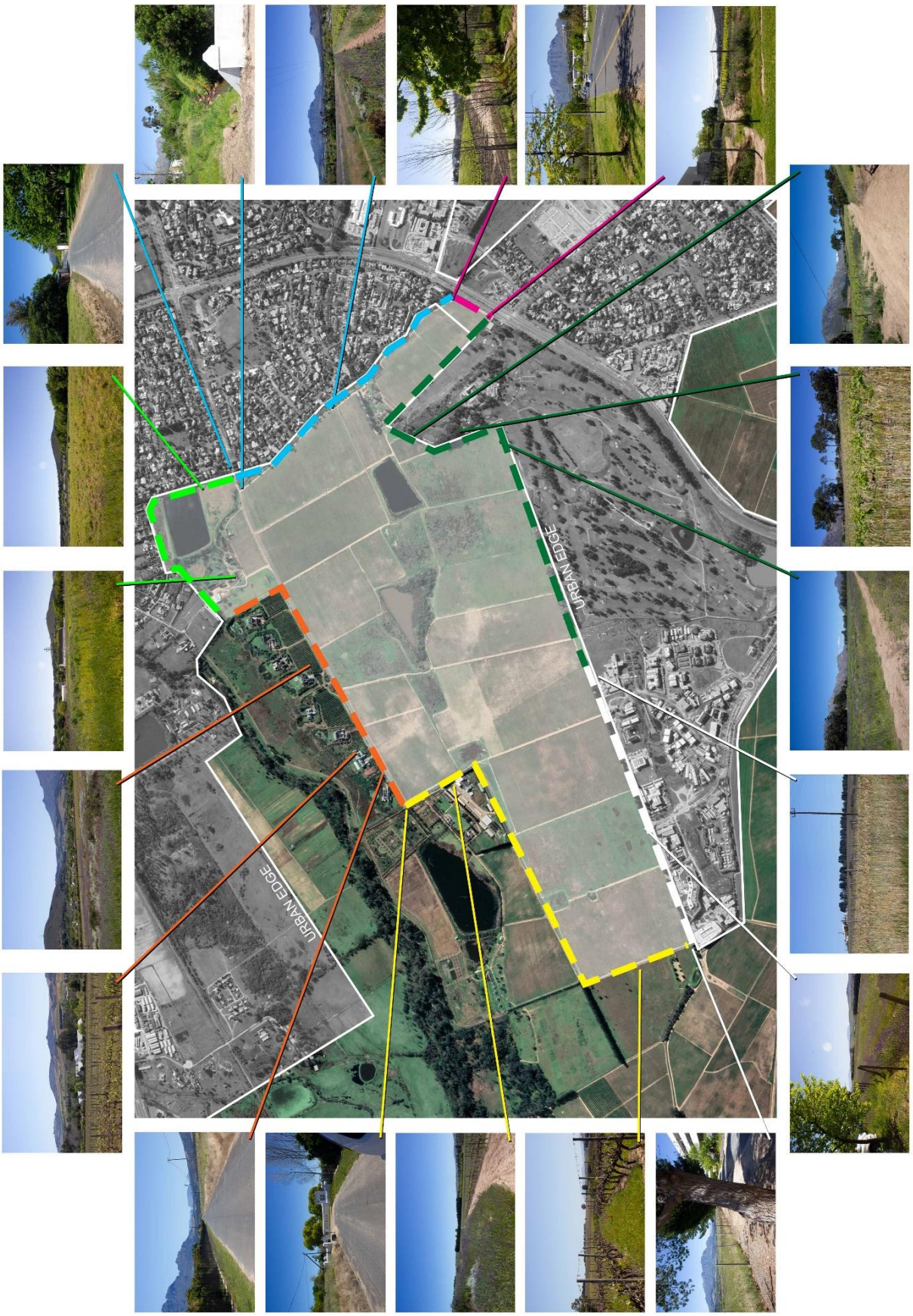


Figure 6: *Site photographs illustrating edge conditions (Smit, 2021; Aerial Source: Google Earth, 2021)*

2. Sense of place and Landscape character

Distinct rectilinear vineyards on a gradual slope contribute to the sense of place, and a key feature of the site and receiving environment is the openness of views. This is true for views from the site outward as well as from views within the Viewshed areas that affording the visual receptor "views across the predominantly viticultural landscape towards the dramatic mountains in one harmonious frame" (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 5). It should however be noted that views from the receiving environment onto the subject site are often interrupted (refer to Section 00 of this report); and views are not recorded at all from within the urban edge and residential areas within 1,5km of the subject site. According to the HS&CMP, "where landscape units with a coverage of 70% or more intersect with the … Green Transition Conservation System, it heightens the importance of those landscape units for their open quality" (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 15).



Figure 7: *Site photograph taken from the M12 at the only place along the Polkadraai road where the subject site is located directly within the line of sight of the viewer. Note that this section of the M12 is not classified as a Scenic Route. The photograph is taken just east of the entrance to the Longlands Country Estate (Smit, 2021)*



Figure 8: *Site photograph taken from the R310 overlooking Droedyke farm, Ou Stal, and the course of the Eerste River. The entire SAPO trust complex, Patrysvlei and the extensive gardens at Fleurbaix are screened by the dense vegetation in the fore- and middle ground. The avenue of trees along the Technopark and Stellenbosch Golf Club boundaries are a landmark feature in the visual field (Smit, 2021)*

The subject site has a distinctly rural, agricultural character typical of the agricultural continuum/domain that traditionally surrounds settlements within the Winelands. For this site, the visual continuity between natural setting (mountains and foothills), green linkages (agricultural

landscape, landscape patterns of vineyard, orchard and stands or avenues of trees) and various forms of urbanity of the suburbs and town edges in the valley bottoms is critical in preserving and protecting the key elements of the landscape character and the sense of place from which it derives its significance.

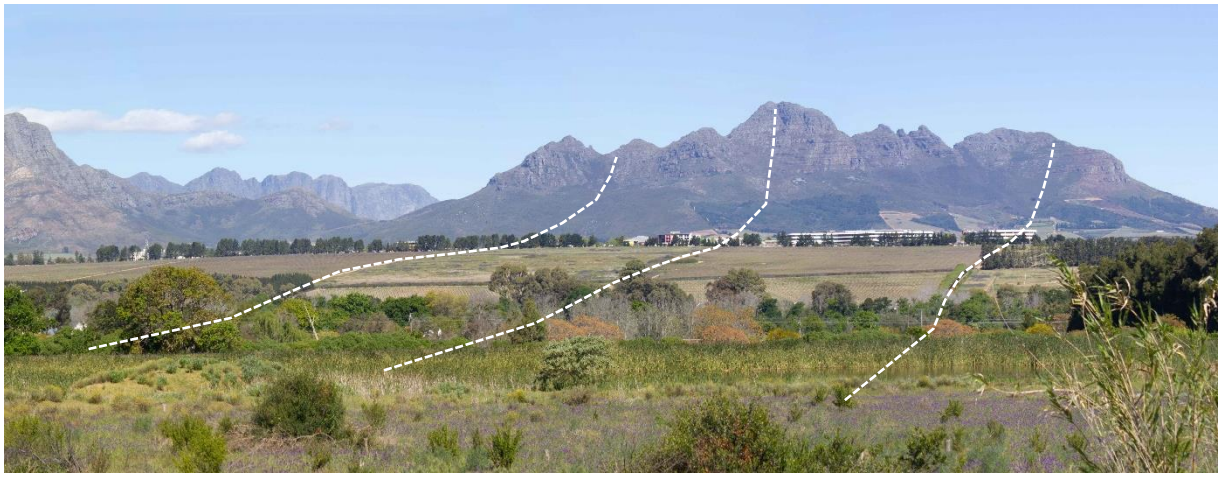


Figure 9: *Site photograph of the landscape patterns across the site created by the service roads between the vineyards that lie perpendicular to the slope (Jansen, 2021)*

The HS&CMP identifies the landscape patterns across the subject site (i.e.; the service roads between the vineyards that lie perpendicular to the slope) as a well-defined landscape feature and rural landmark entering into Stellenbosch from the Polkadraai Road. These patterns direct views towards the dramatic mountain backdrop, reinforcing the scenic experience of continuity between the "cosmic", "classic" and "romantic" landscape domain typologies comprising a complex landscape, according to the Terra+ Visual Analysis (Terra+ Landscape Architects, 2020, p. 8).

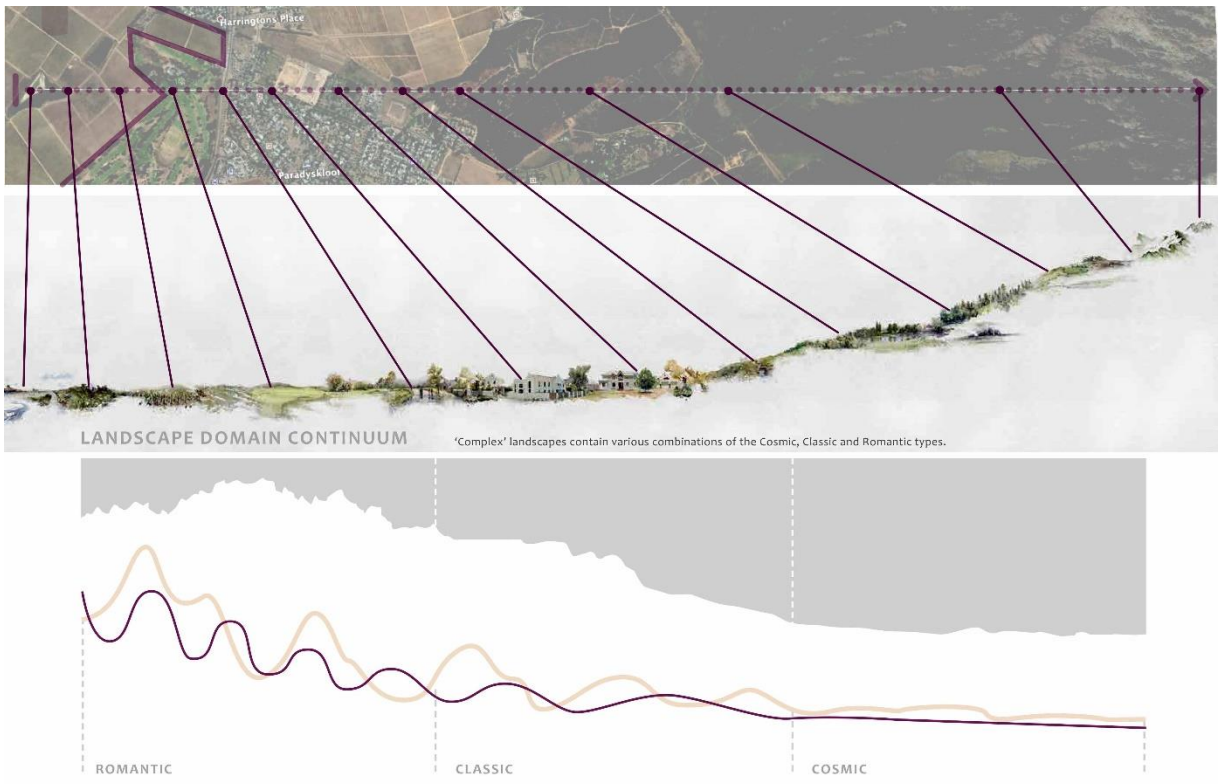


Figure 10: *Graphic illustrating the Landscape domain continuum that creates visual continuity between the natural setting, green linkages, and town edges (Jansen, 2021)*

3. Site Visit and Visibility Study

The site visit was conducted on the 14th of October 2021 under sunny and clear weather conditions. Fieldwork, Line of sight testing and visibility analysis resulted in the following observations:

- The proposed development will not generally be visible from the **south**, as it is screened by the Technopark ridge and avenue of trees.
- Views from the **east** (except at higher elevation and at distances of more than 1,5km) are limited by screening elements in the immediate foreground of viewers such as buildings and existing vegetation i.e.; views from within the urban edge are very limited.
- Views from the **north** onto the site are generally screened by foreground elements from within 2 – 2,5km of the subject site, including undulating topography. Additionally, there are relatively few sensitive receptors located to the north of site.
- Views from the **west** should be considered the most sensitive, given the aspect of the site's topography and the openness of views from Polkadraai road (M12 Scenic route) and the surrounding landscape to the north west over the subject site.
- The subject site is visible (and proposed development will be visible) from the surrounding mountains which are highly valued recreational and ecological resources. Refer to Figure 13 for a representative view from Tokara wine estate at the top of the Helshoogte pass.
- The site, being large, is visually significant within its context when/where visible, especially along some portions of the M12 Polkadraai road, and the portion of Adam Tas Street (R310) directly north of the site, both of which are Scenic Routes (the HS&CMP identifies the subject site as part of a Landscape unit with more than 70% visibility from Grade II scenic routes).
    - Please refer to Figures 44 and 45 for an indication of the site's visibility from surrounding Scenic routes.
- The viewshed shows that the proposed development will be visible from the majority of the surrounding urban areas, however line of sight testing during fieldwork indicated that the areas from which the proposed development will be visible are significantly fewer than illustrated (the viewshed does not take into consideration the significant screening capacity of existing buildings and vegetation for viewers 1,8m above the ground level).
- Being on the southern side of the ridge from the subject site, views from Technopark are limited to those on the property boundary itself, and no other views from within the Blouklip river valley were recorded.
- Views from the surrounding residential areas will be limited significantly by the density of the surrounding suburban vegetation together with the relatively flat or lower topography of the urban areas.
- Only a small portion of the total subject site (a small vineyard) will be visible from the R44. This vineyard is the most embedded aspect of the agricultural landscape on the site that is visible from the surrounding urban setting. The proposed buildings will be visible but screened by the existing avenue of trees. Commuters travelling south will view the proposed buildings from a slightly lower elevation, and viewers travelling north towards Stellenbosch only have perpendicular views.
- Sub-precinct B is only visible from about 100m of the R310 Scenic route but will mostly be screened by topography and vegetation in the foreground.
- Sub-precinct C is not visible from the M12 and R310 Scenic routes at all.
- The landscape viewed from west to east (travelling towards Stellenbosch along the scenic routes north of site) is more sensitive than the landscape viewed from east to west. This is because of the framed and layered views across the agricultural landscape that gains elevation and scenic value up towards the natural landscape over the encircling mountains that viewers looking east have access to. Additionally, the site is either perpendicular to or behind the viewer from any location further west than the landfill site along these roads

- Libertas itself, and the Sub-precinct B area are not visually prominent from the north and north west, which account for the most sensitive views.
- Sub-precinct A is located at the base of the most visually prominent parts of the site.
- The most visually prominent parts of the site consist of the upper slopes of the low hill, visible from the M12/R310 Scenic route.



Figure 11: *Site photograph illustrating the most visually prominent/exposed/sensitive portion of the subject site (Smit, 2021)*

The proposed development is distributed across the site in sub-precincts, leaving much of the landscape undeveloped and open, where land use and land cover will remain largely unchanged. Therefore, the visibility of the proposed development differs depending on which sub-precinct is being referred to.

i. Please see Appendix A which containing viewsheds for each sub-precinct at 1km, 5km and 10km distances.
ii. Figure 12 illustrates the combined viewshed for all aspects of the proposed development together.
iii. Figures 13 to 22 illustrate the visibility of the subject site from various distances and vantage points within a 10km radius of the subject site.

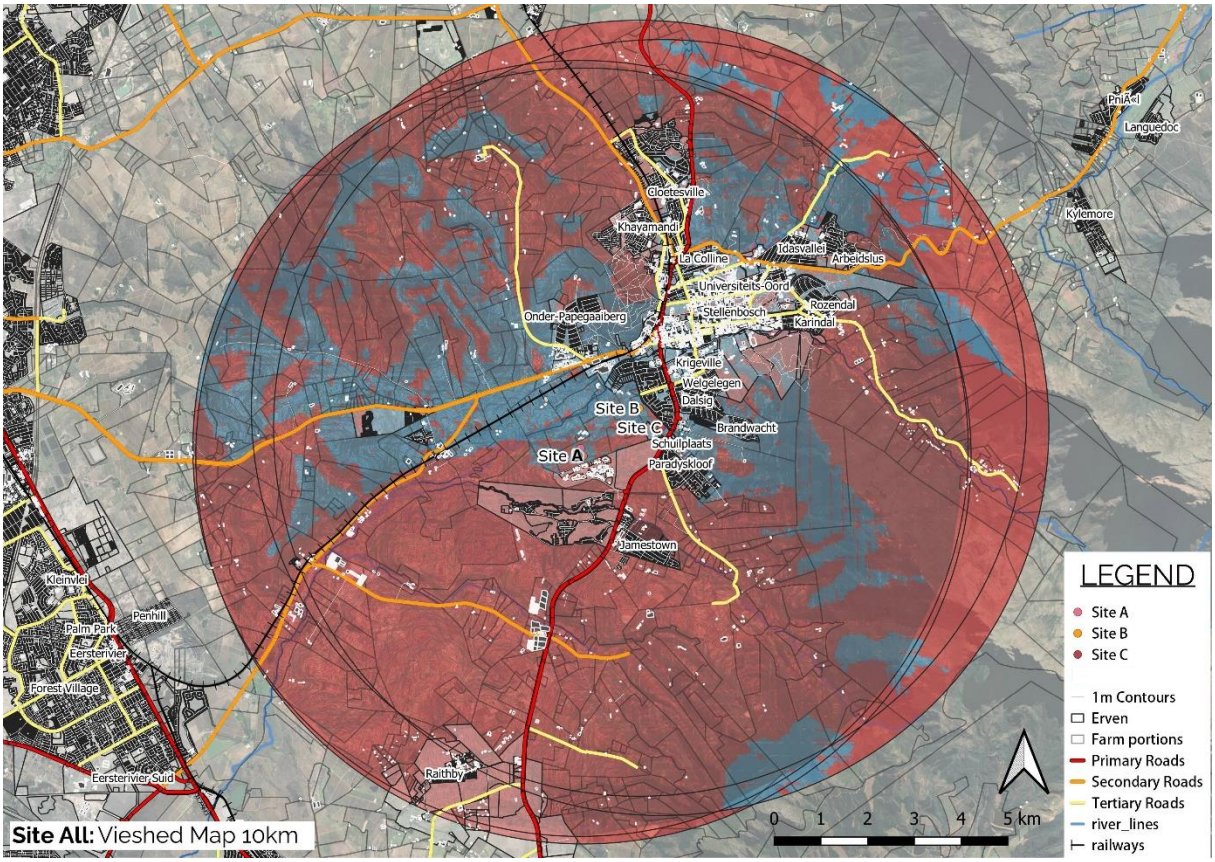


Figure 12: *Viewshed 10km radius with four transmission points representing the proposed development areas. Please note that a blue overlay indicates visibility, and a red overlay indicates areas from which the proposed development will not be visible. Refer to Appendix A for individual viewsheds (Smit, 2021)*



Figure 13: *Site visit photograph taken from Tokara wine estate at the top of Helshoogte pass at approximately 8,4km away (all measurements are taken from the centre of the subject site), looking south west (Smit, 2021)*



Figure 14: *Site visit photograph taken from the M12 Polkadraai road at approximately 8km away, looking east. Only a small sliver of the site is visible to commuters travelling towards Stellenbosch (Smit, 2021)*

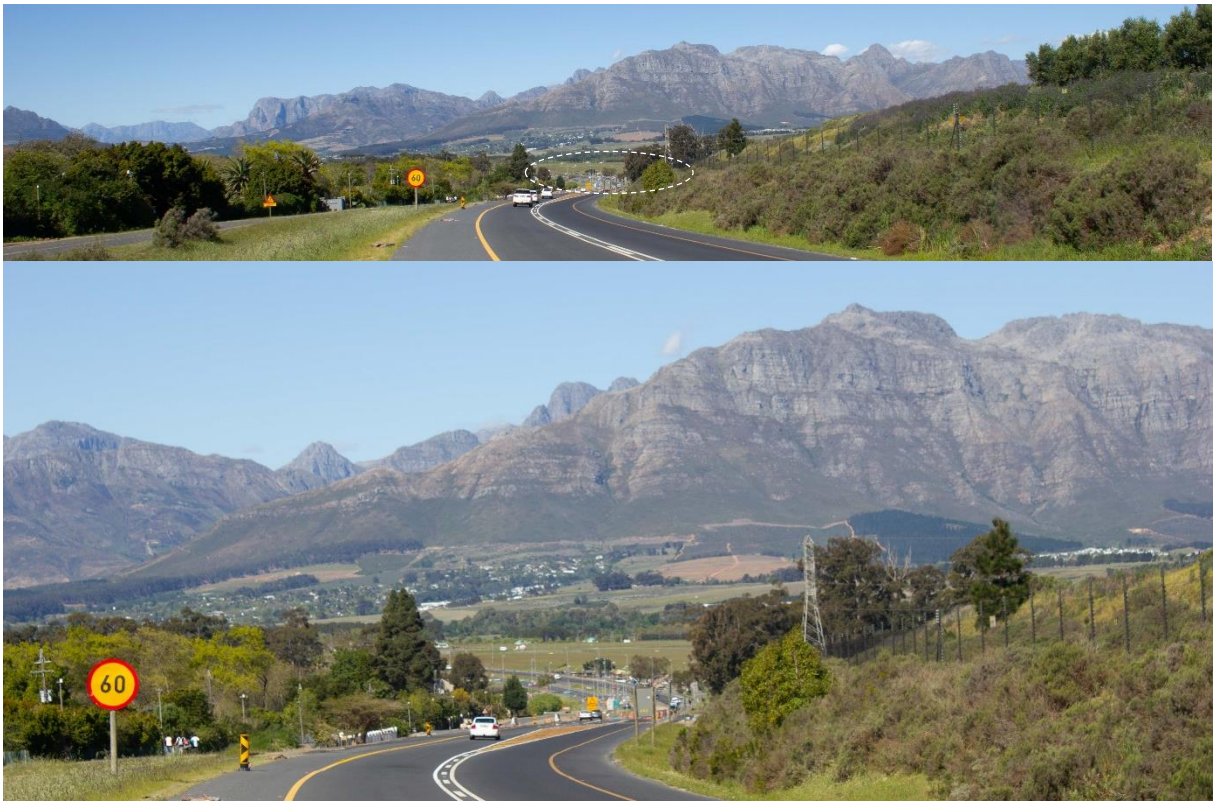


Figure 15: *Site visit photograph taken from the M12 Polkadraai at approximately 5,2km away from the centre of the subject site, looking east. Note that the vegetation patterns in the landscape run perpendicular to the viewer and are not perceptible from this vantage point. The site forms part of the middle ground agricultural landscape (Smit, 2021)*



Figure 16: *Site visit photograph taken from the entrance to Neethlingshof at approximately 3,5km away, looking east. Note the existing mature vegetation screening the westernmost portion of the site and the avenue of trees behind which the Technopark buildings are visible (Smit, 2021)*



Figure 17: *Site visit photograph taken from the R310 Baden Powell Drive. This view location marks the limits of the subject site's visibility from this scenic route, according to line of sight testing during the site visit. This view is located 3km away, looking east. Also note the proposed development the tree avenues along the subject site's westernmost edge (Smit, 2021)*



Figure 18: *Site visit photograph taken from the entrance to Asara on the R310 Adam Tas Street, at approximately 2,8km away, looking south east. Note that the vineyard-derived landscape patterns are still not particularly noticeable from this vantage point, but that the agricultural landscape nevertheless reinforces the scenic experience of continuity between the different landscape domain typologies and protects the rural/agricultural landscape setting of the entrance to the town (Smit, 2021)*



Figure 19: *Site visit photograph taken from the R310 Adam Tas Street at approximately 2km away from the centre of the subject site, looking south over the Eerste River course in the foreground. Note how the landscape patterns are now visible, running perpendicular to the slope, the R310 and the direction of travel of the viewer (Smit, 2021)*



Figure 20: *Site visit photograph taken from the R44 at the easternmost edge of the subject site (+- 1,2km from its centre) looking north west. Notice that only the vineyard on this portion of the site is visible (Smit, 2021)*



Figure 21: *Site visit photograph taken from the southern boundary of the subject site looking north east towards Simonsberg over the vineyards. Notice the density of the vegetation within the urban edge, and the urban typology that is predominantly single storey residential – invisible from this vantage point. Libertas is visible in the left of the image, and the fact that the Distell industrial complex is barely visible from this location is testament to the visual absorption capacity of the Eerste River Valley landscape (Smit, 2021)*



Figure 22: *Site visit photograph taken from within the site, looking south west up the slope towards the irrigation dams (not visible here due to topography). Note Van Reede Street in the far right and the stand of trees indicating the position of the notch in the property boundary that accommodates the Stellenbosch Golf Club (Smit, 2021)*

4. Proposed development

4.1 Previous proposals

The 2017 proposal took the approach of a business-as-usual continuation of suburban sub-division. The bubble map below earmarks the majority of the subject site for Residential estate development, with a hotel precinct surrounding the Libertas werf, extensions to Technopark's land uses along an extended Techno Avenue, as well as a Private school and University on the north and north west facing slopes. The civil engineering/proposed roadways (chiefly, a central access route) appear to drive much of the spatial design decision making, and the scheme gives the impression that much of its *raison d'etre* is based upon the assumption that the Western Bypass would be constructed.

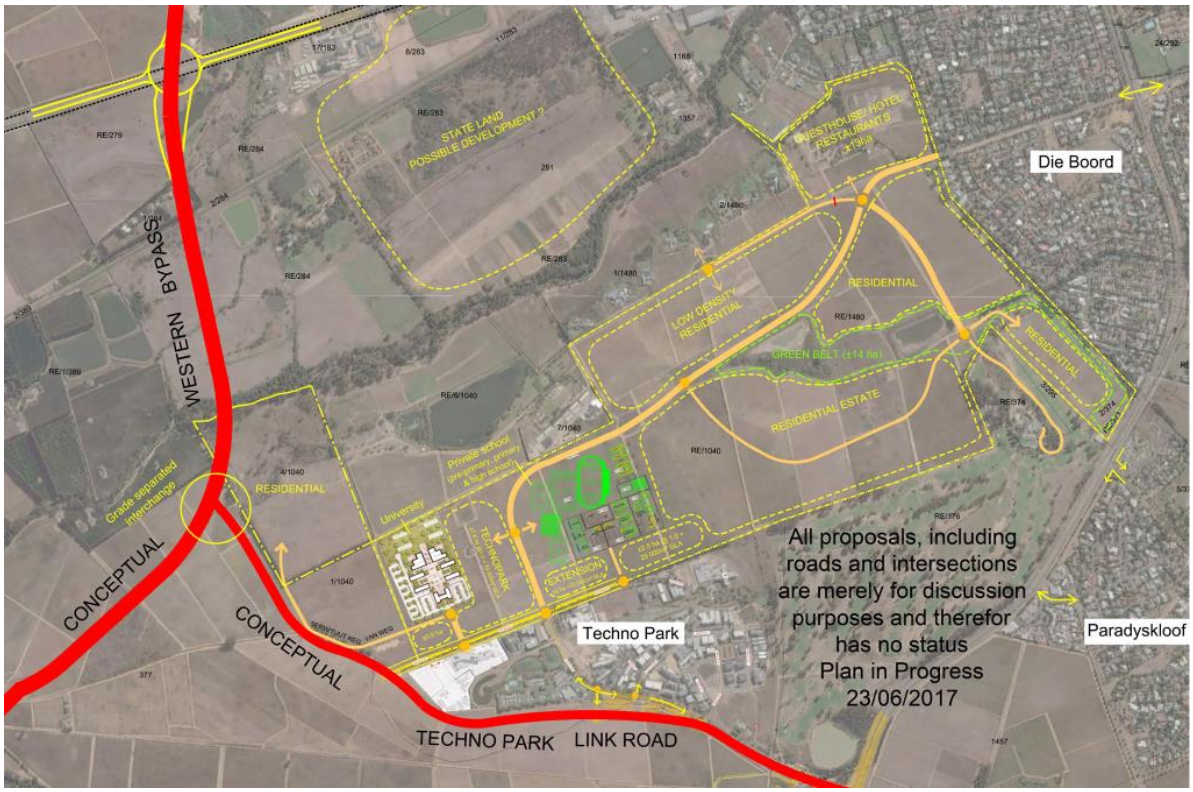


Figure 23: *2017 (conceptual) development proposal (Source: URBA, 2021, authors unknown)*

In the absence of a more detailed proposal, not much comment can be given regarding layout, massing, and architectural typology, but it is clear that this initial proposal amounts to a conventional development proposal that would erode the urban edge and add to urban sprawl. As stated in the Heritage comment letter: "… it remains questionable whether another high-density development

node is necessary that is historically, spatially, and topographically contrary to the proposals as per the SDF." (Jansen, 2020).



Figure 24: *URBA's first development proposal (URBA, 2021)*

URBA's initial proposal did away with the central road, and developed a scheme based on the idea that the whole site did not need to be (and in fact should not be) developed. The scheme proposed access and circulation that could function independently of the controversial Western Bypass. The proposal was to retain the majority of the vineyards, and cluster development along the existing urban edges – one precinct along the Die Boord suburb, and the bulk of the development directly alongside Technopark. According to URBA, the architectural resolution focused on typology and fit rather than optimizing planning parameters. Access would be taken of the adjoining urban areas, with a narrow, meandering, serpentine lower order roadway winding through the landscape.

Land use would be a mix or residential, commercial, retail, and institutional, with building massing stepping down from a high street (3 storeys) into single storey and then into agricultural landscape. Low density residential clusters at Sub-precinct A were designed to sit on plinths in the landscape, alongside low slung walls, and integrated landscaping to further mute fairly quiet architecture. The entrance precinct at Sub-precinct B would consist of three storeys walk up apartments, with some medium density residential drawn out int o the landscape alongside. Sub-precinct C would accommodate clusters of residential units within the vineyard. This proposal already vastly improved on the previous proposal in terms of scale, concept, massing, urban design approach and a more sensitive response to contextual heritage and visual sensitivities in general.

4.2 Design development and notes on conceptual approach

The proposed development has since undergone an inter-disciplinary and iterative design process informed by Urban Design, Heritage, Visual and Landscape Architectural professionals on the design team. Please refer to the Heritage Comment letter dated 3 December 2020 by Liana Jansen for a summary of the professionals who have been approached to provide input, comment and

professional opinions (Jansen, 2020), as well as page 2 of the Urban Framework document (URBA, 2021).

The **conceptual approach** was to formulate a sensitive response the elements of the cultural landscape identified both within the site and the surrounding context. The URBA team's understanding of the role of the site within the scenic environment is communicated in the conceptual diagram below indicating the conceptual design response in the foreground, middle ground, and background. The layering of landscape and architectural elements aim to result in a development that is built in and not on the landscape. According to the Visual Analysis that accompanied this design phase, the proposed development aims to create a point of orientation and contextual significance in the landscape to establish a unique identity and sense of place, especially for views from the R310.

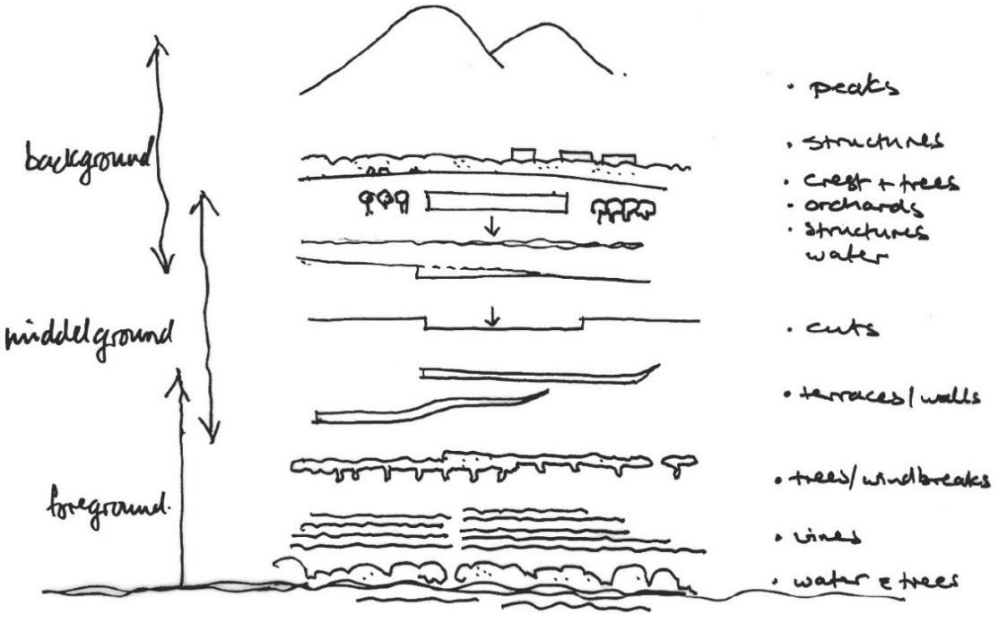


Figure 25: *URBA Conceptual approach diagram (URBA, 2021)*

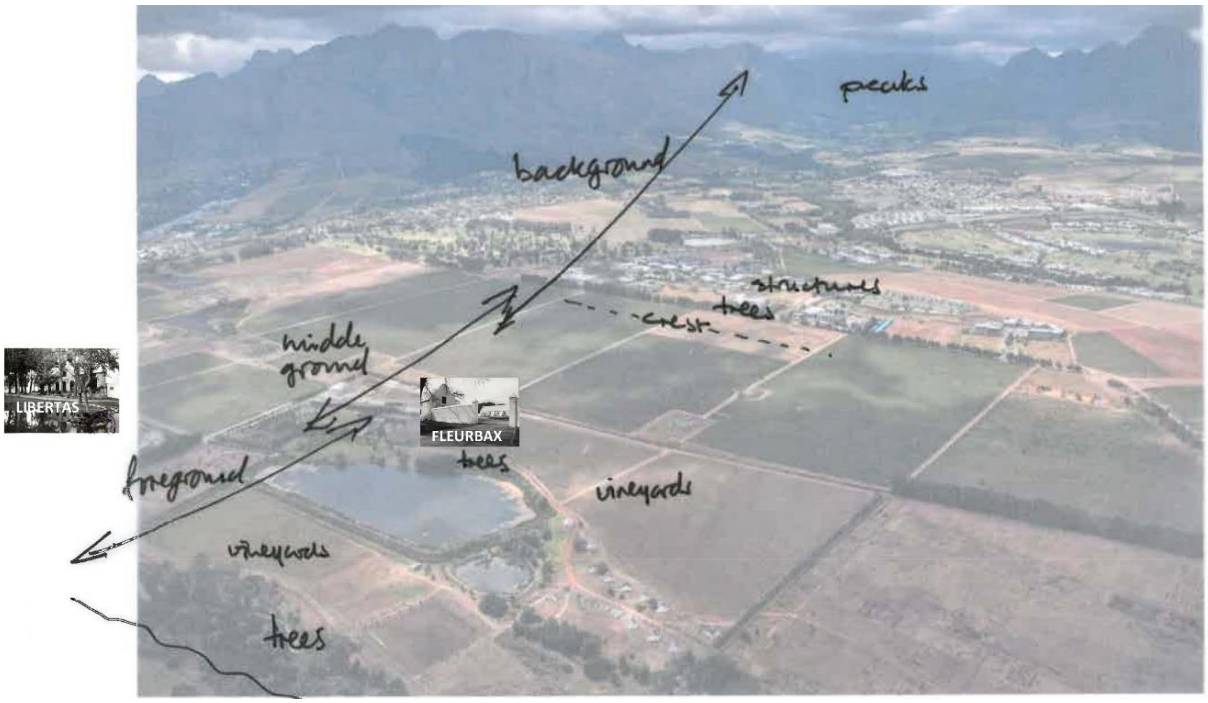


Figure 26: *URBA Elements of the Cultural Landscape (URBA, 2021)*

4.3 Current proposal

Following an investigation into social, historical, and cultural significance, URBA reworked the proposal to incorporate these findings. The current proposal is localised in two areas of the site:

- Sub-precinct A in the western portion, parallel to the northern boundary of Technopark;
- and Sub-precincts B & C in the east, adjacent to the Die Boord neighbourhood and the R44.

The development proposal consists of 1 241 residential opportunities, 12 138 m2 retail/offices, and 9 408 m2 cultural/institutional facilities. In this proposal, integrated heritage, visual and cultural landscape, and other spatial patterns are more legible as primary structuring mechanisms in the design and layout. The high street model for Sub-precinct A was dialed back in terms of massing and function and moved further down the slope to ensure that the most visible upper part of the subject site on the ridge crest would be less impacted.



FIGURE 6.01: PUTTING IT ALL TOGETHER: The masterplan and its elements

1. Access from future planned eastern bypass
2. Winding route through vineyards
3. Precinct park
4. Village square
5. Forrest meander
6. Low rise medium density courtyard residential typology with mini apartment blocks interspersed.
7. Courtyard house nested in trees
8. Links to Techno Park
9. School & fields
10. Natural landscape corridors
11. Dams
12. SAPD Trust, Fleurbaix
13. Techno Park
14. Patrysvlei
15. Stellenbosch Golf Club
16. Libertas Farmstead
17. Access from Die Boord
18. Low rise medium density village
19. River meander
20. Working vineyards
21. Contour-following residential units

Figure 27: *URBA's current development proposal (URBA, 2021)*

The architectural mix of buildings and typologies was also changed to be more fluid, more responsive to landscape and reminiscent of a farm village typology. Sub-precinct B also shows a more considered response to the existing edge, with buildings stepping down from 3 storeys along the river, to two storeys, to single storey buildings as the topography rises and the agricultural landscape resumes. Sub-precinct C's units were consolidated, shifted back up the slope and sunk behind low stone walls that connect the landscape and the houses to one another, minimizing visual intrusion.

Building footprints and heights were reduced to achieve a finer grain, so that views from surrounding scenic routes would not perceive continuous and large buildings. This approach maintains the view cone from Libertas to the encircling mountains and makes better use of the natural visual absorption capacity of the receiving environment. The Landscape proposal uses banks of trees to stitch the built fabric back into the landscape to visually break up the development and blend it into its surroundings using existing landscape patterns and materials.



Figure 28: *3D sketch of URBA's current development proposal (URBA, 2021)*

a. Roads alignment study

Following meetings held with the engineering and planning departments of Stellenbosch Municipality in 2022, the project team investigated a number of options to enable a road to traverse the subject site (connecting Die Boord and Techno Park). See below the EMME modelling undertaken as part of the Traffic Impact Assessment.

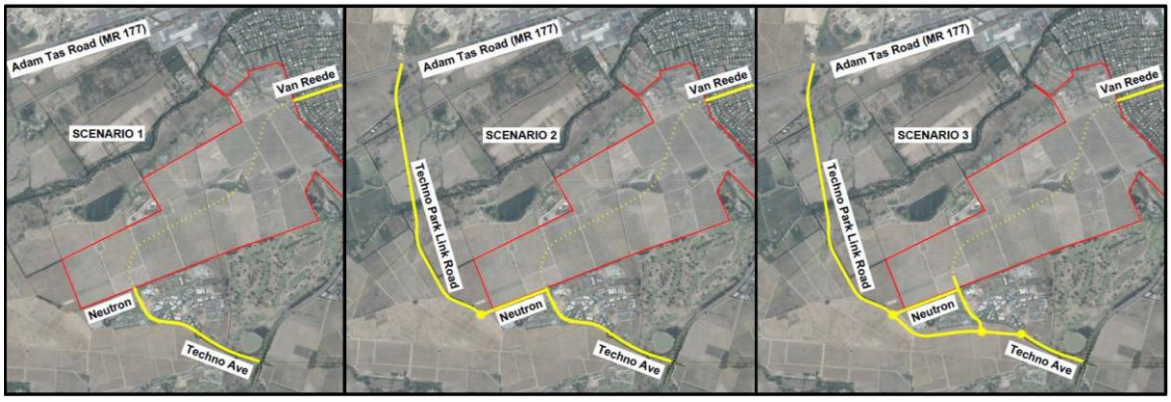


Figure 29: *Diagram 2, TIA, showing modelling of the Techno Park Link Road through and around the subject site (UDS Africa, 2022)*

In the 2021 URBA proposal, the sub-precincts were linked by a narrow meandering road, where access and circulation within the development proposal relied mostly on the existing roads, with the aim of maintaining and strengthening the existing landscape patterns. Various access points negated the need for a central circulation route, allowing all roads to be reduced in scale and order, which resulted in no one major traffic link between Techno Park and the Libertas development.

As the Municipality's Engineering Department were in support of the through road (which will be a class 4 road with two lanes - one per direction), Filia Visual was tasked with undertaking a brief study to identify the suggested route with lowest visual impact.

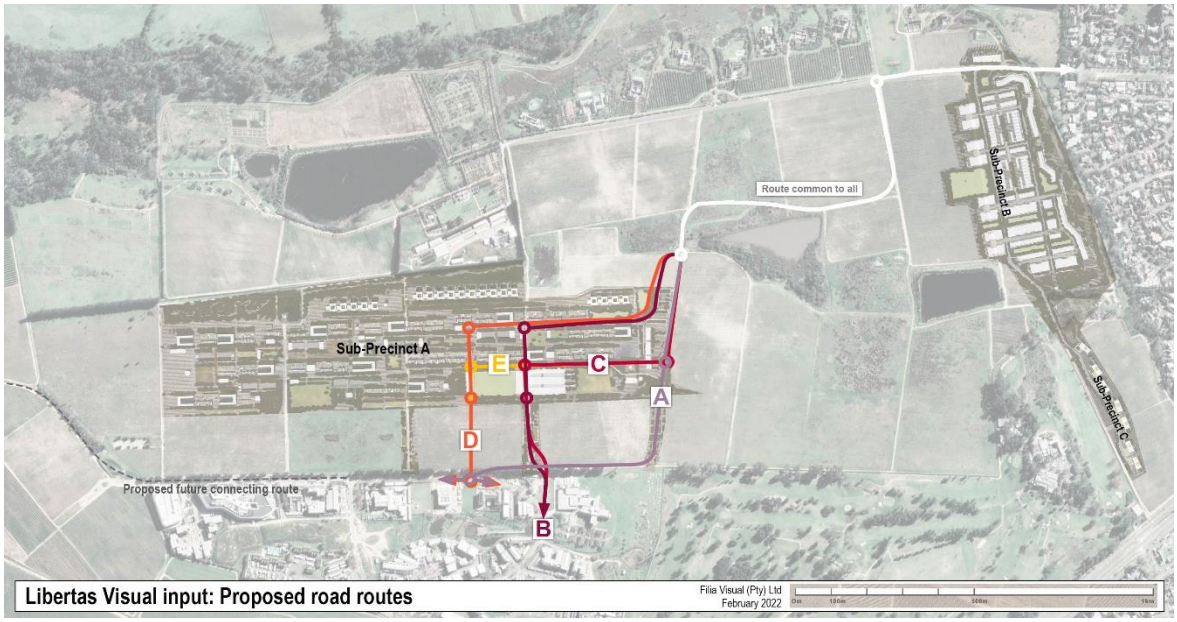


Figure 30: *Initially, Filia Visual was tasked with assessing 5 road alignment options, illustrated above (Smit, 2022,; Sources: URBA, 2022)*



Figure 31: *All five (5) initial road alignment options, view from the Scenic route R310 Adam Tas Street (Smit, 2022)*



Figure 32: *All five (5) initial road alignment options, view from Tokara (Smit, 2022)*

Indicative "Simulation" graphics were generated to understand the position of various road layouts when viewed by the public. The site photograph in Figure 31 was chosen not necessarily for an accurate representation of typical views from the scenic route, but to show the proposed new road routes in the landscape with the least amount of foreground screening as possible. Figure 32 illustrates the routes from higher elevation overlooking the receiving environment generally.

Observations and findings from the initial comparative road alignment study were as follows:

- The five proposed routes are identical from the entrance at Sub-Precinct B up to the second circle.
    - Traffic circles would represent a node of higher visibility along the proposed routes but are expected to be less visually intrusive than a traffic lights.
    - The use of traffic circles rather than traffic light intersections is supported pending the findings of the Simulations anticipated in the VIA.
- In terms of overall visibility, based on site topography and the nature of the receiving environment:
    - A would be the most visible option;
    - B and C are comparable;
    - D and E are comparable, and will have slightly lower impact than B and C.
- The placement of the portion of the route that is identical to all the proposals could be improved if the route avoids cutting through the agricultural areas midslope.
    - If possible, the route should hug the northern boundary, following the existing road until it must turn south to run along the eastern edge of Sub-precinct A (indicated in a blue dotted line in Figures 34 – 36).
- Proposals that route the new road through any portions of Sub-precinct A will generally have a lower visual impact because the buildings and vegetation of the proposed development will absorb the roadway, streetlights etc. visually from the vantage point of sensitive viewers (the Scenic route, specifically).
    - Routing any road along the southern edge of Sub-precinct A would be similarly screened from the Scenic route and other sensitive receptors to the north.
- In reference to the above, all of the options are routed through Sub-precinct A at some point, so their potential visual impact is dependent almost entirely on how the section between the southern edge of Sub-precinct A and the northern edge of Technopark is routed.
- Any roadway that runs perpendicular to the site contours and crosses the “buffer area” at the crest of the hill (between Sub-precinct A and the northern edge of Technopark) will be visible from Adam Tas Scenic route and increase the visual impact of the proposed development overall, especially at night due to streetlights (static, continuous light source) and car headlights (moving, short duration but noticeable).
    - Currently all the route proposals include a portion of the proposed road that does so. Therefore, none of the five proposed routes were supported outright by the visual specialist.

The “buffer area” illustrated in Figure 33 is the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape (as described in Appendix 3: Conservation Systems of the CMP) and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban).

According to the Heritage practitioner, this buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side[2].



Figure 33: *Graphic illustrating the "buffer area" which should be seen as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)*

Figures 34 to 36 illustrate the suggested route with lowest potential visual impact, and two acceptable alternatives, based on the findings of the fieldwork and sensitivity analysis undertaken to date.

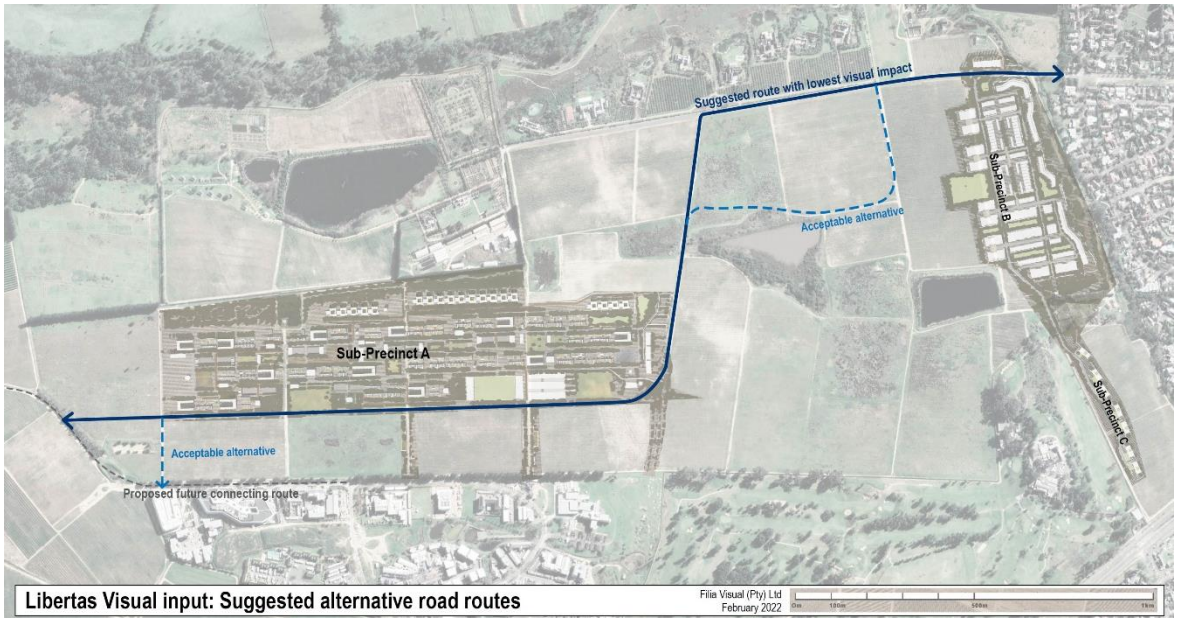


Figure 34: *Graphic illustrating the suggested route with lowest potential visual impact and two acceptable alternatives form a visual impact point of view (Smit, 2022; Sources: URBA, 2022)*

[2] As the Heritage Practitioner has pointed out previously, there should perhaps never have been development on the Techno Park ridge, and erosion of the receiving landscape any further will cause the cumulative visual impact to spill over to this valley too, beyond the Technopark ridgeline.

Initial findings and observations:

i. The potential visual impacts described above would be largely avoided if the proposed road were to be routed along the southern edge of Sub-precinct A, exiting the property along the western boundary of the site (areas which are slightly less sensitive visually).
ii. The possibility of linking up with the future Techno Park Link Road should remain an alternative to all the current and future proposals which propose vehicular connection to Technopark across the most visually exposed parts of the site.
iii. There is also a short route perpendicular to the contours on the far western side of the site (over the most visually sensitive parts of the site) that may be considered as an alternative. Topography and existing vegetation screen this part of the site a little more than areas more to the east.



Figure 35: *Suggested and acceptable alternative routes, view from the Scenic route R310 Adam Tas Street (Smit, 2022)*



Figure 36: *Suggested and acceptable alternative routes, view from Tokara (Smit, 2022)*

b. Current Road alignment proposal

According to the latest TIA and development proposal Design Guidelines, future access to the proposed development is anticipated to be via Van Reede Road (exiting the suburb of die Boord and connecting to the R44 in the east), and via Techno Avenue/Neutron Road (exiting Technopark in the south), as well as to Adam Tas Road (MR177) via the future Techno Park Link Road.

The proposed route crosses the “buffer area” further west of the previous proposals, but not far enough west to satisfy the recommendations of the preceding study in terms of acceptable alternatives (see Figures 38 and 39 below).



Figure 37: *Diagram 7, TIA, showing Proposed road link between Die Boord and Techno Park traversing the subject property (UDS Africa, 2022)*

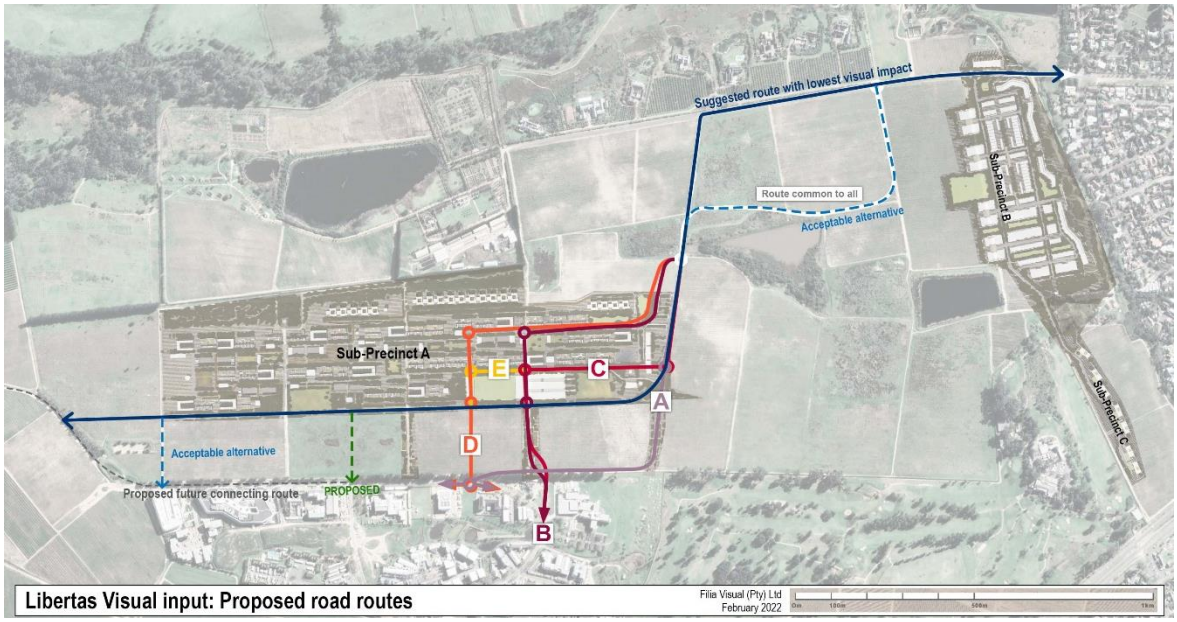


Figure 38: *Graphic illustrating the proposed route in green (Smit, 2022; Sources: URBA, 2022)*



Figure 39: *Enlarged illustration of the proposed route, showing the previously identified acceptable alternative routes (Smit, 2022)*

4.4 Simulations

Simulated photomontages use photographs of an actual scene modified by the insertion of an accurate representation of the visible changes brought about by the proposed development (The Landscape Institute, 2011). The visual simulations thus enable 'before' and 'after' comparisons of the proposed development within the receiving environment (Oberholzer, 2005, p. 18). 3D modelling allows the specialist to navigate through the 3D environment with a visual representation of the height, massing and building configuration of the proposed development in its three-dimensional context. This enables more accurate identification of sensitive views, viewers, and view corridors before fieldwork, to be tested and verified during and after the site visit is undertaken. Understanding the scale and potential visibility of the proposed development in relation to its context enables more accurate simulation and impact assessment.



Site photograph: Receiving environment - photograph taken from the Adam Tas Road (R310) scenic route, 2.5km from the property boundary at Sub-precinct A.



Simulation: Development proposal - architectural proposal modelled as white massing model **only**.



Simulation: Development proposal - with landscaping proposal and approximation of the proposed materials & finishes.

Figure 40: *Simulation A (Smit, 2021)*

The Simulations were selected to represent typical views onto the project site from the locations of potentially sensitive viewers, and where the proposed development would be likely to have notable visual impact. Please note that the proposed roadway has not yet been simulated[3].



Site photograph: Receiving environment - photograph taken from the Thelema Country Vineyard avenue above Tokara at the top of the Helshoogte pass, looking west over Stellenbosch, the agricultural landscape and the Cape Flats towards the Peninsula.



Simulation: Development proposal - architectural proposal modelled as white massing model **only**.

Figure 41: *Simulation B (Smit, 2021)*

[3] To be simulated as part of the VIA.



Site photograph: Receiving environment - photograph taken from the R44 Strand Road, less than 50m from the property boundary at Sub-precinct C.



Simulation: Development proposal - architectural proposal modelled as white massing model **only.**



Simulation: Development proposal - with landscaping proposal and approximation of the proposed materials & finishes.

Figure 42: *Simulation C (Smit, 2021)*

5. Responsiveness to development criteria and sensitivities of the receiving environment

The current proposal now tabled has responded to a number of visual indicators and visual sensitivities in the Receiving Environment that are both site and context specific. This finding is in agreement with the Heritage practitioner, who found that "the proposed development positively responds to many of the Development Criteria as per the Stellenbosch Conservation Management Plan (2019)" (Jansen, 2020).

<u>Key responses are:</u>

- The conceptual approach and design principles:
    - densify in clusters and with an appreciation of the specifics of the historic farm (cultural landscape and natural features), rather than adopting a blanket sub-divisional approach.
    - Recognition and integration of the greater cultural, ecological, and scenic landscape in the design response.
    - Preference for low rise, medium density housing as the dominant land use type rather than high density and commercial etc. land uses and typologies.

  - Typologies that act as urban rooms that offer enclosure and continuity with landscape rather than individual and competing forms dotted throughout the landscape.
  - The emphasis on liveability and walkability of the spaces between buildings.
- The logic of the landscape is incorporated into the design by retaining vineyards and reinforcing existing breaks and patterns that contribute to the character and sense of place.
- Mixed of uses and carefully considered three dimensional built form giving attention to appropriate heights and density in response to context as well as careful massing and footprint/grain considerations evident in the proposal.
- The strong conceptual move away from traditional sub-divisional urban sprawl and infill resulting from wall-to-wall development proposals.
- Placement of higher density proposals along the already developed Die Boord urban edge (least sensitive visually), where topography and existing vegetation absorb parts of the development from most viewers.
- Proposal for Sub-precinct C is appropriate in scale, form, and character, without detracting from the agricultural character of the vineyard.
- The clear direction that the layout of the design takes from the strongly defined, linear landscape patterns and blocks of vineyards, which are a landmark feature of this Landscape Unit according to the HS&CMP.
- The landscape, existing natural corridors and a continuous "green system" permeates the proposed built form.
- Overall, the proposed development does protect 'visual permeability' and 'openness' within the receiving environment, as well as 'physical permeability' between the (sub)urban areas and their agricultural and wilderness surrounds.
- The proposal has avoided construction of new buildings on visually sensitive, steep, elevated, or exposed slopes, ridgelines, and hillcrests. However, the new road alignment proposal does propose the routing of a Class 4 road over an exposed ridgeline/hillcrest.

Considering that the CMP document states the concern that any development within the C15 Landscape Unit's would compromise the rural character of Stellenbosch, the proposed development must be responsive to the specific guidelines provided in the Stellenbosch HS&CMP to determine the extent to which the character of the Receiving environment will be compromised.

Criteria	**Response**
Being proposed within a Green Transition Conservation area, does the proposed development:	
At Town scale:	
Uphold the rural character of Stellenbosch, and to uphold significant vistas towards the agricultural landscape from within these settlement nodes?	*The proposed development does not affect views from within the Stellenbosch settlement node/residential areas.* *While the proposed development will have a visual impact on the rural character of Stellenbosch, the potential visual impacts have been addressed and reduced throughout the evolution of the proposal. Magnitude and significance of the visual impacts should be determined during the VIA to identify specific mitigation measures where necessary.*
Prevent urban sprawl from eroding the significant landscape units situated directly adjacent to the historic town?	*The question is: can the proposed development be described as "large-scale development that constitutes urban sprawl?".* *While the development itself is large in scale, it has been pared down significantly to ensure that the landscape as a container for development is preserved, retaining*

	large tracts of viable agricultural land undeveloped and undisturbed. Higher density and building heights are grouped along the Die Boord urban edge, minimizing the visual and physical impact of Sub-precinct B to a limited footprint in an area with high VAC and lower visual sensitivity from the receiving environment (specifically, from scenic routes). *While Sub-precincts A & C do not adhere to the urban edge (as was the case in the first URBA proposal), the decision to redesign and move the proposed sub-precinct A further down the slope was taken with visual, cultural landscape and heritage amenity sensitivity in mind.* *The current proposal will erode the purity of the agricultural landscape unit, but not necessarily to negative effect, because of the nature of the proposal. Over time, and by virtue of the proposal's emphasis on integration and embeddedness with the landscape (in terms of building placement on slope, landscape pattern emulation, material, and typology choice), the proposal will most likely become an integrated feature of the landscape and prevent further urban sprawl/inappropriate future development in this sensitive landscape based on the development limitations it will be subject to.*
Maintain a clear transition between the townscape and its surrounding rural landscape?	*Sub-precinct B achieves this. Sub-precinct A and B take an innovative conceptual approach, and the proposal argues that the chosen form of development will evolve and enhance the special heritage character and sense of place of the subject site, as well as that of the greater landscape unit (in a positive way).*
Protect a diverse range of heritage values, not only the tangible heritage sites?	*The project team undertook to uncover and understand various social, cultural, historical visual etc. indicators. The application of this knowledge is evident in the evolution of the proposed development, from a visual and aesthetic point of view.* *Refer to Heritage practitioners' comments for further detail. Public access to the site is also prioritized, and the road network will accommodating a public transport shuttle service.*
Stimulate innovative development that is focused on urban regeneration and densification, such that brownfields sites should always be considered first before greenfield sites can be developed?	*It is unclear whether the subject site would be considered a greenfields of brownfields site. Being outside of the urban edge, the proposed development is not generally in line with this criterion.*
Become connectors for the public to gain access to larger natural landscapes, which promotes connectedness with their landscape setting, and improves quality of life?	*The proposed development makes provision for pedestrian routes and puts a great deal of emphasis on the quality of both natural and urban open space, as well as walkability and cyclability through the proposal.* *"The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site." (URBA, 2021, p. 8)*

Development Criteria according to the C1 Land Unit Guidelines. Does the proposed development:	
Prevent construction of new buildings on visually sensitive, steep, elevated, or exposed slopes, ridgelines, and hillcrests.	*Due to the careful placement of the proposed buildings (especially Sub-precinct A), the proposed development will only have an effect on the Eerste River Valley, by avoiding the upper slopes of the site, and the interruption of the ridge line beyond from most viewers within the receiving environment.* *Visual impact of the overall development is likely to increase as a result of the proposed road alignment over the visually sensitive "buffer area". The development criteria do however only specify that buildings should be avoided and does not provide further guidance on roads.*
Retain the integrity of the distinctive and predominantly agricultural landscape character.	*"A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi-rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Techno Park." (URBA, 2021, p. 8)* *"The trees' structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site." (URBA, 2021, p. 8)* *The proposed development will bring about changes to the rural agricultural landscape character. These changes appear to have been spatialized very carefully by the project team to (a) prevent the interruption of cultural landscape patters and (b) enhance existing key elements of the character and sense of place of the subject site and its Landscape unit.* *These key elements include a sense of openness from within and across the site, strong landscape patterns within the agricultural landscape, an uninterrupted hierarchy of views and view cones across the land unit from rural to wilderness vistas.* *The internal road network was previously described as "consciously meandering and of limited width to support a semi-rural character and prevent rat-running through the site". The current road proposal will be of a higher order, and although it still meanders through the landscape somewhat and will largely support the semi-rural character, this is likely to become an important route connecting the various Stellenbosch urban areas to one another. See TIS for further information.* *The VIA must provide specific mitigation measures the roadway, should the routing option that crests the ridge be supported and approved.*

Encourage mitigation measures (for instance the reinforcement of existing windbreaks and planting of new ones) to "embed" existing over-scaled buildings the surrounding landscape. The maintenance, reinforcement, and "thickening" of the windbreak between this landscape unit and Teknopark is particularly important.	*The proposed development demonstrates a positive response to this criterion, although it could give more attention to the specific recommendation to maintain, reinforce and "thicken" the windbreak between this landscape unit and Teknopark.*
Maintain the balance of Urban, Rural and Wilderness areas. It is the interplay and relationship between these that give the study area its unique character.	*New built form provides optimal density in three primary clusters nested within the logic of the wider open space system.* *Each of these clusters have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network.* *The retention and protection of the upper slopes as undeveloped landscape (free of buildings) maintains this balance in the larger landscape context. The "buffer area" must be preserved as a matter of significant importance, and the design and construction of the proposed road over the crest of the hill must be carefully designed to limit visual impact.*
Avoid insensitive 'dominating' developments that erode the agricultural continuum and rural character of the landscape unit. In this context, dominating development would include gated residential estates, large-scale infrastructure, suburban development, and industrial developments.	*It is my opinion that the proposed development is not an example of an insensitive 'dominating' development.* *While any development within the subject site will inevitably erode the agricultural continuum and rural character of the landscape unit, it is most likely to be successful in "giving back" as much as it takes away. This balance should be further investigated during the recommended VIA.*
Traditional planting patterns should be protected by ensuring that existing treed avenues, tree alignments and dense planting along the river corridors, and copses are not needlessly destroyed, but reinforced or replaced, thereby enhancing traditional patterns with appropriate species.	*The proposed development demonstrates a positive response to this criterion.*
It is recommended that visual permeability should be maintained towards mountains, valleys and across open fields. (a) Discourage the use of solid walls around areas in public view and along scenic routes. (b) Views should be framed and enhanced by development wherever possible.	*The proposed development generally demonstrates a positive response to this criterion.* *However, the current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.*
Ensure that new developments within rural contexts are in sympathy with the topography and unique genus loci of the place/landscape unit.	*The proposed development demonstrates a positive response to this criterion.*
The scale of roads (especially those that align with historic wagon routes) should be the minimum possible. Insensitive hard elements can compromise the rural character of a landscape as a whole.	*The proposed development generally demonstrates a positive response to this criterion.* *However, the current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.*

Care should be taken that vineyards and orchards are not needlessly destroyed and replaced by nonagricultural development. The potential agricultural use of the land should be retained for the future.	*The proposed development demonstrates a positive response to this criterion, limiting the potential area of disturbance, especially when considered in comparison to the 2017 conceptual proposal.* *Future development proposals should elaborate on the intended use and management of the existing vineyards and agricultural amenities.*
The proliferation of non-agricultural uses, particularly in visually prominent locations, should be avoided. This is in order to protect the predominantly agricultural character of the landscape.	*The proposed development proposed non-agricultural use in a visually prominent location. However, the development proposal has undergone an iterative and professionally-informed design process to ensure that the predominantly agricultural character of the landscape is acknowledged and enhanced.* *The need for further protection and visual mitigation measures should be determined during the VIA.*
The subdivision of farms fundamentally erodes the agricultural character of the landscape and should be discouraged. Rather, maintain larger unified land areas to protect larger landscape continuums that display a unified scenic character.	*The proposed development demonstrates a positive response to this criterion.*
Promoting Rural Character: Guidelines	
Any development proposals that threaten significant views, vistas and landmarks should be discouraged.	*The proposed development will have a visual impact on significant views, vistas, and landmarks.* *However, the current development proposal does not constitute a significant negative threat to the scenic resources.* *The current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.* *Impacts associated with the proposed road are mitigable.*
Relating to Quality of life: Guidelines	
Encourage access to opportunity, as an example, by promoting cycle routes as alternative option to get to places of employment.	*The proposed development demonstrates a positive response to this criterion.*
Encourage opportunity for interaction between different users. Here the landscape should fulfill a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.	*The proposed development demonstrates a positive response to this criterion.*
The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.	*The proposed development demonstrates a positive response to this criterion.*

6. Findings and potential Visual impacts

Based on the findings of his report, the proposed development will result in impacts on visual receptors and scenic resources. Because of the nature of the development proposal, different areas and sub-precincts will result in different visual impact implications.

The visual impacts are likely to be:

6.1 Change to the rural agricultural character of the site and receiving environment:

While the HS&CMP states that any development in the C15 land unit would compromise the rural character of Stellenbosch, the findings of this report suggest that the proposed development will certainly impact on the rural character, but not necessarily compromise[4] it. The proposed development is motivated as a development that seeks to strengthen and enhance the inherent character and sense of place (albeit through non-agricultural development) and retains at least half of the in-situ land uses, as well as the entirety of the remnant natural systems on the subject site.

The C15 Landscape Unit's main aim (as a "Well-defined feature on the southwestern edge of Stellenbosch") is to Conserve and Enhance the existing character of the landscape unit (Stellenbosch Municipality, 2019). The proposed development not only protects and maintains significant buildings, trees, avenues of trees and other landscape elements such as vineyards but has actually structured the development proposal around the enhancement of these elements.

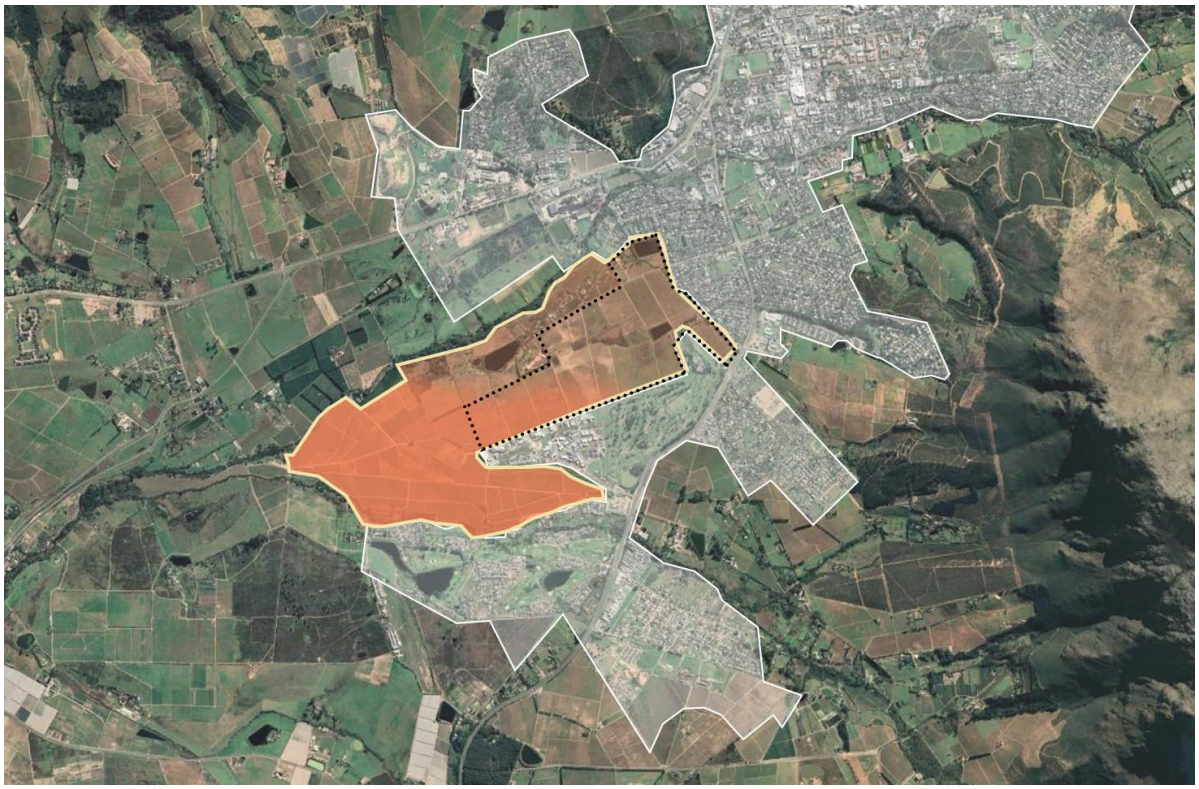


Figure 43: *Graphic illustrating the portion of the C15 landscape unit that contributes most legibly to the creation of a rural agricultural setting for the town of Stellenbosch purely from a visibility point of view (Smit, 2022)*

The position of the "green finger" that the site is located on in the wider landscape context (in-between Technopark and the Distell/Onder Pappagaaiberg semi-industrial area) reduces the site's sensitivity to change somewhat. The greater agricultural landscape west of the avenues of trees that articulates the subject site's westernmost edge (see Figures 16 and 17) is far more sensitive to change than the subject site, which is encircled by a mix of land uses. For views across the C15 Landscape

[4] Compromise /ˈkɒmprəmʌɪz/ (verb) : "a change that makes something worse and that is not done for a good reason"; "to cause the impairment of"; "weaken or harm"; "cause to become vulnerable or function less effectively". (Merriam Webster Dictionary, 2021)

unit, the landscape to the west of the subject site (consisting of vineyards, fields, and tree avenues) makes a notably more significant contribution to the creation of a rural agricultural setting for the town of Stellenbosch. This is especially true for receptors viewing the landscape unit from the west and north west generally (the most sensitive views with highest visibility/exposure – see Figures 4, 8, 11, 16, 17, 18 and 19 for representative views).

It should be noted that while the proposal for the re-development of the historic Libertas complex is still in its infancy, the Urban Design Principles indicate that this historic place within in the landscape will receive appropriate design attention, and the proposal has already undertaken to identify appropriate management and regeneration of the greater heritage environment to become more inclusive and accessible in the future. This includes the maintenance of the green and open agricultural character of this landscape unit, at a site-wide scale.

The proposed roadway alignment and subsequent construction is most likely to result in high visual impact, given the sensitivity and the role of the "buffer area" in the surrounding cultural landscape. These visual impacts are however mitigable and may reduce the visual impact in relation to the proposed road's effect on the rural agricultural character of the site and receiving environment. The VIA must give particular attention to the measurement of this potential impact and provide specific mitigation measures (to be workshopped with the project team) after Impact Assessment. These mitigation measures are most likely to address:

i. Road level (cutting the roadway into the hill may visually absorb both the road surface where it crests the ridgeline, as well as screening the associated light impacts at night (both street lighting and car's headlights);
ii. Landscaping (detailed landscaping proposals that deal with the treatment of the road section as this relates to pedestrian and NMT movement; as well as tree planting, screening with vegetation, rehabilitation of disturbed soil after construction and greening of embankments);
iii. Design and specification of outdoor lighting (limitations and specific guidance on the design and specification of general, street, and outdoor lighting associated with the roadway).

In conclusion, the proposed development will result in a change to the landscape and scenic character of the site and for some key views across the site from within the receiving environment. Any form of urban development within this agricultural landscape will result in the erosion of scenic resources, but the nature of the development proposed demonstrates a high level of sensitivity to the visual, heritage, cultural etc. indicators that the professional team have uncovered over time. Therefore, based on the current proposal, it is my professional opinion that the proposed development will not result in significant loss of the agricultural character of this landscape unit (the C15 Eerste River Central Area Landscape Unit). The nature, extent, duration, magnitude, probability, and significance of the potential visual impacts on the rural agricultural character of the site and receiving environment should nevertheless be addressed in the VIA.

6.2 Visual impact on scenic routes

While the subject site does not fall within the Scenic Drive Envelope (i.e.; the carriageway, the road reserve, the land directly adjacent to it), the proposed development is located within the Viewshed of the following Scenic Routes:

i. Adam Tas Street (R310) Grade IIIa
ii. Baden Powell Drive (R310) Grade IIIa
iii. Polkadraai Road (M12) Grade IIIb
iv. Stellenboschkloof Road Grade II
v. Devon Vallei Road Grade IIIb
vi. Unnamed road Grade II

Please refer to Figures 44 and 45 for a graphic illustration of the sections of the Scenic routes affected.

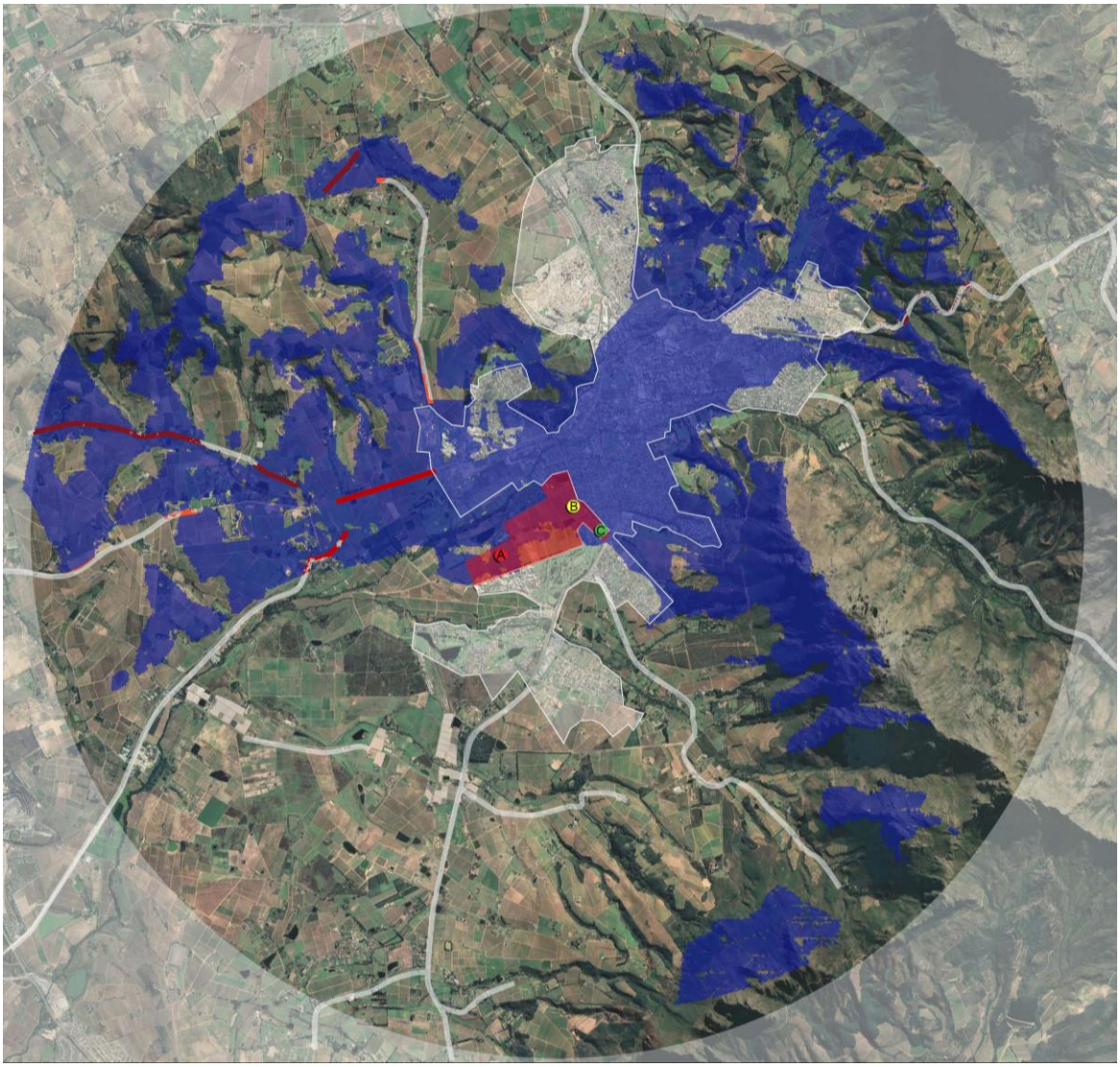


Figure 44: *Graphic showing sections of the Scenic routes affected (10km radius), according to the viewshed (Smit, 2021)*

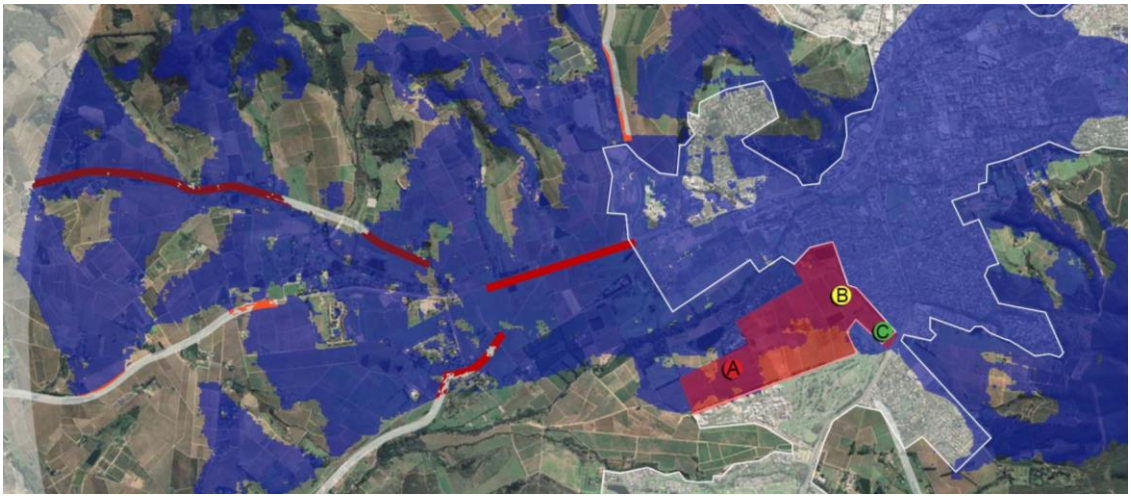


Figure 45: *Enlargement of graphic showing sections of the Scenic routes affected (Smit, 2021)*

Fieldwork showed that most views from the roads iv – vi listed above were at least partially screened by vegetation, and visibility diminished with distance due to topographical features not picked up in the viewshed analysis' data set. The sensitivity of views in terms of distance zones are summarised below. These distance zones are however subject to site-specific conditions such as the elevation and framing of views within the Viewshed of the scenic route.

i. Foreground views (from within 500m) are the most sensitive. There are no Scenic routes with Foreground views of the proposed development.
ii. Views from scenic routes affected by the development are moderately sensitive (as Middleground views (500m – 3km)).
iii. Views further than 3km (background views) are generally least sensitive.

The proposed roadway alignment and subsequent construction is most likely to result in moderate to high visual impact for sensitive viewers along the Scenic route (Adam Tas, specifically). This visual impact is likely to be mitigable to an extent which will be determined by the VIA. The VIA must give particular attention to the measurement of this potential impact and provide specific mitigation measures (to be workshopped with the project team) after Impact Assessment. These mitigation measures are most likely to address the same aspects as listed in section 6.1 (i – iii) above.

Being the channels through which we perceive the cultural landscape, the erosion of scenic quality for a visual receptor moving along a Scenic route is a considered a negative impact. The VIA must therefore determine whether or not (and to what extent) the proposed development detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route.

6.3 Access – a potential positive impact

According to the High Level Landscape Framework, the proposed development is designed in such a way that "the parks, river corridors and other "green systems" running through the townscape units create secondary public access and ecological networks, connecting the surrounding green transitions systems through urban areas", thereby becoming " the driver for green infrastructure development". In the Landscape proposal, Non-hierarchical movement and fuzzy edges support an inclusive approach to access and transit, and the street verges will play a crucial part in the green connectivity.

Although the proposed development is perhaps a little more urban a development than the Green Transitions Conservation System envisioned, a potential positive visual impact will be the increased public access both physically and visually to the site itself, supporting visual continuity between the various scenic resources on and surrounding the site and the CMP's various Conservation Systems. This outcome is upheld as a positive impact/outcome by the HS&CMP, especially in cases where the experience of scenic and heritage resources was previously more or less inaccessible to the public, or when the proposed development restores historical access.

7. Conclusion and Recommendations

The subject site is located outside of the urban edge, within a Landscape Unit graded Grade IIIb and within a Green Transition Conservation System area. The receiving environment is valued for its scenic, heritage and cultural resources, and maintains a high level of intactness and integrity, with relatively few discordant elements within the study area to erode the sense of place or temper its sensitivity to change. Given the sensitivity of the Receiving environment is very high, the pre-cautionary approach suggested by the Heritage and Scenic Resource Inventory and Policy Framework (Western Cape Government, 2013) should be adopted.

The visual sensitivities identified by Terra+, URBA, the heritage practitioner and others were confirmed during the site visit. Urba's 2021 revision to the proposed layout and urban design proposal that followed the visual analysis and heritage input have significantly and measurably reduced the potential visual impact of the proposed development on scenic resources and sensitive viewers, when compared with the previous proposals. This investigation did not discover any fatal flaws or significant negative visual impacts that were not already or could not be successfully addressed (avoided or mitigated) by the project team. While the proposed roadway alignment is not an exception to this statement, it bears repeating that the project team must give particular attention to the mitigation of visual impacts related to the construction and establishment of a Class 4 road that traverses the most visually sensitive portion of the subject site.

The placement of the proposed development within the agricultural domain should continue to be carefully considered to minimise visual impact on the character of the landscape and the visual amenity from scenic routes.

i. While these concerns have been addressed by the current proposal to a large extent, a formal VIA is necessary to methodologically assess the various visual impacts and should also include visual impact mitigation per precinct, as necessary.
ii. This recommendation is supported by the Heritage Practitioner (Jansen, 2020) as well as the Stellenbosch HS&CMP Guidelines which state that any development proposal within a Landscape Units with coverage of more than 70% from Grade II scenic routes should undergo a visual impact assessment (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 15).

Based on the project information at hand, and according to the DEA&DP Guideline for involving visual & aesthetic specialists in EIA processes, the proposed development is for a **Category 4[5] and 5[6]** development within an **Area or route of high scenic, cultural, historical significance**. A Level 4 visual assessment is appropriate for what is expected (before assessment) to be potentially High to Very High Visual impact[7] according to Table 1 and Box 3 of the DEA&DP Guideline (Oberholzer, 2005, pp. 5-6).

The findings of this visual statement suggest that Moderate Visual Impact may in fact be the result of the proposed development overall, based on the following categorization of issues (to be confirmed during the VIA).

Moderate visual impact expected:

i. Potentially some effect on protected landscapes or scenic resources;
ii. Some change in the visual character of the area;
iii. Introduces new development or adds to existing development in the area.

It should be noted that, if left unmitigated, the proposed establishment of the road linking die Boord to Techno Park (via Techno Avenue/Neutron Road over the crest of the hill illustrated in Figure 39) will most likely result in at least this aspect of the proposed development having High Visual impact, described below as:

High visual impact expected:

i. Potential intrusion on protected landscapes or scenic resources;

[5] Category 4 development: e.g., medium density residential development, sports facilities, small-scale commercial facilities / office parks, one-stop petrol stations, light industry, medium-scale infrastructure.
[6] Category 5 development: e.g., high density township / residential development, retail and office complexes, industrial facilities, refineries, treatment plants, power stations, wind energy farms, power lines, freeways, toll roads, largescale infrastructure generally. Large-scale development of agricultural land and commercial tree plantations. Quarrying and mining activities with related processing plants.
[7] Based only on the nature of the development and the nature of the receiving environment.

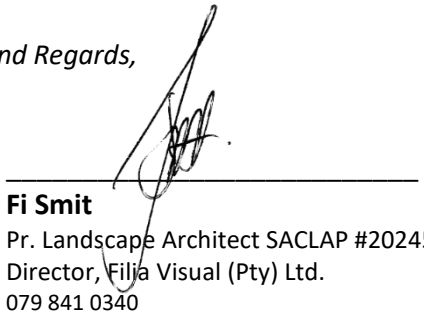
ii. Noticeable change in visual character of the area;
iii. Establishes a new precedent for development in the area.

The VIA must guide the project team in drafting enforceable visual and aesthetic Guidelines for each sub-precinct. Special attention should be given to Sub-precinct A which is the largest and most visible element of the proposed development (both during the day and at night), and the proposed road design and construction, which must be addressed with specific mitigation measures, and modelled to demonstrate the potential positive effects of the mitigations proposed.

Visual impacts for the Construction and Operational phases should also be determined, and mitigation measures dealing with the evolution and maturity of living landscape elements should be put in place to ensure that the proposed development achieves "embeddedness" in the landscape as soon as possible after construction, without detracting from the open agrarian landscape character.

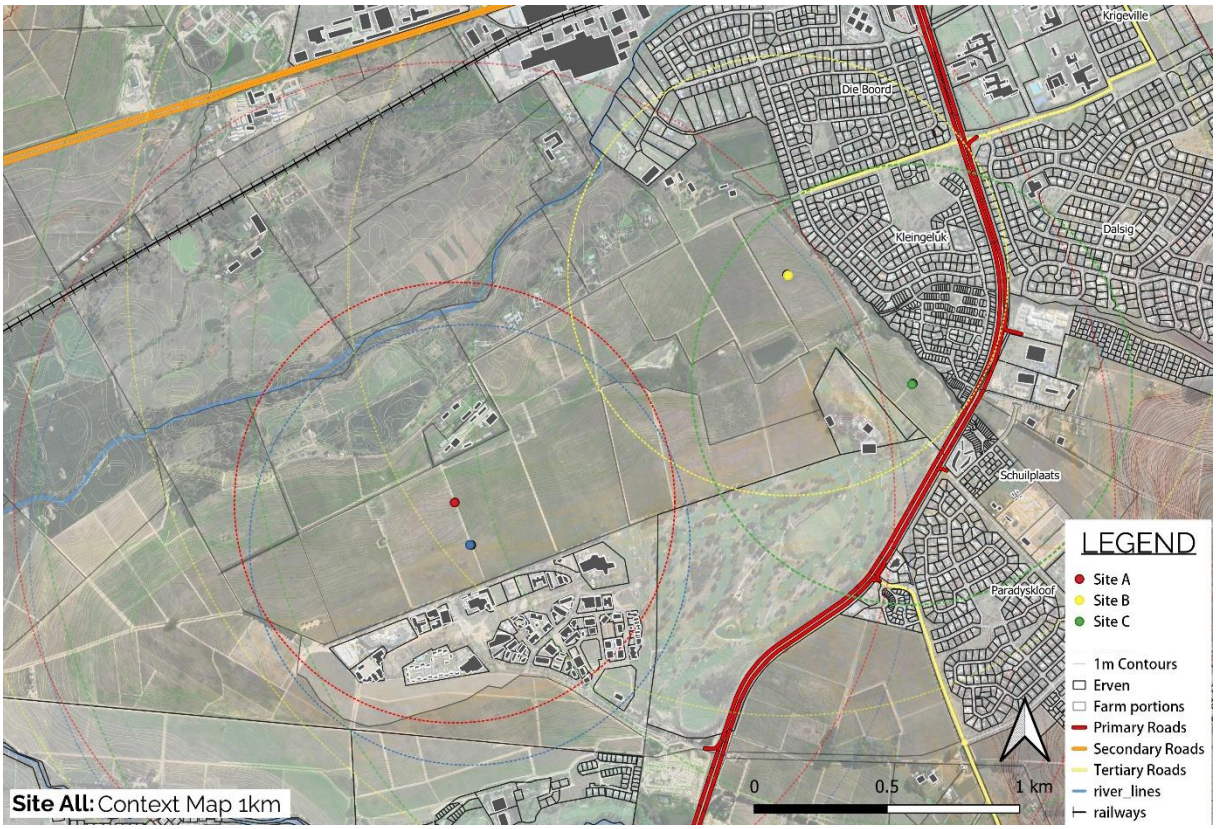
Please do not hesitate to contact us should you have any queries or questions.

With Kind Regards,



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APPENDIX A



Appendix Figure 1: *Viewshed transmitter Sub-precincts A, B, C and at the approximate location of the proposed road connector route (van der Merwe, 2021)*

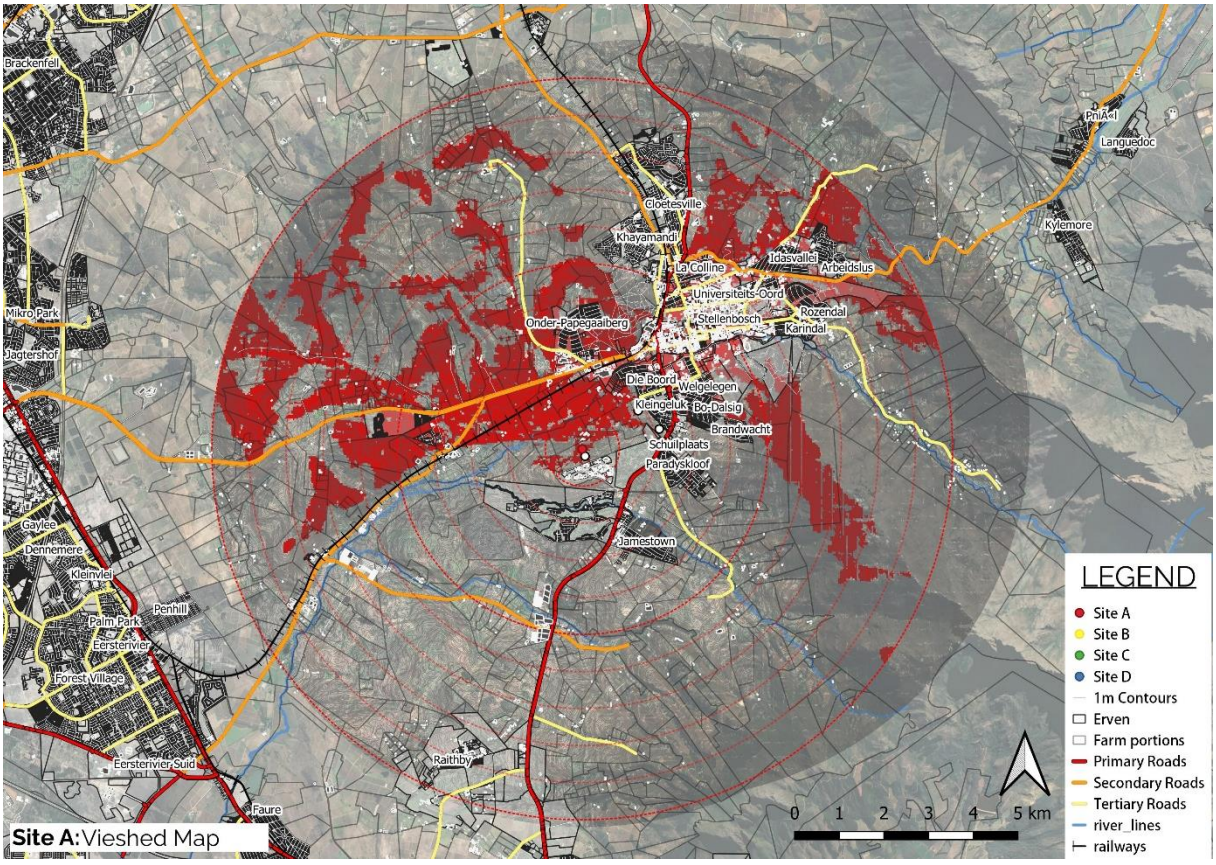


Appendix Figure 2: *Graphic overlay indicating the sub-precincts that transmitter sites A, B and C represent according to the URBA Urban Design Principles document (Source: URBA, 2021)*

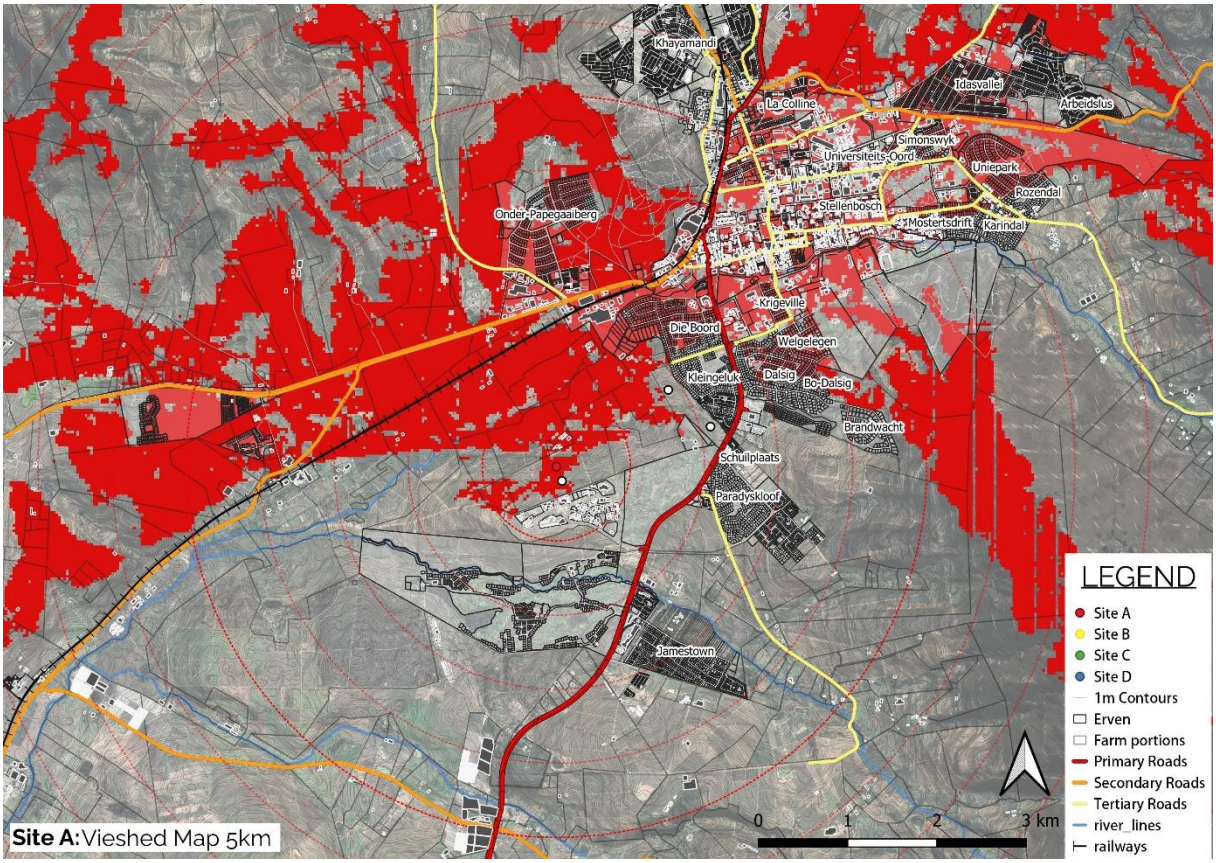
Site (Sub-precinct) A



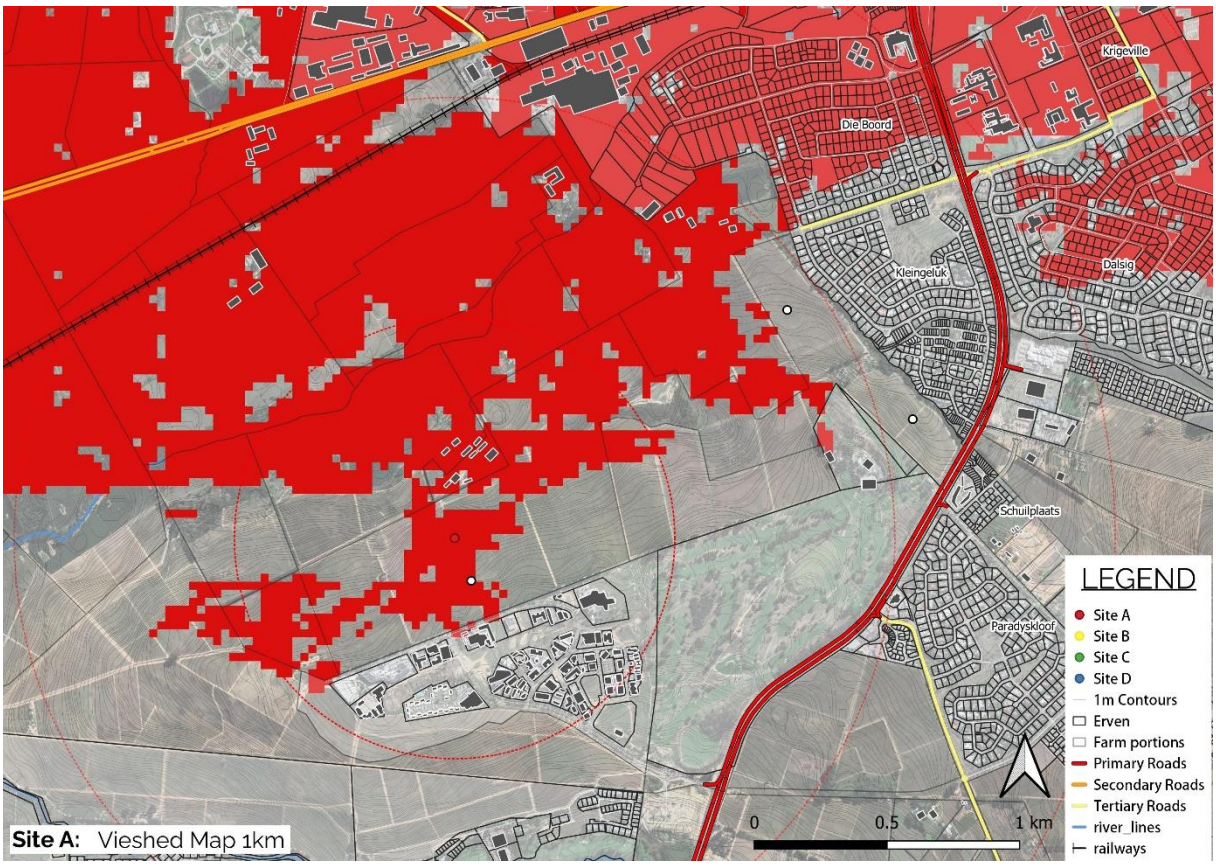
Appendix Figure 3: *Sub-precinct A (URBA, 2021)*



Appendix Figure 4: *Sub-precinct A Viewshed 10km (van der Merwe, 2021)*



Appendix Figure 5: *Sub-precinct A Viewshed 5km radius focus (van der Merwe, 2021)*

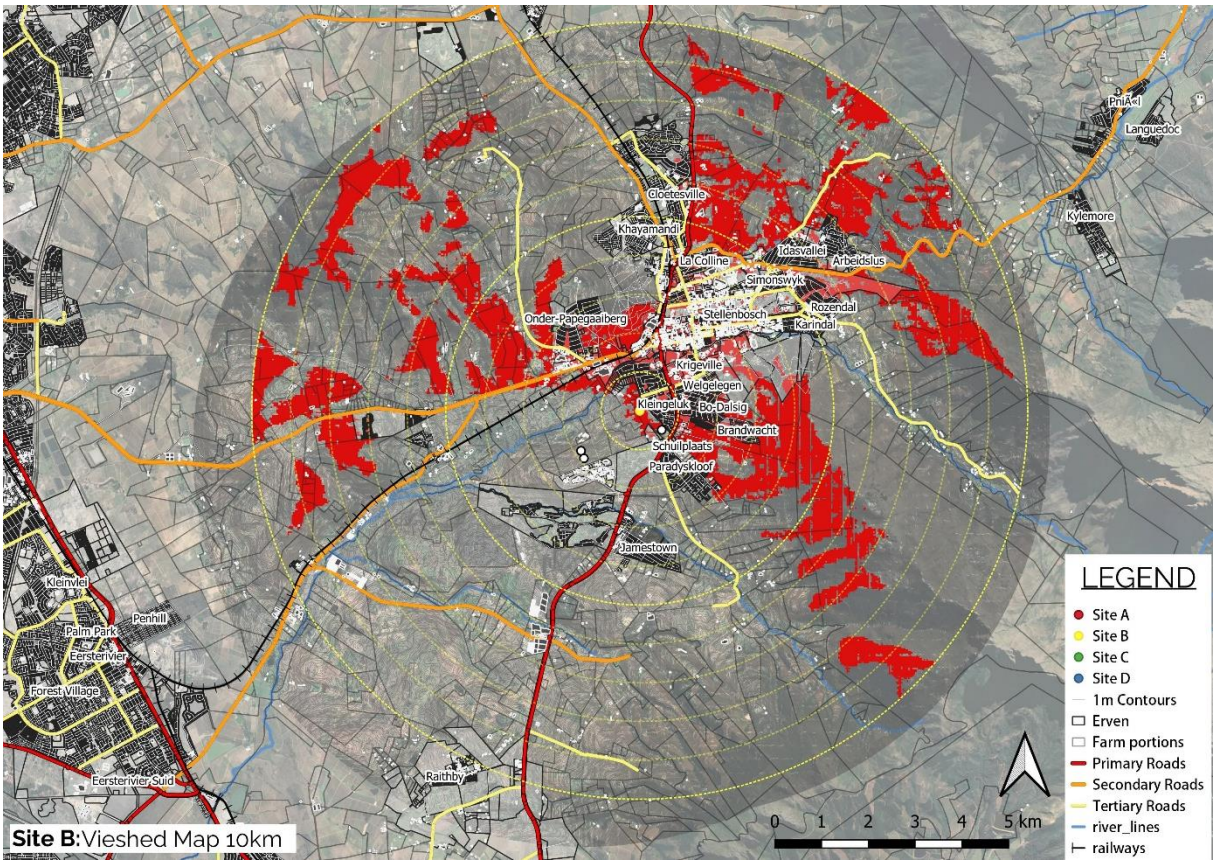


Appendix Figure 6: *Sub-precinct A Viewshed 1km radius focus (van der Merwe, 2021)*

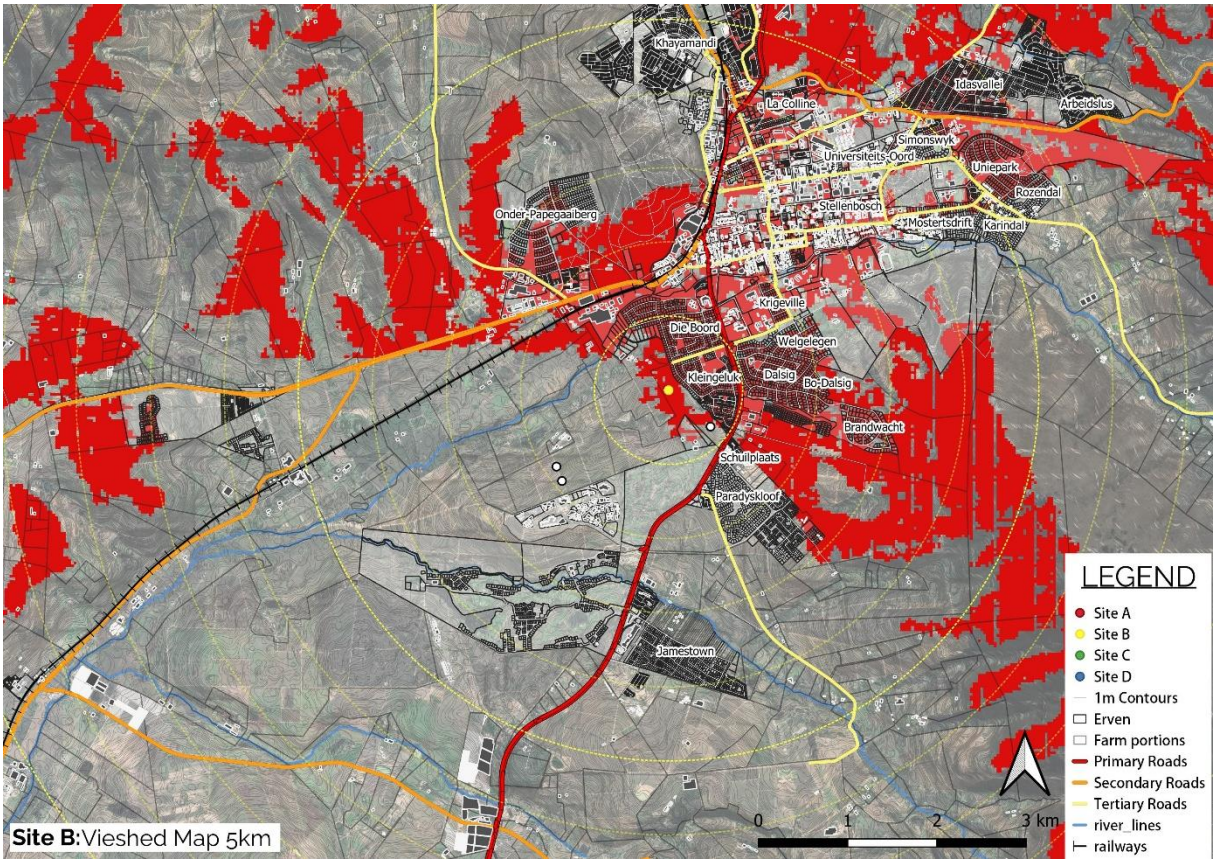
Site (Sub-precinct) B



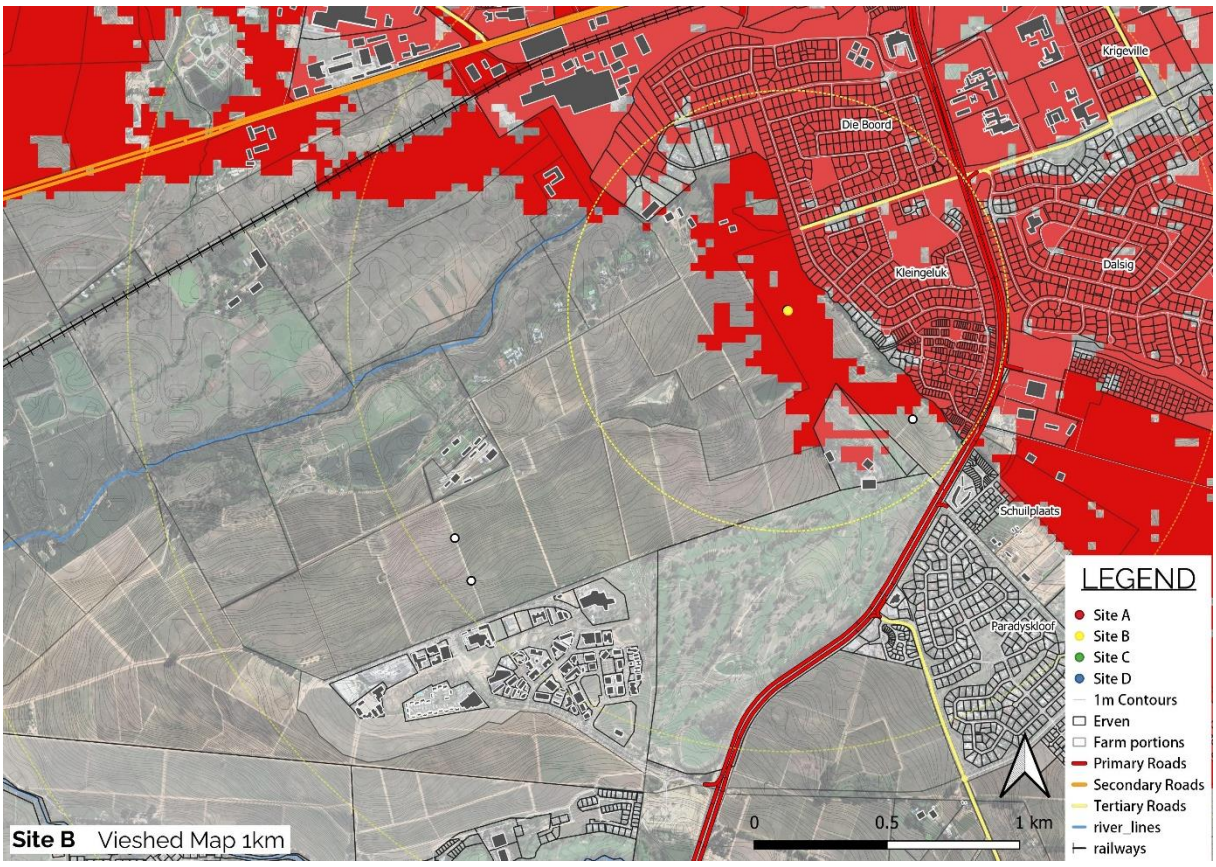
Appendix Figure 7: *Sub-precinct B (URBA, 2021)*



Appendix Figure 8: *Sub-precinct B Viewshed 10km (van der Merwe, 2021)*



Appendix Figure 9: *Sub-precinct B Viewshed 5km radius focus (van der Merwe, 2021)*

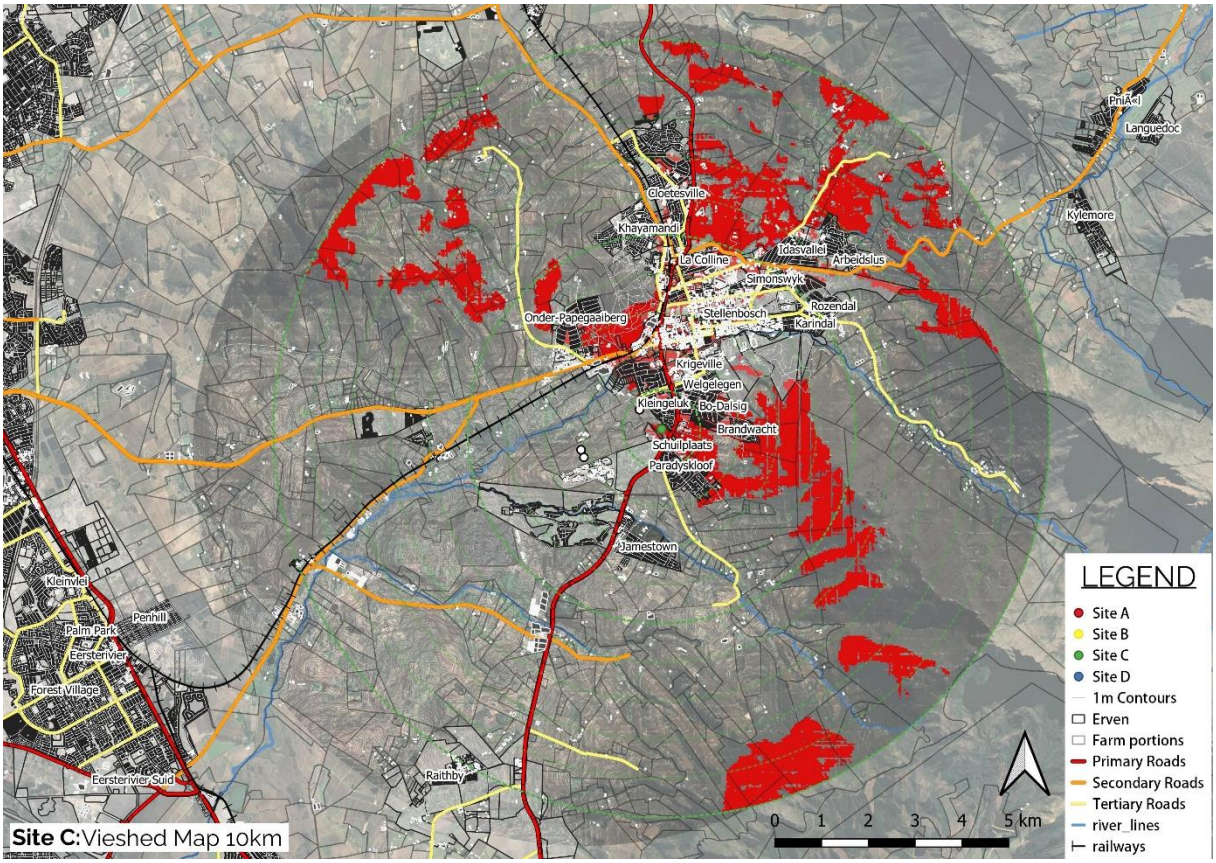


Appendix Figure 10: *Sub-precinct B Viewshed 1km radius focus (van der Merwe, 2021)*

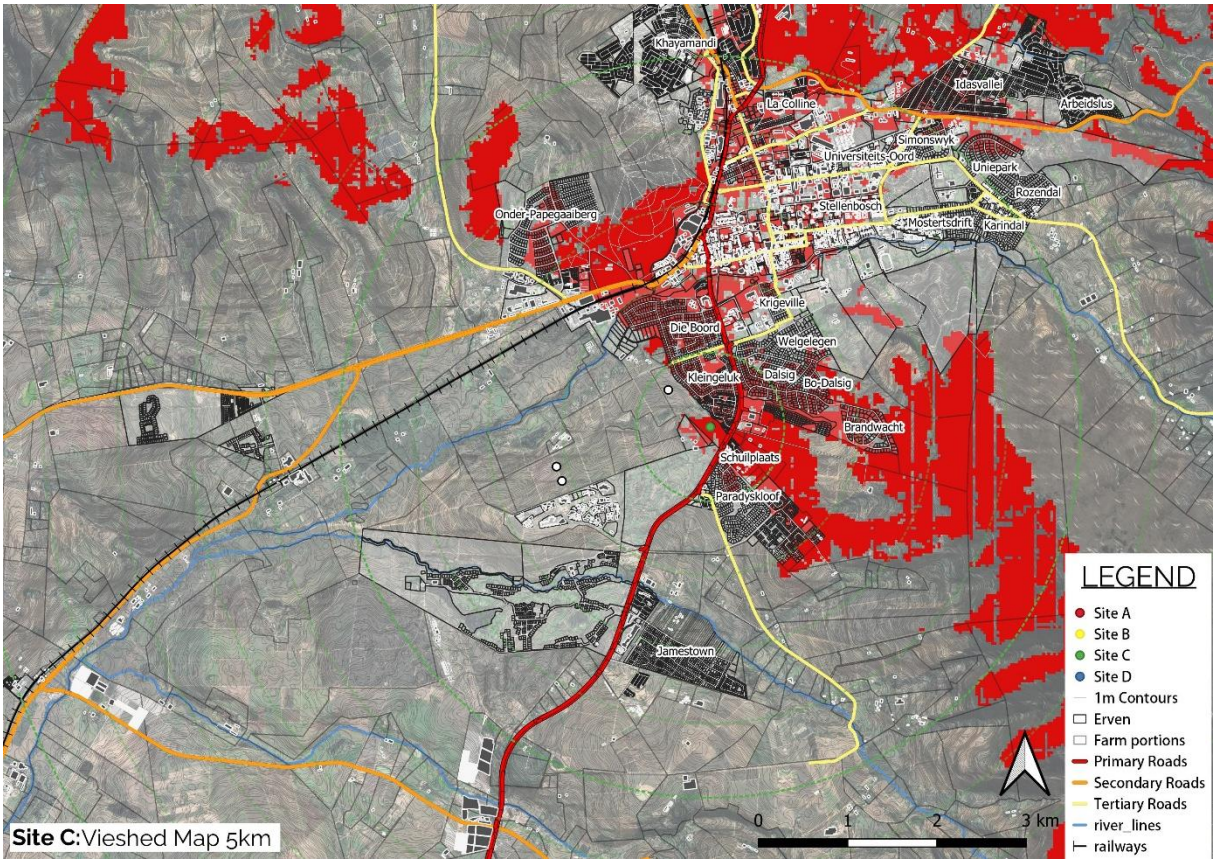
Site (Sub-precinct) C



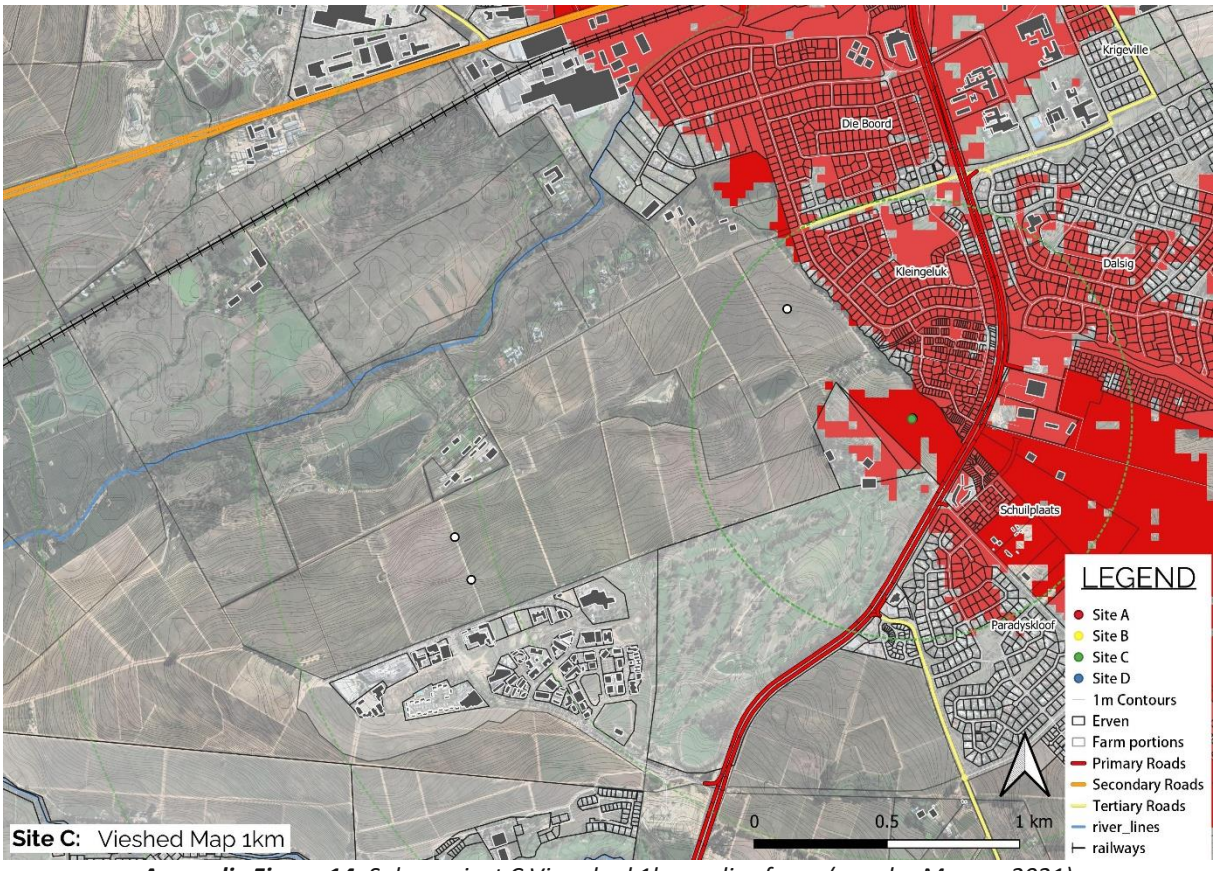
Appendix Figure 11: *Sub-precinct C (URBA, 2021)*



Appendix Figure 12: *Sub-precinct C Viewshed 10km (van der Merwe, 2021)*



Appendix Figure 13: *Sub-precinct C Viewshed 5km radius focus (van der Merwe, 2021)*



Appendix Figure 14: *Sub-precinct C Viewshed 1km radius focus (van der Merwe, 2021)*

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ANNEXURE 14

TRAFFIC IMPACT STATEMENT AND LETTERS REGARDING LINK ROADS

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urban development solutions

Date: 25 January 2023

Our Ref: UDS414/Reports/TIS/Rev03

First Plan Town and Regional Planners
P.O. Box 15865
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7506

ATTENTION: Ms Christine Havenga

Dear Madam,

APPLICATION FOR REZONING TO SUBDIVISIONAL AREA AND SITE SPECIFIC DEVIATION FROM URBAN EDGE FOR REMAINDER FARMS 1040 AND 1480, FARM 371 PORTION 2 AND FARM 374 PORTION 2, STELLENBOSCH: UPDATED TRAFFIC IMPACT STATEMENT

This company was appointed by *Foundation Capital* to prepare a Traffic Impact Statement (TIS) for the proposed mixed-use development on Remainder Farms 1040 and 1480, and Farms 371/2 and 374/2, Stellenbosch, with regard to the abovementioned application.

1. BACKGROUND AND LOCALITY

The subject property is situated between Techno Park (to the south/southwest), Stellenbosch Golf Course (to the south/southeast) and Die Boord residential area (to the east), Stellenbosch. See the attached ***Locality Plan***. The proposed development is referred to as *Libertas*.

The properties currently accommodate vineyards, dams, etc., and is currently situated to the outside of the Urban Edge. The intention of this application is therefore to investigate the possible inclusion thereof.

A TIS was previously prepared for the abovementioned application. Following submission thereof, discussions/meetings were held with the engineering- and planning departments of Stellenbosch Municipality with regard to the future road connection between Die Boord and Techno Park, traversing the subject property. Further input regarding the visual impact of the road link was also obtained. This report is thus an update of the previous TIS submitted.

This updated TIS accompanies the Application for Rezoning to Subdivisional Area and Site Specific Deviation from the Urban Edge for Remainder Farms 1040 and 1480, and Farms 371/2 and 374/2, Stellenbosch.

2. PROPOSED DEVELOPMENT

2.1 Proposed Development

The proposed development will be of mixed-use nature. At this stage, the development proposal consists of 1 257 residential opportunities, 12 000 m^2 retail/offices, and 9 500 m^2 cultural/institutional. See the attached ***Zoning Plan*** prepared by *nuvorm*.

A high level urban design layout is available at this stage, with the development proposal still being workshopped. The development clusters proposed is currently in the order of the schematic layout below (extract of urban design layout), portions 1, 2 and 3:

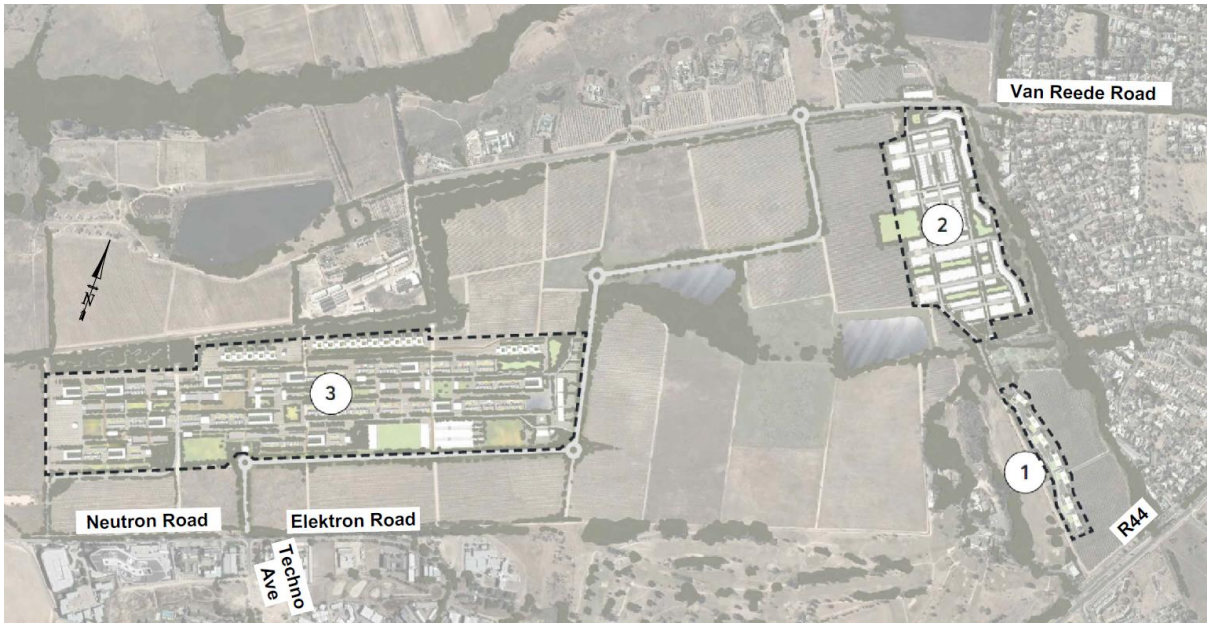


Diagram 1 : Schematic development clusters/portions proposed on subject property

2.2 Access to the Property

Access to the subject property is currently obtained from the extension of Van Reede Road, which intersects the R44 from the west, as indicated on the attached ***Locality Plan*** and/or ***Diagram 1*** above. Future access is anticipated to be via the said section of Van Reede Road to the R44, and via Techno Avenue/Neutron Road, which will provide further access to the R44, as well as to Adam Tas Road via the future Techno Park Link Road. Further detail on access will be discussed in *paragraph 4* below.

3. TRAFFIC

3.1 Previous Traffic Modelling Information

Traffic modelling, by way of the EMME modelling software, was previously conducted for a development concept on the subject property at that stage (base year 2019). The said concept included residential pockets accommodating about 460 units, a pocket accommodating about 15 000 m^2 Gross Leasable Area (GLA) offices, and a mixed-use pocket of about 110 000 m^2 GLA consisting of retail, offices, residential and educational.

The said modelling assessed three (3) scenarios, the first with access via Van Reede Road and the existing Techno Park road infrastructure, the second including the addition of the link to Adam Tas Road, but excluding the link bypassing Techno Avenue and Neutron Road, and ultimately, the third scenario including the full Techno Park Link Road (between the R44/Techno Avenue and Adam Tas Road). These scenarios are schematically indicated in ***Diagram 2*** below:

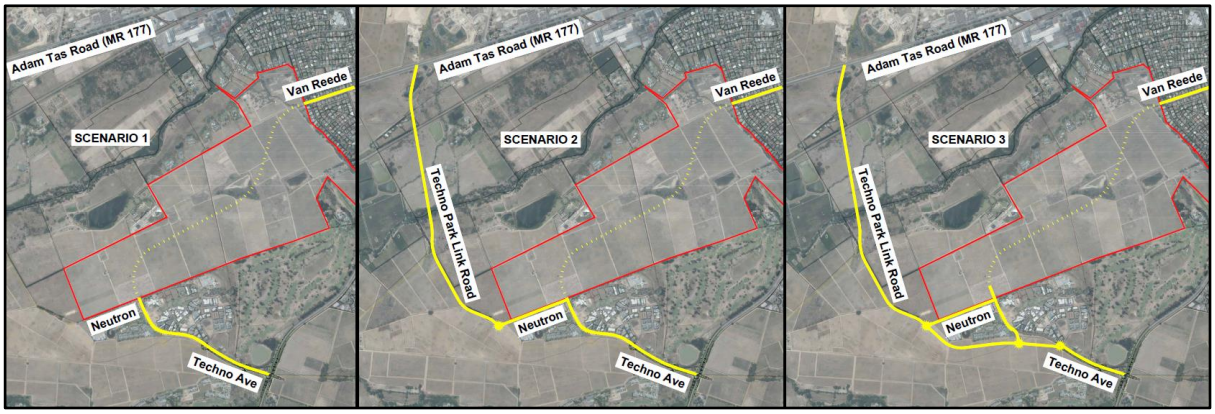


Diagram 2 : EMME modelling scenarios tested

The conclusion of the modelling was that a potential development of the mentioned extent would be possible with the Techno Park Link Road between Techno Park and Adam Tas Road in place – an extract of the AM peak hour volumes is indicated in ***Diagram 3*** below. The said link is currently a pending requirement, which will be discussed in *paragraphs 3.2 & 4* below.



Diagram 3 : EMME modelling conducted for previous development concept on the subject property, including Techno Park Link Road (between Techno Park and Adam Tas Road)

3.1 Traffic Generation

The current development concept being workshopped includes 1 257 residential units, 12 000 m^2 retail/offices, and 9 500 m^2 cultural/institutional. However, for the purpose of trip generation calculations, some more detail is required. Therefore, the scenario assessed assumed the following:

- That the areas quoted are Gross Leasable Area (GLA);
- That the retail/office area mentioned would be 50/50 retail/office; and
- That the area cultural/institutional would be a tertiary education facility such as a university, accommodating approximately 380 students.

During further applications, TIA/TISs will be compiled to assess the development scenario eventually applied for – these assumed development figures are thus considered illustrative for the purpose of trip generation calculations in this report.

Trip generation rates as contained in the TMH17 *South African Trip Data Manual* was consulted to calculate the potential peak hour traffic that can be generated by the proposed development. The TMH17 suggests the following applicable trip generation rates:

	AM Peak Hour		PM Peak Hour	
	Rate	Split (in/out)	Rate	Split (in/out)
Single Dwelling	1,0 trip per unit	25/75	1,0 trip per unit	70/30
Office	2,1 trips per 100 m^2 GLA	85/15	2,1 trips per 100 m^2 GLA	20/80
University/College	0,2 trips per student	80/20	0,2 trips per student	30/70
Retail*	1,9 trips per 100 m^2 GLA	65/35	10,9 trips per 100 m^2 GLA	50/50

**Based on the TMH17 Shopping Centre formulas:* $0{,}6 \times \left[1 + \frac{6}{1+m^2/3500}\right]$ & $3{,}4 \times \left[1 + \frac{6}{1+m^2/3500}\right]$

Furthermore, the TMH17 suggests trip adjustment (reduction) factors for mixed-use developments. The following are suggested for the abovementioned land uses:

Residential	10%	University	20%
Office	20%	Retail	10%

Based on the above (including reduction factors), the proposed development will have the potential to generate the following peak hour traffic:

	AM Peak Hour Trips			PM Peak Hour Trips		
	Total	**In**	**Out**	**Total**	**In**	**Out**
Residential (*1 257 units*)	1 131	283	848	1 131	792	339
Office (*6 000 m^2 GLA*)	101	86	15	101	20	81
University (*380 students*)	61	49	12	61	18	43
Retail (*6 000 m^2 GLA*)	104	68	36	590	295	295
Total	**1 397**	**486**	**911**	**1 883**	**1 125**	**758**

These potential peak hour trips are lower than the potential trip generation used in the previous EMME modelling.

3.2 Existing Traffic Conditions

It is well known that traffic in and through Stellenbosch is heavily congested during peak times. To address this, minor improvements have been implemented/are currently being implemented where funding is available, as will be discussed in *paragraph 4* below.

As mentioned in *paragraph 2.2* above, access will, inter alia, be possible via Techno Avenue. Currently, Techno Park only consists of one access, i.e. R44/Techno Avenue intersection. According to correspondence (1 December 2017) from Stellenbosch Municipality to Western Cape Government (WCG): *Department of Transport and Public Works*, during the approval process of the *Capitec Head Office* recently constructed in Techno Park, planning of the Techno Park access link to Adam Tas Road is being planned, the alignment fixed, and *"will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m"*, which *"will be more than enough to cover the construction costs for the link road"*. The approval letter for the Capitec-development received from WCG (26 February 2018), refers to the implementation of the second access to Techno Park to be implemented by Stellenbosch Municipality within a period of four years as condition. With this updated development proposal, which is noticeably smaller than the previous proposal, the possible DCs payable can be expected to be considerably lower than the figure quoted above.

It is thus not expected that sufficient capacity will be available for the full proposed development along the R44, with the existing road network.

3.3 Overview Impact

As briefly mentioned above, the potential peak hour trip generation, based on the available development information at this stage, compares well with the previous EMME modelling conducted. Based thereon, it is anticipated that sufficient capacity would exist to accommodate the proposed development with the Techno Park Link Road (between Techno Park and Adam Tas Road) in place.

According to preliminary comment received from Stellenbosch Municipality: *Infrastructure Services (Roads, Transport, Stormwater & Traffic Engineering)* on the proposed development, there would be capacity for development, without overloading the road network, once the extension of Van Reede Road and the western link between Techno Park and Adam Tas Road are in place.

Detail on road reserves, road layouts/cross-sections, intersection lane layouts, etc. will be addressed during further design stages.

4. GEOMETRY

As mentioned above, access to the subject property is currently obtained from an extension of Van Reede Road, which intersects the R44. With the development of the subject property, access to the west will also be required. Access to the proposed development in terms of the existing- and future road networks will be discussed hereafter.

4.1 Existing Road Network

As mentioned in the previous paragraphs, minor improvements have been implemented/are currently being implemented where funding is available. The most recent road upgrades in the vicinity of the subject property are *a)* the dualling of Techno Avenue (between the R44 and Proton Street) which includes the upgrade of the R44/Techno Avenue intersection to increase stop-line capacity (three through lanes along the R44 at the intersection with additional turning lanes), and *b)* the extension of Schuilplaats Road in Paradyskloof to intersect Trumali Road, with the changing of the existing unsafe median break at the R44/Paradyskloof Road intersection to a butterfly-intersection (which accommodates right-turn movements to/from the golf course only, and limits the Paradyskloof Road-approach to left-turn movements only). The construction of both of these projects have been completed.

With the abovementioned upgrades implemented and operational, relief can be expected during peak times for the next few years. However, as mentioned, the Techno Park Link Road (as second access to Techno Park) was identified as being required, and to be implemented by Stellenbosch Municipality by ± year 2022.

As previously mentioned, access to the subject property is currently obtained via Van Reede Road. The first section of the said access road, to the west of the existing Die Boord residential area, is currently a servitude providing access to the abutting properties – see ***Diagram 4*** below.

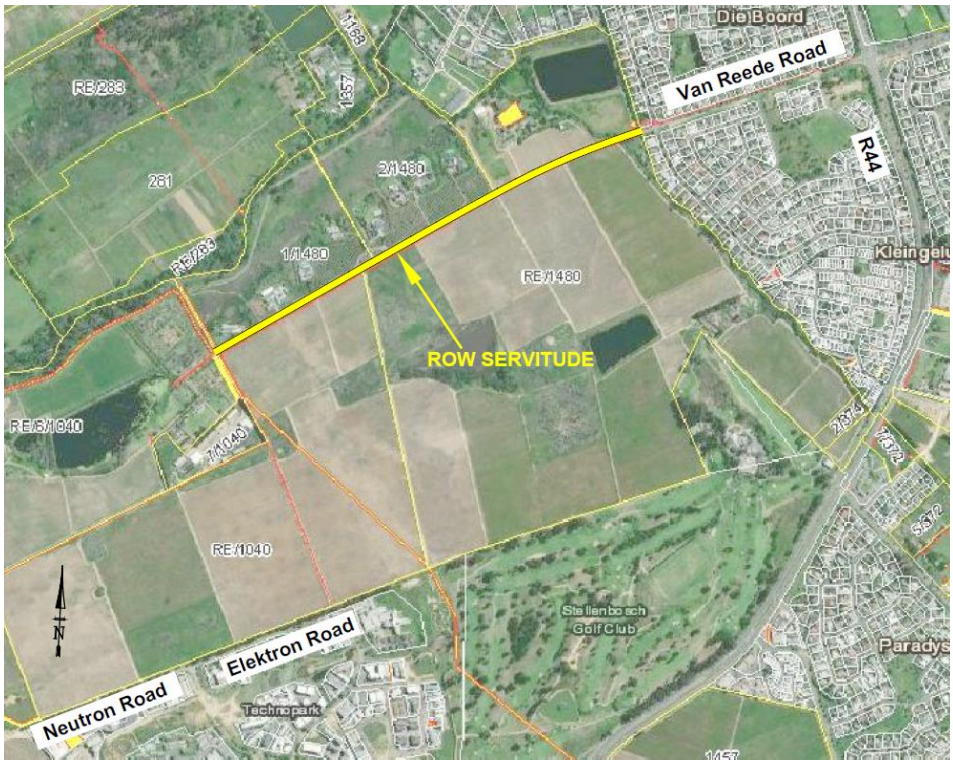


Diagram 4 : *Cape Farm Mapper* extract (with notes) – Right of Way (ROW) Servitude (yellow line)

4.2 Future Road Network

The ultimate future road network in the area, includes some additional link roads and potential bypass-roads to reroute existing pass-by traffic around Stellenbosch, as opposed to traveling through Stellenbosch as is currently the situation. The short- to medium-term links are as follows, and indicated in ***Diagram 5*** below:

Techno Park Link Road: This road link is to provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and soon the De Waldorf Development currently under construction. It is anticipated that the intersection of the Techno Park Link Road with Adam Tas Road would most likely initially be a signalised intersection.

Eastern Link Road: This road link is to provide access to Stellenbosch CBD as alternative to the R44. The road intersects the R44 opposite Techno Avenue, at the existing access to the Blaauwklippen Farm, and links with Stellenbosch CBD. The majority of the alignment is a Proclaimed Provincial Main Road (Main Road 169).

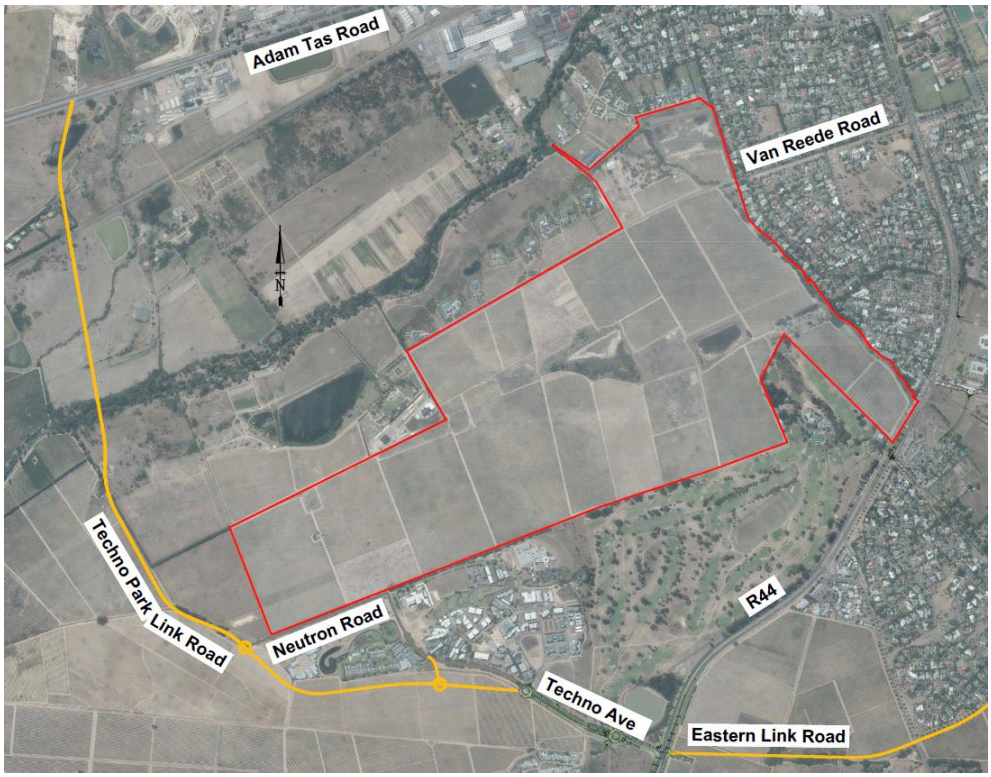


Diagram 5 : Future road network in vicinity of subject property

The abovementioned roads are also included in the Stellenbosch Municipality's Roads Master Plan. See an extract below:

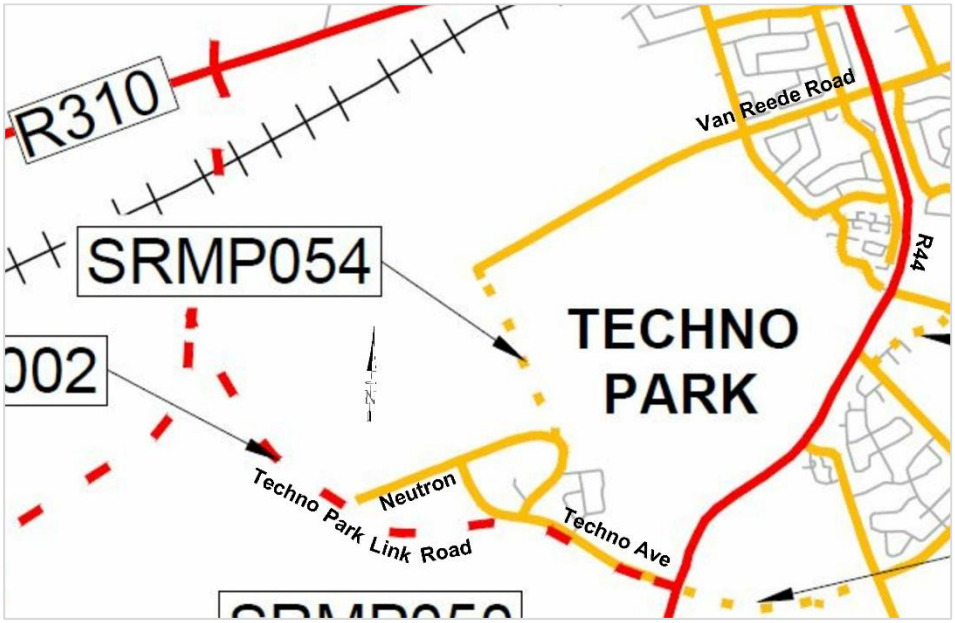


Diagram 6 : Stellenbosch Municipality's *Draft Road Master Plan* extract (with notes)

4.3 Proposed Development Access/Roads

As previously mentioned, access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road).

A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/portions.

According to information, Van Reede Road is classified as a Class 4-road. The Draft Roads Master Plan previously referenced, also indicates the road traversing the subject property as a future Class 4-road. Based on this classification, access to the said road would thus be limited, i.e. no direct erf accesses will be provided along the road. According to the available minimum guidelines of Stellenbosch Municipality, access spacing of 65 metres (opposite approaches) and/or 80 to 90 metres (adjacent approaches) are applicable along a Class 4-road. Access to any proposed or future precincts/portions should thus adhere to these guidelines, details of which will be addressed during further design stages. Similarly, the cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following the discussions with the Municipality as mentioned in *paragraph 1* above, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the engineering department provided in principle support. The proposed alignment, in the context of the proposed development portions, is schematically indicated in ***Diagram 7*** below. The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

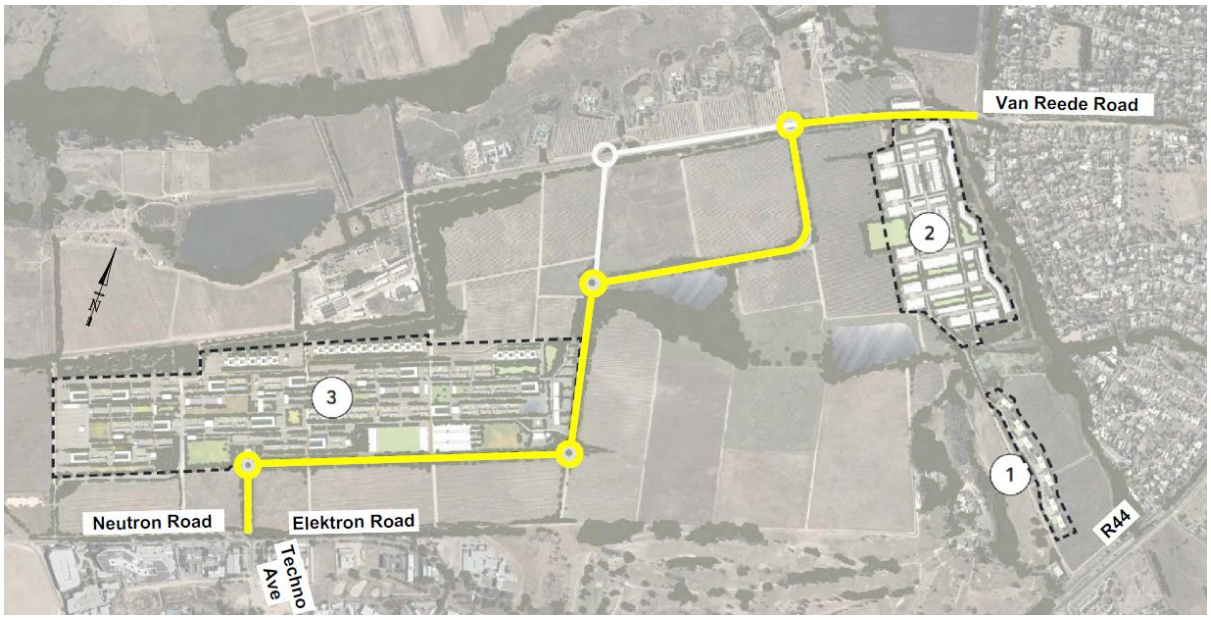


Diagram 7 : Proposed road link between Die Boord and Techno Park traversing the subject property

Detail on the road width, lane layout, etc. will be determined during further design stages.

5. PARKING

Parking will be addressed during further design stages, but will be provided in line with the requirements of Stellenbosch Municipality.

6. PUBLIC- AND NON-MOTORISED TRANSPORT

As mentioned, detail on the layouts will be addressed during further design stages. However, it is anticipated that public transport embayments will be required along the road traversing the subject property, especially at the intersections of the accesses to the development clusters/portions.

Similarly, accommodation for non-motorised transport (NMT) is anticipated to be required along at least the road traversing the property. The NMT provided traversing the site will also be linked to the surrounding facilities in line with the proposals included in the NMT Master Plan of Stellenbosch Municipality. An extract of the said plan is indicated below, with the green lines traversing the subject property (between Van Reede Road and Techno Park) indicating proposed Class 2-NMT routes:



Diagram 8 : Stellenbosch Municipality's *NMT Master Plan* extract (with notes)

As per the abovementioned NMT Master Plan Report, the following is applicable to Class 2 routes: *"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"*.

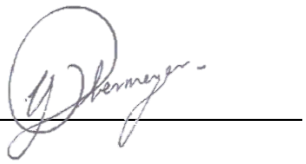
7. CONCLUSIONS

From the above it can be concluded that, with the Techno Park Link Road (between Techno Park and Adam Tas Road – currently a pending requirement to be implemented by Stellenbosch Municipality) in place, sufficient capacity would exist to accommodate the development of the subject property.

During further development applications, TIA/TISs will be required to address detailed road upgrades required, based on a refined development proposal for the subject property.

We trust that the Traffic Impact Statement will be to your satisfaction and will gladly provide any additional information required on request.

Yours faithfully,



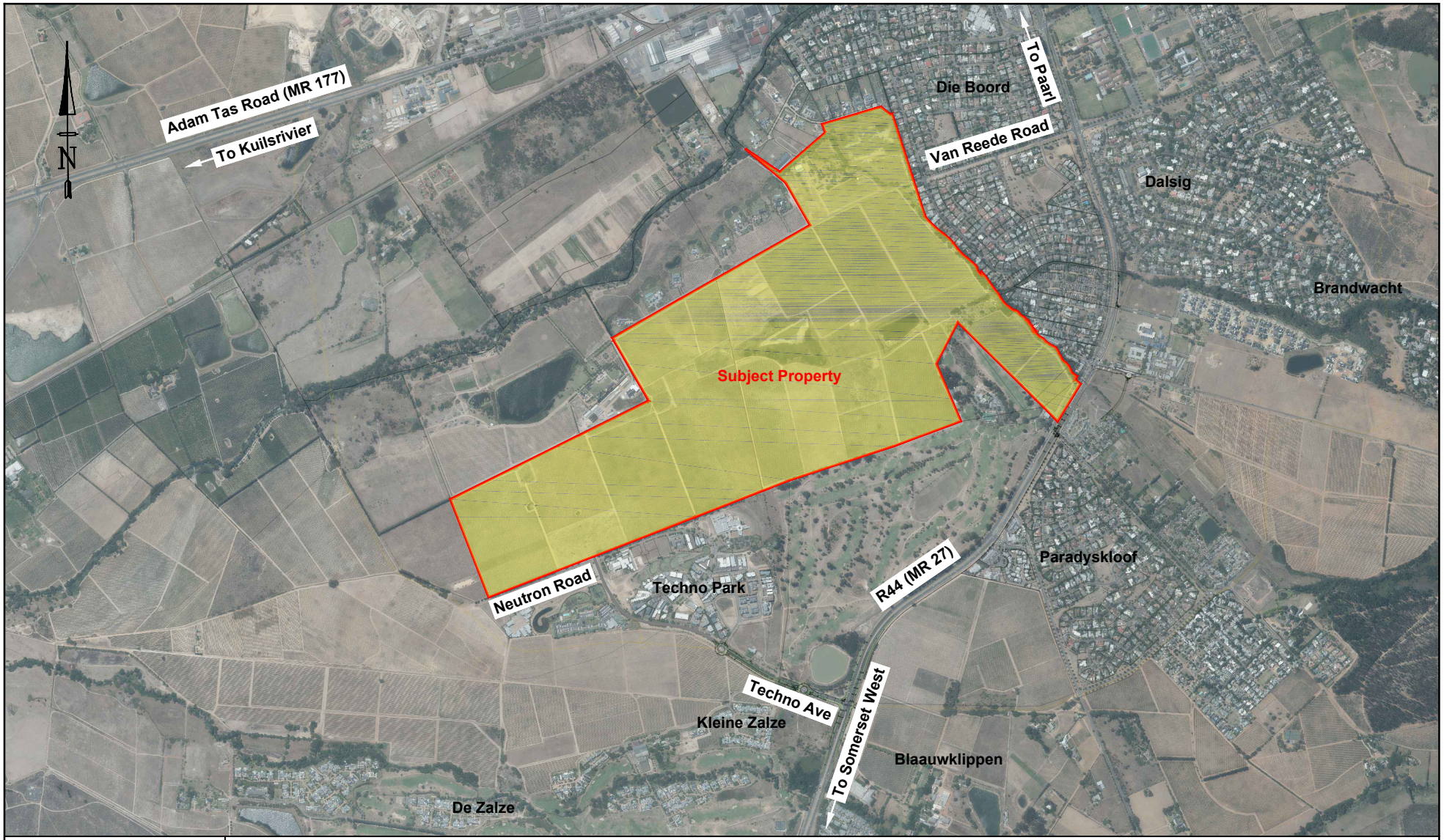
Compiled by: Yolandi Obermeyer (B Eng)

UDS AFRICA

Attachments:

Locality Plan

Zoning Plan (*nuvorm*)



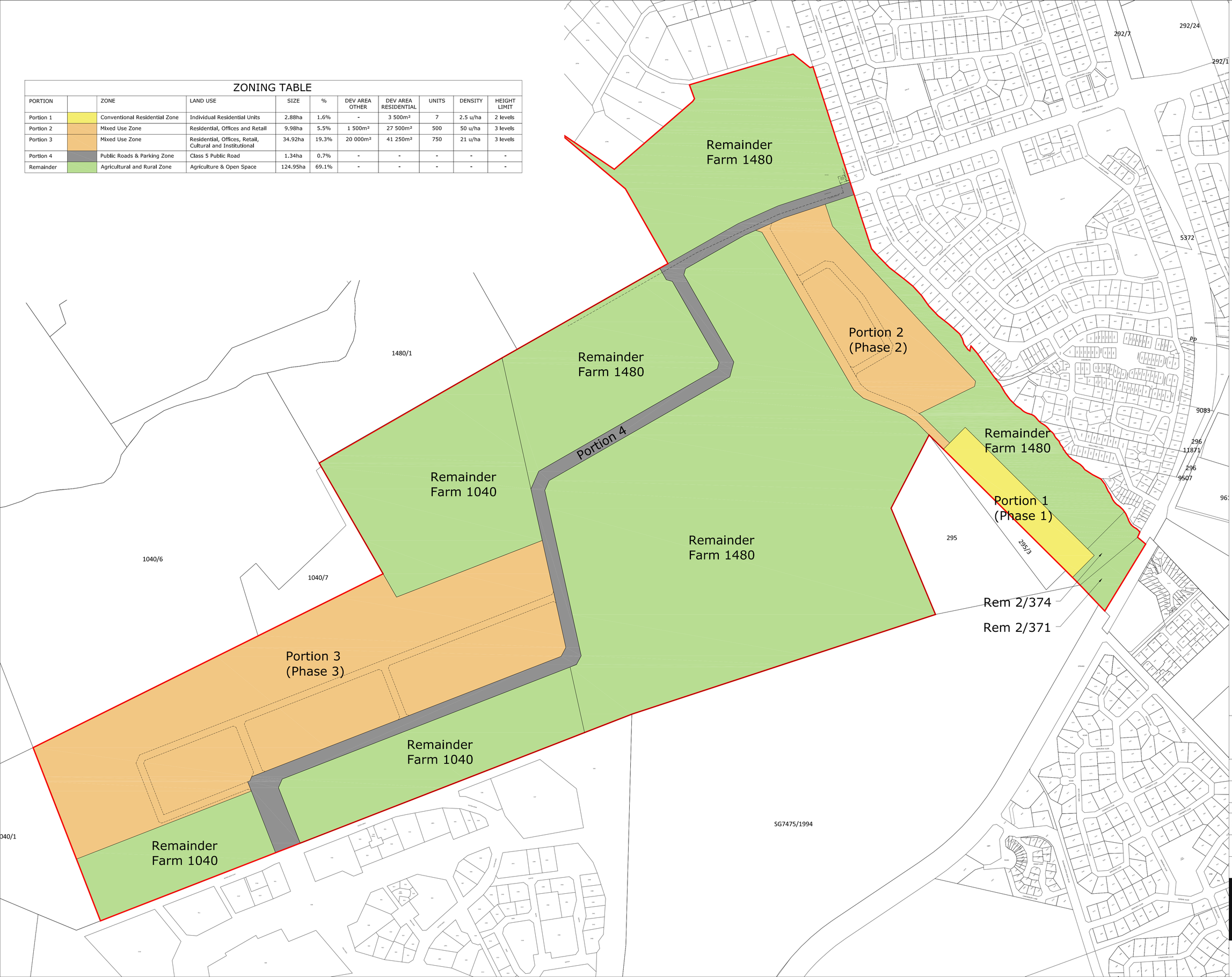
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Tel. 021 851 7188
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Locality Plan

ZONING TABLE

PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		MIxed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



REVISIONS

REV	DATE	DESCRIPTION
A	2022.12.12	ISSUED FOR INFORMATION
B	2023.01.10	ISSUED FOR INFORMATION
C	2023.01.15	ISSUED FOR INFORMATION

LIBERTAS
FOUNDATION CAPITAL

REMAINDER OF FARM 1040, REMAINDER OF FARM 1480, PORTION 2 OF FARM 374, PORTION 2 OF FARM 371

ZONING PLAN

CODE	PHASE	DISCIPLINE	NUMBER	REV
22AM	01	UD	1000	C

STELLENBOSCH

DRAWN BY:- nuvorm DATE: 2022.12.12 SCALE: NTS - A1

nuvorm
26 Mountain View Road, Stellenbosch, 7600
studio@nuvorm.com
nuvorm (Pty) Ltd - Reg no. 2021 / 815005 / 07

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INNOVATION CAPITAL

☎ 021-808 8203
🖷 021-883 9874

Directorate: Engineering Services
Direktoraat: Ingenieursdienste

epos/email:
John.muller@stellenbosch.gov.za

Our Ref/Ons Verw: 16/3/4/2
Your Ref/U Verw: 16/9/6/1-25/226 (Job 25303)

Date : 1 December 2017

Department of Transport and Public Works
P.O.Box 2603
Cape Town
8000

Attention: Mr M Watters

Dear Sir

CAPITEC HEADQUARTERS DEVELOPMENT APPLICATION: ERVEN 9190,9211 AND 13166, TECHNOPARK, STELLENBOSCH

Your letter to us on the above matter dated 27 November 2017 refers.

We take note of your concern and can confirm that we have started planning for the link road between Technopark and the Polka Drive Road, providing for an additional access to Technopark. The proposed link road will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m. This money will be more than enough to cover the construction costs for the link road. The municipality has already started with the planning of the alignment, which has already been fixed.

In addition to the construction of the proposed link road, we also plan the upgrading of the intersections along the R44 through Stellenbosch. These working drawings have already been finalised and the municipality is expecting support from the province for the further improvement of these intersections as part of the extension of the upgrading of the R44 between Somerset West and Stellenbosch. A meeting held between our Mayor, Director: Infrastructure Services, and Mr Len Fourie of your Department last week confirmed that we must make proposals for the upgrading of the intersections along the R44 through Stellenbosch as part of the R44 upgrade.



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We would also like to request a further meeting with Mr Fourie who is aware of the new upgrading requests for the R44. I trust you find this in order.

Please do not hesitate to contact us should you require any further information.

Yours faithfully

John Muller PrEng
MANAGER : TRANSPORT ROADS AND STORMWATER



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Physical Address: Plein Street, Stellenbosch, 7600 | Postal Address: PO Box 17, Stellenbosch, 7599 | Website: www.stellenbosch.gov.za

Western Cape Government
Transport and Public Works

ROAD NETWORK MANAGEMENT
Email: Grace.Swanepoel@westerncape.gov.za
tel: +27 21 483 4669
Rm 335, 9 Dorp Street, Cape Town, 8001
PO Box 2603, Cape Town, 8000

REFERENCE: 16/9/6/1-25/226 (Job 25303)
ENQUIRIES: Ms GD Swanepoel
DATE: 26 February 2018

Director: Planning and Economic Development
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Attention: Mr U von Molendorff

Dear Sir

ERVEN 9190, 9211 AND 13166, TECHNOPARK, STELLENBOSCH: APPLICATION FOR SUBDIVISION, CONSOLIDATION AND DEPARTURES

1. The following refer:

1.1 Letter 3421-P, Application no. LU/6562, dated 6 September 2017 from Clifford Heys of TV3 Architects and Town Planners, with attached application;

1.2 This Branch's letter 16/9/6/1–25/226 (Job 25303) dated 27 November 2017 to Stellenbosch Municipality;

1.3 Meeting held between the Provincial Minister of Transport and Public Works and officials, the Executive Mayor of Stellenbosch, the Municipal Manager and officials on 2 February 2018;

1.4 Your letter 16/3/2 to Minister Grant of this Department, for attention Mr M Watters, received on Thursday 22 February 2018.

2. The application is to enable a new development on Technopark Erven 9190, 9211 and 13166, Stellenbosch.

3. This application is for the following:

3.1 Subdivision of Erf 9190 into Portion A (the area between Erven 9211 and 13166) and Remainder Erf 9190;

3.2 Subdivision of Erf 13166 into Portion B and Remainder Erf 13166;

3.3 Consolidation of Portion A, Portion B and Erf 9211 to create one property;

3.4 In respect of the unregistered consolidation property:

3.4.1 A permanent departure to increase permissible coverage from 30% to 37%;

3.4.2 Permissions to increase building height and number of storeys above currently permitted limits;

3.4.3 Approval of the Site Development Plan.

4. A Traffic Impact Assessment (TIA) was prepared by iCE Group, their report dated July 2017. This report considers traffic impacts within the road network of Technopark as well as at the intersection of Techno Avenue (currently the sole access to Technopark) with Main Road 27 (the R44). This Branch in our letter of 27 November 2017 (see paragraph 1.2 above) expressed serious concern at the potential impacts on Main Road 27, not only at the intersection of Techno Avenue, but between Technopark and the centre of Stellenbosch.

5. Following the meeting referred to in paragraph 1.3 above, the letter from Mr J G Louw, Director: Infrastructure Services at Stellenbosch Municipality to Minister D Grant of the Department of Transport and Public Works (see paragraph 1.4 above) sets out Stellenbosch Municipality's commitments to road construction to meet the Department's requirements for improved access to the Technopark area in general and to the subject properties in particular. The letter notes *inter alia* the following:

5.1 Stellenbosch Municipality recognises the need to address the current high levels of congestion being experienced at the intersection of Main Road 27 (the R44) with Quantum Road (eastern entrance to Techno Park). Accordingly it is planning, as a first phase, to widen Quantum Road from Main Road 27 to the intersections with Proton and Electron Roads, as well as adding more lanes on Main Road 27. It is planned that implementation of this project will start in September 2018 and be completed in early 2019, in time for the completion of the planned development on erven 9190, 9211 and 13166 as per the current application.

5.2 Stellenbosch Municipality has also commenced with the planning of an additional access to Techno Park through a link with Main Road 177 (Polkadraai Road), as the second phase of upgrading access to Techno Park;

5.3 Stellenbosch Municipality has every intention to have the additional link road completed within a period of four years;

5.4 The time frame for completion of this additional access is linked to development contributions related to development adjacent to Techno Park, which would be sufficient for completion of the alternative access. However if, for whatever reason, progress on the further development is delayed, Stellenbosch Municipality will liaise with the DTPW on a revised solution to the additional access to Techno Park;

5.5 Stellenbosch Municipality shall obtain all necessary approvals for any planned work to be done on the Main Road 27/Techno Park entrance as well as the Main Road 177/Techno Park entrance well in advance of the commencement of construction work.

6. In light of the above, this Branch offers no objection to the subdivisions of erven 9190 and 13166; the consolidation of portions thereof with erf 9211; the granting of departures in respect of coverage and height and the approval of the Site Development Plan, subject to the following:

6.1 The widening of Quantum Road from Main Road 27 to the intersections with Proton and Electron Roads, as well as the provision of additional lanes on Main Road 27 as envisaged in the Traffic Impact Assessment (TIA) for the proposed development (iCE Group, July 2017) and also the implementation of all other recommendations in the TIA, in consultation with the Manager: Transport, Roads and Stormwater of Stellenbosch Municipality and the Design Directorate (Ms M K Hofmeyr 021 483 5713) of this Branch;

6.2 The timeous planning, design and implementation of an additional access to Techno Park through a link with Main Road 177 (Polkadraai Road), as the second phase of upgrading access to Techno Park and as set out in letter 16/3/2 dated 22 February 2018 from Stellenbosch Municipality;

6.3 The Applicant shall appoint an appropriately registered person to prepare detailed geometric, drainage and road pavement design drawings and details, to be submitted to the Design Directorate of this Branch for approval in respect of the intersections of Quantum Road with Main Road 27 and the new link road with Main Road 177;

6.4 The Applicant shall appoint an appropriately registered person to submit detailed construction drawings and proposals for traffic accommodation during construction for approval to the District Roads Engineer prior to construction;

6.5 The Applicant's consultant shall accept the handing over of the site in writing from the Road Authority prior to construction;

6.6 After completion of the construction phases, the Road Authority shall accept in writing the handing over of the site from the Applicant's consultant;

6.7 As built drawings shall be sent to this Branch (Ms GD Swanepoel), the District Roads Engineer (Mr S Buthelezi - 021 863 2020) and the Roads Department of Cape Winelands District Municipality (Mr ACA Stevens - 086 126 5263).

7.0 In terms of the Advertising on Roads and Ribbon Development Act 21 of 1940, this Branch approves the subdivision of erven 9190 and 13166.

Yours faithfully

For CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT

ENDORSEMENTS

1. Stellenbosch Municipality

   Attention: Mr Ulrich von Molendorff (e-mail)
   Mr Deon Louw (e-mail)

2. TV3 Architects & Town Planners

   Attention: Mr Clifford Heys(e-mail: Clifford@tv3.co.za)

3. iCE Group

   Attention: Mr Piet van Blerk (e-mail: pit@icegroup.co.za)

4. Mr C Roos (e-mail)

5. Mr ML Watters (e-mail)

6. Mr H Thompson (e-mail)

7. Mr B du Preez (e-mail)

8. Ms M Hofmeyr (e-mail)

9. Planning section

ANNEXURE 15

CIVIL ENGINEERING REPORT

FLEURBAAI (PTY) LTD

DEVELOPMENT OF FARMS
FLEURBAAI 1040 AND LIBERTAS 1480
STELLENBOSCH



CIVIL ENGINEERING SERVICES REPORT – REVISION 1

C 20 001
18 MAY 2021

INTEGRATE
STRUCTURAL AND CIVIL ENGINEERING

FARMS FLEURBAAI 1040 AND LIBERTAS 1480, STELLENBOSCH

CIVIL ENGINEERING SERVICES REPORT – REVISION 1

CONTENTS

1. INTRODUCTION 3
2. PROJECT DESCRIPTION AND DEVELOPMENT PROPOSALS 3
3. SITE GEOMORPHOLOGY AND GEOLOGY 3
4. CIVIL ENGINEERING INFRASTRUCTURE DESIGN PARAMETERS 4
5. ROADWORKS 4
5.1. Traffic Impact Assessment 4
5.2. Internal roads 4
6. POTABLE WATER 5
7. SEWERAGE 6
8. ELECTRICITY 7
9. STORM WATER 7
10. CONCLUSION 8

Appendix 1 – DRAWINGS

C 20 001 / 130 / A Bulk Sewer Connections
C 20 001 / 120 / A Bulk Water Connections

1. INTRODUCTION

Fleurbaai (Pty) Ltd appointed INTEGRATE Structural and Civil Engineering (Pty) Ltd as the Consulting Engineers for the proposed development of Farms Fleurbaai 1040 and Libertas 1480, Stellenbosch and to compile a Civil Engineering Services Report.

The services report has been compiled based on the Site Development Plan as prepared by FIRSTPLAN Town and Regional Planners with Urban Design input from URBA as well as the following specialist studies that have been commissioned to assess the suitability of the site for the intended development from an Engineering perspective:

- Traffic Impact Assessment by ICE Consulting Engineers.
- Electrical Infrastructure Services Report by CKR Consulting Engineers.

Meetings were also held with the Engineering Department at the Stellenbosch Municipality on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply and sewerage.

The above studies are contained in separate reports and forms part of the main rezoning application.

2. PROJECT DESCRIPTION AND DEVELOPMENT PROPOSALS

The project consists of the rezoning of Farms Felurbaai 1040 and Libertas 1480 from Agricultural and Rural Zone to Subdivisional Area to allow for a Mixed-Use Zone. The Development Proposals will include 1241 Single and Group Housing Residential Opportunities as well as other development opportunities such as Offices and Retail with a footprint of 13 138 m2 and Cultural and Institutional facilities with a footprint of 9 408 m2. ² .

The proposed approximate positioning of the development proposals are indicated on the Site Development Plans compiled by FIRSTPLAN Town and Regional Planners and is contained in the main rezoning application document.

3. SITE GEOMORPHOLOGY AND GEOLOGY

A comprehensive Geotechnical Investigation will be undertaken by Professional Geologists and the findings will guide the foundation and structural design of the buildings as well as the design of the Civil Infrastructure. No adverse underground conditions are expected.

4. CIVIL ENGINEERING INFRASTRUCTURE DESIGN PARAMETERS

The internal and external civil infrastructure will be designed to comply with the minimum standards contained in the "Guidelines for Installation of Engineering Services in Residential Areas", also known as the "Blue Book", as well as, standards and requirements of the Department of Water Affairs (DWA), the Stellenbosch Municipal Guidelines and Standards, and the Provincial Roads Engineer.

All construction drawings will be subject to approval by the Stellenbosch Municipality prior to construction.

5. ROADWORKS

5.1. Traffic Impact Assessment

A comprehensive Traffic Impact Assessment (TIA) was undertaken by the ICE Group (Pty) Ltd. and is contained in the main rezoning application document.

5.2. Internal roads

Internal roads will be surfaced with a combination of tar, paving and cobbling to suite the architectural theme. The road widths will be determined by the expected generated traffic and traffic calming measures will be implemented throughout to create an environment safe and inviting for pedestrians and cyclists.

6. POTABLE WATER

Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply system to serve the proposed development.

It was confirmed that adequate spare capacity exist in the Raw Water Supply, Water Treatment, Potable Water Storage and Conveyance Systems to supply the development. The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 120 / A, Bulk Water Supply Layout.

The Annual Average Daily Demand (AADD) of the proposed development is calculated as 1,04 M ℓ /day with an Instantaneous Peak Flow of 57 ℓ/ s . The development will be supplied by two pressure zones from the Paradyskloof Reservoir with a TWL of 191,8 MSL and the Papegaaiberg Reservoir with a TWL of 137,1 MSL .

7. SEWERAGE

The Annual Average Daily Wet Weather Flow (AADWWF) of the development is calculated as 0,94 Mℓ / day .

Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of sare capacities in the external sewerage system to serve the proposed development.

It was confirmed that adequate spare capacity exist in the External Bulk Sewage Conveyance System as well as the Sewage Treatment Works to serve the proposed development.

The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 130 / A, Bulk Sewer Connections.

The connection points are described as follows;

- The existing malfunctioning Baltron Sewage Pumpstation in Technopark will be abandoned and effluent will be diverted to connect with the proposed internal reticulation under gravity.
- A gravity connection will be made onto the existing Kleingeluk Gravity System.
- A gravity connection will be made to onto the existing Die Boord Gravity System.
- A new Pumpstation will be built on the lowest portion of the site to serve portions of the development that cannot gravitate to either the Kleingeluk or Die Boord gravity systems. The rising main will cross the Eerste River, either by attachment to an existing bridge crossing or via trenchless crossing at depth and will be installed in the existing servitude registered for the recently installed 355 mm dia De Zalze Sewer Rising Main. The approximate performance figures of the proposed pumpstation is as follows;
- Peak Incoming Flow : 35 ℓ/ s
- Pumping Rate : 45 ℓ/ s
- Starts / Hour : 5
- Rising Main Diameter : 250 mm

The performance figures will be finalized once the development proposals have been fixed.

8. ELECTRICITY

An Electrical Engineering Services Report has been compiled by CKR Consulting Engineers, and forms part of the main rezoning application.

9. STORM WATER

Stormwater run-off upto the 5 year storm event from hardened areas will be collected via catchpits and inlet grids and conveyed via a combination of open concrete channels and underground concrete pipework. The existing farm dams will be utilized as retention ponds to not exceed the predevelopment runoff rates, intercept solids and provide water polishing prior to release to the Eerste River. Adequate escape avenues exists for storms exceeding the 5 year event.

10. CONCLUSION

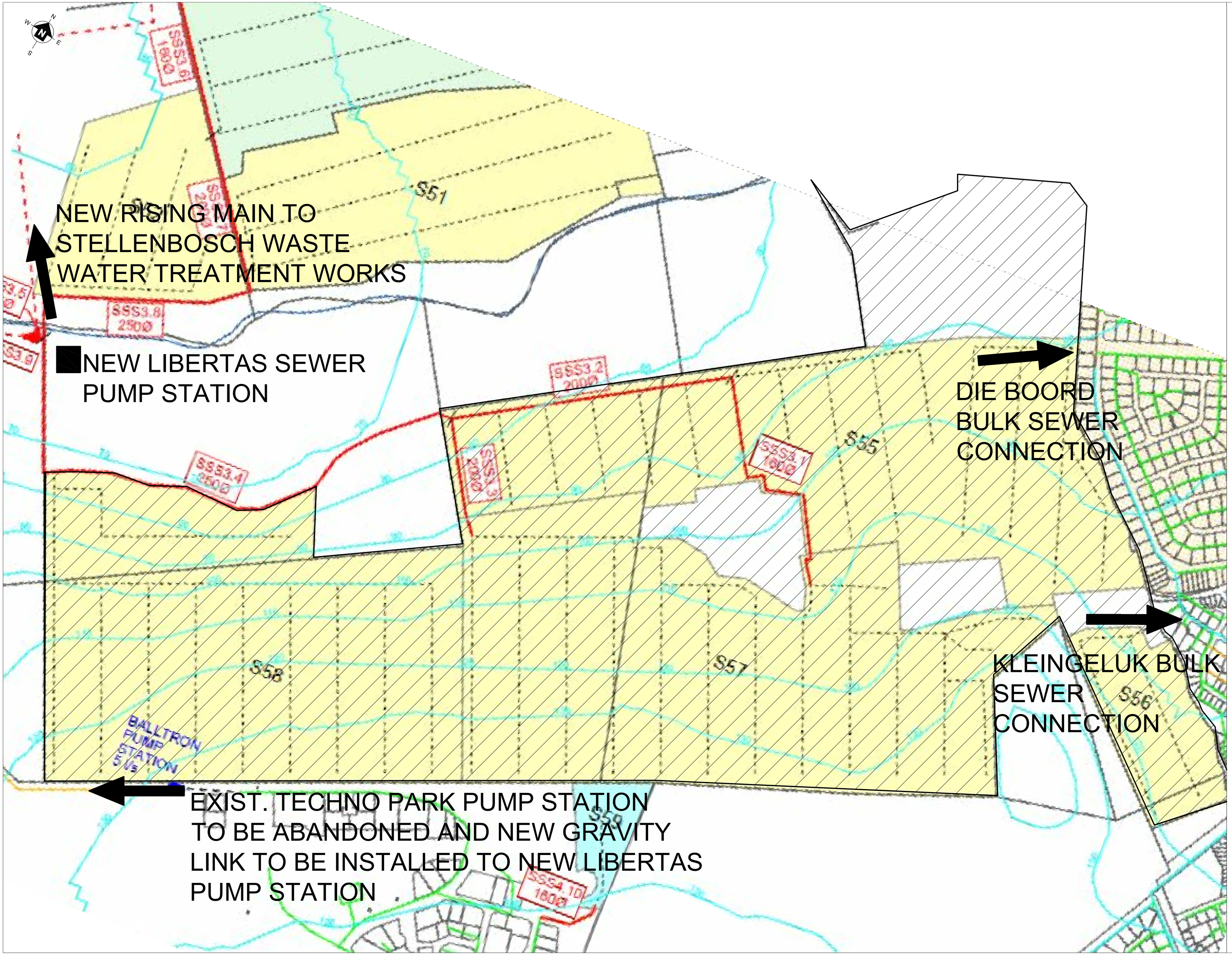
INTEGRATE has investigated the proposed development layout and engineering constraints of the site and are satisfied that the site is suitable for the intended development from an engineering point of view.



AJ BURROWS
For INTEGRATE Structural and Civil Engineering (Pty) Ltd

Appendix 1

Drawing Nr. C 20 001 / 130 / A Bulk Sewer Connections
Drawing Nr. C 20 001 / 120 / A Bulk Water Connections



THIS DRAWING IS THE CONFIDENTIAL PROPERTY OF INTEGRATE STRUCTURAL AND CIVIL ENGINEERING AND MAY NOT BE DISCLOSED TO A THIRD PARTY COPIES OR REPRODUCED IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF INTEGRATE

NOTES
1: See general construction notes drawing No. C20001-000-00 for notes.
2: Structural drawings must be read in conjunction with Architectural drawings and any discrepancies must immediately be brought to the attention of the Engineer.

PROJECT
LIBERTAS DEVELOPMENT

CLIENT
FLEURBAAI (PTY) LTD

KEY PLAN

Z	23.11.20	STELLENBOSCH MUNICIPALITY	PL
R	DATE	ISSUED TO	BY

A	23.11.20	FOR INFORMATION	PL	LL
R	DATE	REVISION	BY	CHKD

INTEGRATE
STRUCTURAL AND CIVIL ENGINEERING
VINEYARDS OFFICE ESTATE
99 JIP DE JAGER, BELLVILLE
PO BOX 5733
TYGER VALLEY 7536
TELEPHONE : 021 913 7353
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E-MAIL : info@isce.pro
INTERNET : www.isce.pro

DRAWING
BULK SEWER CONNECTION LAYOUT

STAND/ERF No,
LIBERTAS, STELLENBOSCH

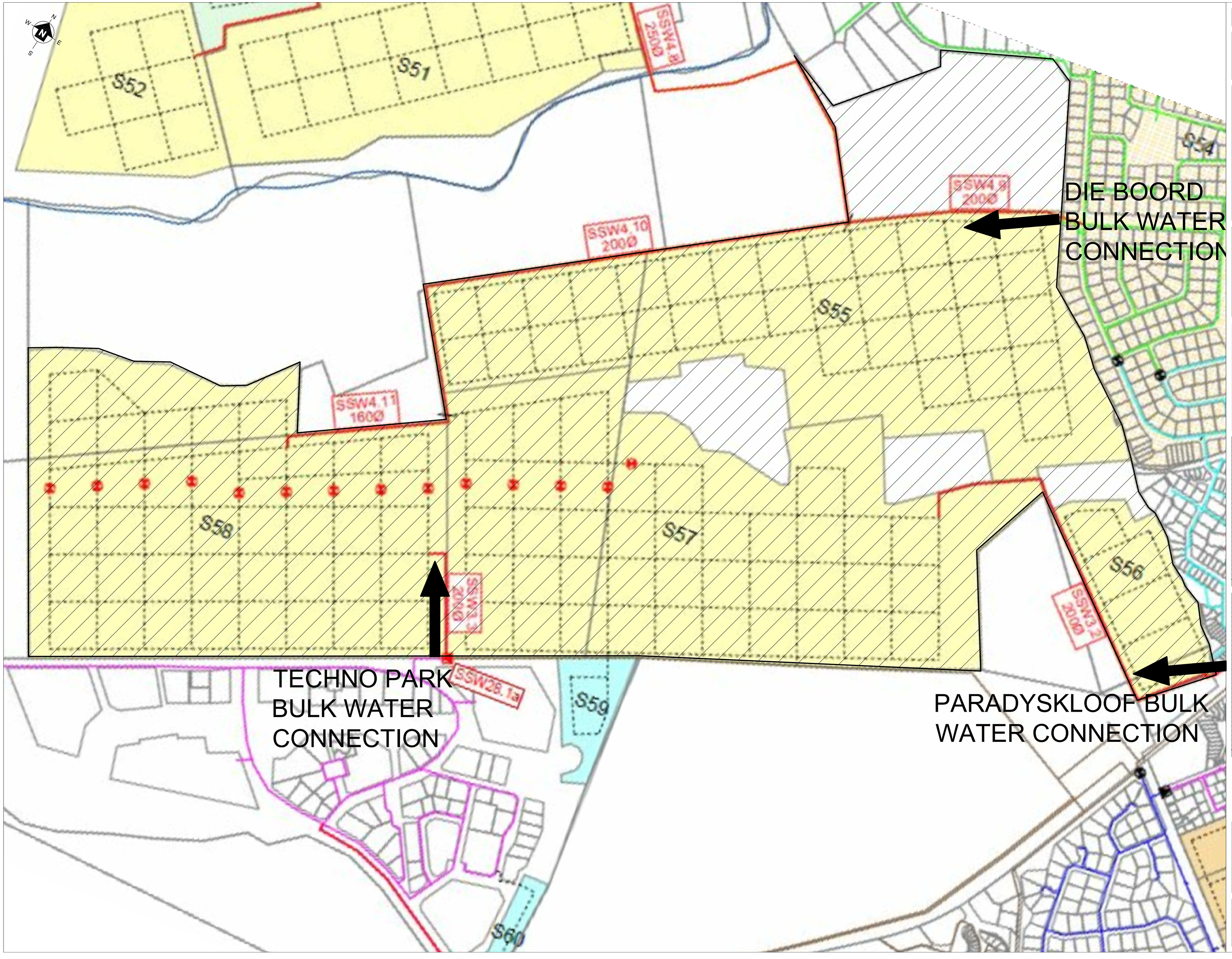
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ARCHITECT:
URBA

VERIFIED:	APPROVED:

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PROJECT
LIBERTAS DEVELOPMENT

CLIENT
FLEURBAAI (PTY) LTD

KEY PLAN

Z	23.11.20	STELLENBOSCH MUNICIPALITY	PL
R	DATE	ISSUED TO	BY

A	23.11.20	FOR INFORMATION	PL	LL
R	DATE	REVISION	BY	CHKD

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DRAWING
BULK WATER SUPPLY LAYOUT

STAND/ERF No.
LIBERTAS, STELLENBOSCH

SCALE:	DATE:	DRAWN:
1 : 2500 ON A0	NOVEMBER 2020	PL

ARCHITECT:
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VERIFIED: APPROVED:

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ANNEXURE 16

GLS ANALYSIS

From: Andre Burrows <andreb@isce.pro>

Sent: Monday, October 2, 2023 9:53 AM

To: 'Gideon Roos' <gideon.roos@firstplan.co.za>

Cc: christine.havenga@firstplan.co.za

Subject: FW: FLEURBAAI 1040 AND LIBERTAS 1480 - CONFIRMATION OF BULK WATER AND SEWER CAPACITY - CLARIFICATION AND SUPPLEMANTARY INFORMATION

REZONING OF FARMS FLEURBAAI 1040 AND LIBERTAS 1480 STELLENBOSCH

CAPACITY ANALYSIS OF THE BULK WATER AND SEWER INFRASTRUCTURE

CLARIFICATION AND SUPPLEMENTARY INFORMATION

CONFIRMATION OF BULK WATER AND SEWER INFRASTRUCTURE

This short report provides supplementary information and elaboration on the analysis undertaken by GLS Consulting Engineers on behalf of the Stellenbosch Municipality dated 31 July 2023 . A copy of the analysis is appended.

The annotations and cost estimates correspond with those supplied by GLS.

All amounts shown are based on 2022/2023 year values and exclude VAT.

BULK WATER

To accommodate precinct 1, precinct 3 and the higher lying erven in precinct 2 and to comply with the minimum standards of the Red Book the following link services fed from the Paradyskloof 1 reservoir will have to be installed at the Developers cost;

- New Item ; Pressure Reducing Valve R 372 000.00
- SSW3.2 ; 45 m x 200 mm dia New Supply Pipe and R44 crossing R 405 000.00
- SSW3.3 ; 495 m x 200 mm dia New Supply Pipe R 1 018 000.00
- SSW3.4 ; 1 100m x 200 mm dia New Supply Pipe R 2 226 000.00
- SSW3.7 ; Pressure Reducing Valve R 372 000.00

To accommodate the lower lying erven within precinct 2 and to comply with the minimum standards of the Red Book the following link service fed from the Papegaaiberg reservoir will have to be installed at the Developers cost;

- SSW4.10 ; 285 m x 250 mm dia New Supply Pipe R 697 000.00

The existing main 225 mm dia water feeder pipeline from the Papegaaiberg reservoir serving Die Boord is at peak capacity and requires upgrading to operate within the Red Book guidelines and to accommodate future developments. To achieve this the following upgrade to the network is proposed and will be funded by the Developer via the Bulk Infrastructure Connection Fees and Levies [BICELS] generated by the development;

- SSW4.1 ; 440 m x 700 mm dia New Supply Pipe R 7 304 000.00

Various Master Plan Items have been identified to bolster the Water Reticulation and Bulk Storage System in the Greater Stellenbosch area to comply with the minimum standards of the Red Book. These items are not essential for the development to comply with the Red Book but the Municipality may enter into a Service Agreement with the Developer and request the Developer to fund and implement some of the items via the BICELS generated by the development;

- SSW.B21 ; New Papegaaiberg 20 Ml reservoir R 60 000 000.00
- SPW.B7 ; New Supply Pipe from Vlottenburg reservoir to Papegaaiberg reservoir R 36 300 000.00
- SSW.B1, SSW.B2, SSW.B5, SSW1.1 and SSW1.2 ; Jamestown System upgrade R 31 600 000.00
- Helshoogte System
- SSW6.8a, SSW6.8b, SSW.B10, SSW.B11, SSW.B19, SSW.B20 and SSW.B35 to SSW.B38

Total Cost Estimate > R 100 000 000.00

- SSW.B37 and a portion of SSW.B20 R 40 000 000.00

However, the Paradyskloof System has sufficient spare capacity and pressures to also serve the lower lying erven within precinct 2 in the current system and it is proposed that the entire development be fed by the Paradyskloof 1 reservoir until the above Master Plan Items have been implemented, provided that the Pressure Reducing Valve, New Item , is installed.

SEWER

Precincts 1 and 2 of the proposed development can connect to the existing gravity sewer system in Die Boord without any upgrades to the system.

Precinct 3 however will require the implementation of the following Master Plan items to be funded by the Developer via BICELS generated by the development. These items will also serve new development areas to the west of Die Boord and areas adjacent to the Eerste River;

- SSS3.9 ; New Fleurbaai Bulk Sewer Pumpstation R 9 982 000.00
- SSS3.4 ; 1 275 m x 250 mm dia New Outfall Sewer R 3 511 000.00

IN CONCLUSION;

INTEGRATE confirms that Bulk Water and Sewer Capacity is in place to serve the proposed Development and the costs incurred by the Developer on the upgrading of the Bulk Infrastructure will bolster the water and sewerage infrastructure serving the greater Stellenbosch area.

Kind Regards,

André Burrows

INTEGRATE
STRUCTURAL AND CIVIL ENGINEERING

ANDRE BURROWS
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Infrastructure planning

31 July 2023

Integrate
Sippel & de Lange Building
C/o Techno and Electron Street
Techno Park
STELLENBOSCH
7600

Attention: Mr André Burrows

Dear Sir

DEVELOPMENT OF FARMS 1040 (FLEURBAAI) & 1480 (LIBERTAS) IN STELLENBOSCH: CAPACITY ANALYSIS OF THE BULK WATER & SEWER SERVICES

Your request regarding comments on the bulk water and sewer supply to the proposed development (mainly residential development on Farm Fleurbaai 1040 and Farm Libertas 1480, Stellenbosch), refers.

This document should inter alia be read in conjunction with the Water Master Plan (performed for the Stellenbosch Municipality) dated June 2023 and the Sewer Master Plan dated June 2023.

Future development areas S55, S56, S57 & S58, which includes the proposed development, was conceptually taken into consideration for the recently completed master plans for the water and sewer networks.

1. WATER DISTRIBUTION SYSTEM

1.1 *Distribution zone*

The master planning indicated that phase 1, phase 3 and the higher lying erven of phase 2 of the proposed development area should be accommodated in the existing Paradyskloof reservoir no. 1 water distribution zone, and the lower lying erven of phase 2 should be accommodated within the existing Papegaaiberg reservoir water distribution zone.

The connection to the existing system should be done to the existing 300 mm diameter pipe on the eastern side of the R44 Main Road for phase 1 and the higher lying erven of phase 2 of the development, to the existing 160 mm diameter pipe on the corner of Van Reede Road and Lovell Avenue for the lower lying erven of phase 2 of the development and to the existing 200 mm diameter pipe on the corner of Techno Avenue and Neutron Road for phase 3 of the development, as shown on Figure 1 attached.

The proposed development is situated inside the water priority area.

1.2 *Water demand*

The original water analysis for the master plan was performed with a total annual average daily demand (AADD) for the proposed development area (portions of future development areas S55, S56, S57 & S58 in the June 2023 water master plan) of 662,6 kL/d.

For this re-analysis of the master plan, the total AADD and fire flows for the proposed development were calculated as follows:

Phase 1:

• 7 Single residential erven @ 2,0 kL/d/erf [(1)]		=	14,0 kL/d
	Sub-total	=	14,0 kL/d

Phase 2:

• 500 Residential units @ 0,40 kL/d/unit [(1)]		=	200,0 kL/d
• 1 500 m^2 offices & retail area @ 0,65 kL/d/100 m^2 [(1)]		=	9,8 kL/d
	Sub-total	=	209,8 kL/d

Phase 3:

• 750 Residential units @ 0,60 kL/d/unit [(1)]		=	450,0 kL/d
• 20 000 m^2 offices & retail area @ 0,65 kL/d/100 m^2 [(1)]		=	130,0 kL/d
	Sub-total	=	580,0 kL/d
	Total	=	803,8 kL/d

[(1)] As per Table J.2 from Section J - Water Supply of "The Neighbourhood Planning and Design Guide" (so called "Red book").

- Fire flow criteria (Moderate risk) = 25 L/s @ 10 m

1.3. *Present situation*

1.3.1 Network capacity

Paradyskloof no. 1 reservoir zone

The existing Paradyskloof no. 1 network is supplied under gravity from the Paradyskloof no. 1 reservoir with a Top Water Level (TWL) of 191,8 metres above mean sea level (m a.s.l.) There is sufficient capacity in the existing water reticulation network to accommodate phase 1, phase 3 and the higher lying erven of phase 2 of the proposed development.

The following link services items will however be required to connect the proposed development to the existing reticulation network of the Paradyskloof no. 1 reservoir zone and to regulate water pressure at the development:

Link services

• Item 1	: New pressure reducing valve	R	372 000 *
• SSW3.2	: 45 m x 200 mm Ø new supply pipe & R44-crossing	R	405 000 *
• SSW3.3	: 495 m x 200 mm Ø new supply pipe	R	1 018 000 *
• SSW3.4	: 1 100 m x 200 mm Ø new supply pipe	R	2 226 000 *
• SSW3.7	: New pressure reducing valve	R	372 000 *
	Total	R	4 393 000 *

(* Including P & G, Contingencies and Fees, but excluding VAT - Year 2022/23 Rand Value. This is a rough estimate, which does not include major unforeseen costs).

Take note that the routes of the proposed pipelines are schematically shown on Figure 1 attached, but have to be finalised subsequent to detail pipeline route investigations.

Papegaaiberg reservoir zone

The existing water network in Die Boord suburb is supplied under gravity from the Papegaaiberg reservoir with a TWL of 142,9 m a.s.l. The reticulation network within Die Boord has sufficient spare capacity to accommodate the lower lying erven of phase 2 of the proposed development.

The main 225 mm diameter supply pipeline from the Papegaaiberg reservoir to the network is however at capacity (flow velocity during peak demand exceeds 1,75 m/s) and should be upgraded to a larger diameter in order to accommodate additional development within the supply area.

The following link services item will be required to connect the lower lying erven of phase 2 of the proposed development to the existing 160 mm diameter pipe on the corner of Van Reede Road and Lovell Avenue:

Link services

- SSW4.10 : 285 m x 250 mm Ø new supply pipe R 697 000 *

(* Including P & G, Contingencies and Fees, but excluding VAT - Year 2022/23 Rand Value. This is a rough estimate, which does not include major unforeseen costs).

Take note that the route of the proposed pipeline is schematically shown on Figure 1 attached, but has to be finalised subsequent to a detail pipeline route investigation.

1.3.2 Water pressure

The existing Papegaaiberg reservoir can supply water to development up to ± the 110 m contour line (static pressure will be ± 3.0 bar and peak pressure will be above 2.0 bar, depending on the head loss through the system). Phase 2 of the development is located roughly between the 90 m and 115 m contour lines and water pressure at the higher lying erven will be below 24 m water pressure at ground elevation during peak demand. The proposed height limit for the buildings for phase 2 is 3 storages and the higher lying areas of phase 2 of the proposed development can therefore not be accommodated within the Papegaaiberg reservoir zone.

Phases 1 of the development is located roughly between the 110 m and 125 m contour lines and Phases 3 between the 90 m and 125 m contour lines. The TWL of the Paradyskloof no. 1 reservoir is 191,8 m, resulting in static pressures of above 80 m and above 100 m for phases 1 and 3 respectively. It is therefore proposed that water pressure supplied from the Paradyskloof no. 1 reservoir to these development area is regulated through pressure reducing valves (PRVs).

1.3.3 Reservoir capacity

Papegaaiberg reservoir

The criteria for total reservoir volume used in the Stellenbosch Water Master Plan is 48 hours of the AADD (of the reservoir supply zone) for gravity and pumped supply to the reservoir.

According to the water master plan the AADD of the Papegaaiberg reservoir water distribution zone is currently approximately 3 037 kL/d. The reservoir storage capacity of the Papegaaiberg reservoir is 4 500 kL, which results in a current reservoir storage capacity of only 36 hours of the AADD.

There is therefore insufficient capacity in the existing Papegaaiberg reservoir to accommodate the lower lying erven of phase 2 of the proposed development.

Paradyskloof no. 1 reservoir

The reservoir storage capacity of the Paradyskloof no. 1 reservoir is 10 000 kL and the reservoir has ample spare capacity to accommodate the proposed development.

1.3.4 Bulk supply

Papegaaiberg reservoir

In the water master plan the required bulk water supply to the Papegaaiberg reservoir (from the Idas Valley and Paradyskloof WTWs) is calculated at a peak demand of ± 10,6 ML/d.

The capacity of the existing system to supply this peak demand is calculated as follows:

- ± 4,0 ML/d from the Idas Valley WTW (this can only be achieved if there is sufficient supply from the Idas Valley WTW).
- > 20.0 ML/d from the Paradyskloof WTW (capacity of Paradyskloof WTW is 20.0 ML/d)

Theoretically the existing bulk system has sufficient spare capacity available to accommodate additional development in the existing water system. The existing Papegaaiberg reservoir (4,5 ML) is however small relative to the area supplied from the reservoir (gravity feed) together with the areas supplied with bulk water from the reservoir (pumped to Kayamandi and Kleinvallei reservoirs) and the risk that the reservoir runs dry if supply problems from the Paradyskloof source to the reservoir is experienced is significant.

It is therefore proposed in the water master plan that supply to the strategic Papegaaiberg reservoir is reinforced, or that additional reservoir storage capacity is provided at the reservoir site.

Paradyskloof reservoir

The bulk supply system to the Paradyskloof reservoir has sufficient spare capacity to accommodate phases 1, 3 and the higher lying erven of phase 2 of the proposed development.

1.4 *Implementation of the master plan*

The following upgrade to the existing 225 mm diameter supply pipeline from the Papegaaiberg reservoir to the network is proposed in the water master plan:

Network upgrade:

- SSW4.1 : 440 m x 700 mm Ø replace existing 250 mm Ø AC pipe R 7 304 000 *

(* Including P & G, Contingencies and Fees, but excluding VAT - Year 2022/23 Rand Value. This is a rough estimate, which does not include major unforeseen costs).

Take note that the route of the proposed pipelines is schematically shown on Figure SW6.5a in the water master plan, but has to be finalised subsequent to a detailed pipeline route investigation.

The following bulk water augmentation projects are proposed in the water master plan in order to augment bulk water supply to the Papegaaiberg reservoir.

The implementation of any of these projects will improve bulk supply to Papegaaiberg in such a manner that the net effect of the upgraded bulk supply system to Papegaaiberg together with accommodation of the lower lying erven of phase 2 of the proposed development will be positive (in other words, the total system will be better off with the development included and upgrades implemented as opposed to if nothing is done).

Bulk projects:

- Polkadraai bulk supply upgrades:
  - New Vlottenburg reservoir and pipeline (project in progress, near completion), plus
  - Bulk pipeline from reservoir to Papegaaiberg reservoir:
    - Master plan item SPW.B7.
    - New 6,2 km 355 mm nominal diameter pipeline.
    - Estimated cost of R36,3 m.

- Jamestown system:
  - Total project is for a new 7.0 ML reservoir and supply pipelines:
    - Master plan items SSW.B1, SSW.B2, SSW.B5, SSW1.1& SSW1.2 (project on the current MTREF of SM).
    - Estimated cost for total project of R31,6 m.

  - After master plan item SSW.B1 is implemented, the existing demand of Jamestown and De Zalze (total AADD of 1 400 kL/d) can be supplied directly from the Paradyskloof no. 2 reservoir (next to Paradyskloof WTW).
    - Estimated cost for master plan item SSW.B1 is R1.0 m.

  - If Jamestown and De Zalze are supplied with bulk water from Paradyskloof reservoir no. 2 (as opposed to the existing operation where it is supplied with bulk water from the Paradyskloof reservoir no. 1), the existing bulk system from Paradyskloof reservoir no. 1 will have additional capacity to supply to the Papegaaiberg reservoir.
    - AADD of ± 1,3 ML/d.

- Helshoogte system
  - Total project is for a new 30.0 ML reservoir, bulk PS and supply pipelines from the Idas Valley WTW to the new Helshoogte reservoir and bulk supply pipelines from the new reservoir to the Papegaaiberg reservoir.
    - Master plan items SSW6.8a, SSW6.8b, SSW.B10, SSW.B11, SSW.B19, SSW.B20 & SSW.B35 - SSW.B38.
    - Estimated cost for total project > 100,0 m.

  - Master plan item SSW.B20 is a direct link from the new reservoir to the Papegaaiberg reservoir. As a first phase it is proposed that this pipeline is constructed from the Idas Valley no. 2 reservoir to the Papegaaiberg reservoir:
    - Master plan item SSW.B37 and a portion of master plan item SSW.B20.
    - Estimated cost R40 m.
    - This system will be able to supply a peak demand of > 15 ML/d to Papegaaiberg reservoir.

  - If only master plan items SSW6.8a & SSW6.8b are implemented in the existing water system, the capacity of the system to supply bulk water to Papegaaiberg will increase from ± 4,0 ML/d to ± 5,2 ML/d:
    - Master plan items SSW6.8a & SSW6.8b (1 800 m x 450 mm HDPE pipe).
    - Estimated cost R14,2 m.
    - Additional peak demand capacity of 1,2 ML/d (AADD of 667 kL/d).

- Papegaaiberg reservoir no. 2
  - Master plan item SSW.B21 (20 ML)
  - Estimated cost R60,0 m

1.5. *Minimum items required*

The following minimum items are required to accommodate the different phases of the proposed development in the existing water system:

<u>Phases 1, 3 and higher lying erven of phase 2:</u>

- Link services items SSW3.2, SSW3.3 & SSW3.4 to connect to the existing water network.
- Link services items 1 & SSW3.7 to manage water pressure.

The lower lying erven of phase 2:

- Link services item SSW4.10 to connect to the existing water network,
- master plan item SSW4.1 to improve supply from the Papegaaiberg reservoir to the existing network,
- master plan item SSW.B21 to augment reservoir storage capacity for the Papegaaiberg reservoir supply area,
- and any of the proposed bulk augmentation projects (Polkadraai, Jamestown or Helshoogte bulk augmentation projects).

It should however be noted that the impact of the demand of the lower lying erven of phase 2 of the development is not significant, especially in relation to the capacity of the bulk projects required to augment the capacity of the existing Stellenbosch bulk system. It is therefore proposed that these erven are also supplied with water from the Paradyskloof network in the interim (until the required bulk upgrades are implemented). The Paradyskloof bulk supply system and reticulation network have sufficient spare capacity to also accommodate the lower lying erven of phase 2 in the existing system, provided that link services item 1 is implemented in order to reduce water pressure.

2. SEWER NETWORK

2.1 *Drainage area*

The master plan indicated that phases 1 & 2 of the proposed development should be accommodated in the existing Die Boord pumping station (PS) drainage area and that phase 3 should be accommodated within the future Fleurbaai PS drainage area.

The recommended connection point for phases 1 & 2 of the larger development to the existing Die Boord PS sewer system is to the existing 375 mm Ø outfall sewer in Lovell Avenue, as shown on Figure 2 attached.

Sewage is pumped from the Die Boord PS through a 250 mm Ø rising main to the Adam Tas bulk sewer, from where sewage gravitates towards the Stellenbosch Wastewater Treatment Plant (WWTP).

It is proposed that sewage from phase 3 of the development gravitates through a new main sewer (master plan item SSS3.4) to the proposed Fleurbaai bulk sewer PS (master plan item SSS3.9), located to the north-west of phase 3 of the development, adjacent to the Eerste River, as shown on Figure 2 attached.

It is proposed in the sewer master plan for Stellenbosch that sewage from new developments west of the Die Boord suburb in Stellenbosch and adjacent to the Eerste River (on both side of the river) should gravitate to the proposed Fleurbaai bulk sewer PS. The diameter of the portion of the rising main of the existing Blaauwklippen bulk sewer PS from the proposed location of the Fleurbaai PS to the Stellenbosch WWTP, has been sized in order to accommodate the additional sewage demand that could potentially be generated from these areas in future.

The Fleurbaai PS should therefore pump into the existing Blaauklippen rising main (355 mm Ø portion) and sewage from the existing Blaauklippen PS should be diverted to the Fleurbaai PS (sewage pumped through the 315 mm Ø portion of the rising main). The existing rising main of the Blaauwklippen PS that discharges at the Stellenbosch WWTP, runs adjacent to the proposed location of the Fleurbaai PS, as indicated on Figure 2.

It should be noted that an alternative option to accommodate sewage from phase 3 of the proposed development is to construct an internal PS for the development (at point A as indicated on Figure 2) that discharges at the Die Boord PS drainage area (at point B as indicated on Figure 2). This option is however not in line with the larger planning for the area as indicated in the sewer master plan for Stellenbosch.

(Based on high level available topographical information it does not seem like it will be possible for phase 3 of the development to gravitate from point A to point B. If a long section survey however confirms that it is indeed possible for phase 3 of the development to gravitate towards the existing 375 mm diameter main sewer in Lovell Avenue, the connection can also be made to the existing 375 mm diameter sewer in Lovell Avenue).

The development is inside the sewer priority area.

2.2 *Sewer flow*

The original sewer analysis for the master plan was performed with a peak day dry weather flow (PDDWF) for the proposed development area (portions of future development areas S55, S56, S57 & S58 in the June 2023 sewer master plan) of 362,3 kL/d.

For this re-analysis, the PDDWF for the proposed development was calculated as follows:

- Phase 1 = 9,8 kL/d
- Phase 2 = 146,9 kL/d
- Phase 3 = 406,0 kL/d

Total = 562,7 kL/d

2.3 *Present situation*

The existing Stellenbosch sewer system downstream of the proposed connection point in Lovell Avenue has sufficient capacity to accommodate the proposed development (phases 1 & 2).

New bulk sewer infrastructure is however required to accommodate phase 3 of the proposed development.

2.4 *Implementation of the master plan*

The following master plan items are required to implement the Fleurbaai bulk sewer PS and to connect the internal sewer system of phase 3 of the development to the future Fleurbaai bulk sewer PS, as shown on Figure 2 attached.

Bulk infrastructure

- SSS3.9 : New Fleurbaai bulk sewer PS (capacity = 135 L/s) [(1)] R 9 982 000 *

Network infrastructure

- SSS3.4 : 1 275 m x 250 mm Ø new outfall sewer R 3 511 000 *

[(1)] A detailed PS location investigation should be performed in order to ensure that all potential future development areas to the north and the south of the Eerste River (future development areas S52.1, S52.2, S55, S57, S58 & S127 in the June 2023 sewer master plan for Stellenbosch Municipality) will be able to gravitate to the PS.

Sewage from the upstream Blaauwklippen bulk sewer PS should discharges into the Fleurbaai PS, and the Fleurbaai PS should pump sewage further to the Stellenbosch WWTP via the 355 mm diameter portion of the existing Blaauwklippen sewer rising main.

(* Including P & G, Contingencies and Fees, but excluding VAT - Year 2022/23 Rand Value. This is a rough estimate, which does not include major unforeseen costs).
Take note that the routes of the proposed pipelines and location of the Fleurbaai PS are schematically shown on Figure 2 attached, but have to be finalised subsequent to detail pipeline route and pump station location investigations.

3. CONCLUSION

The developer of phases 1, 2 & 3 of Farm Fleurbaai 1040 and Farm Libertas 1480 in Stellenbosch will be liable for the Bulk Services Levy (as calculated by the Stellenbosch Municipality) as a contribution towards water infrastructure and the Bulk Services Levy (as calculated by the Stellenbosch Municipality) as a contribution towards sewer infrastructure.

The master planning indicated that phase 1, phase 3 and the higher lying erven of phase 2 of the proposed development area should be accommodated in the existing Paradyskloof reservoir no. 1 water distribution zone and the lower lying erven of phase 2 should be accommodated within the existing Papegaaiberg reservoir water distribution zone

There is sufficient capacity in the existing water reticulation system to accommodate phases 1, 3 and the higher lying erven of phase 2 of the proposed development. Link services items SSW3.2, SSW3.3 & SSW3.4 are however required to connect these areas to the existing water network and link services items 1 & SSW3.7 to manage water pressure.

The following upgrades are required to the existing system in order to accommodate the lower lying erven of phase 2 of the proposed development:

- Link services item SSW4.10 to connect to the existing water network,
- master plan item SSW4.1 to improve supply from the Papegaaiberg reservoir to the existing network,
- master plan item SSW.B21 to augment reservoir storage capacity for the Papegaaiberg reservoir supply area,
- and any of the proposed bulk augmentation projects (Polkadraai, Jamestown or Helshoogte bulk augmentation projects).

It should however be noted that the impact of the demand of the lower lying erven of phase 2 of the development is not significant, especially in relation to the capacity of the bulk projects required to augment the capacity of the existing Stellenbosch bulk system. It is therefore proposed that these erven are also supplied with water from the Paradyskloof network in the interim (until the required bulk upgrades are implemented).

There is sufficient spare capacity available in the existing sewer reticulation system to accommodate phases 1 & 2 of the proposed development.

New bulk sewer infrastructure is however required to accommodate phase 3 of the proposed development (new Fleurbaai bulk PS, master plan item SSS3.9, and a new outfall sewer from phase 3 of the development to the proposed Fleurbaai PS, master plan item SSS3.4).

We trust you find this of value.

Yours sincerely

GLS CONSULTING (PTY) LTD
REG. NO.: 2007/003039/07

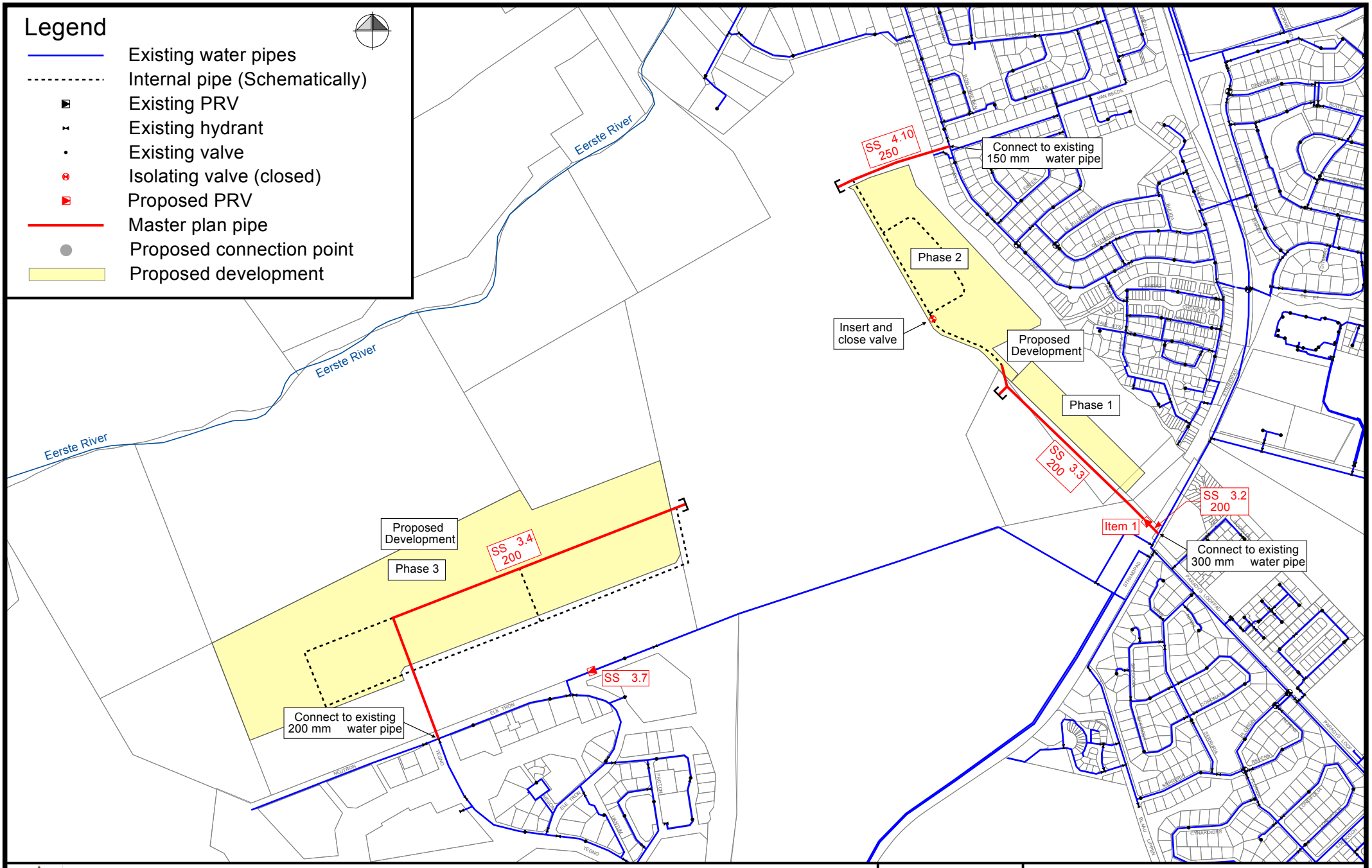
PCduPlessis

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Per: PC DU PLESSIS

cc. The Director
Directorate: Infrastructure Services
Stellenbosch Municipality
P. O. Box 17
STELLENBOSCH
7599

Attention: Mr Paul Joubert



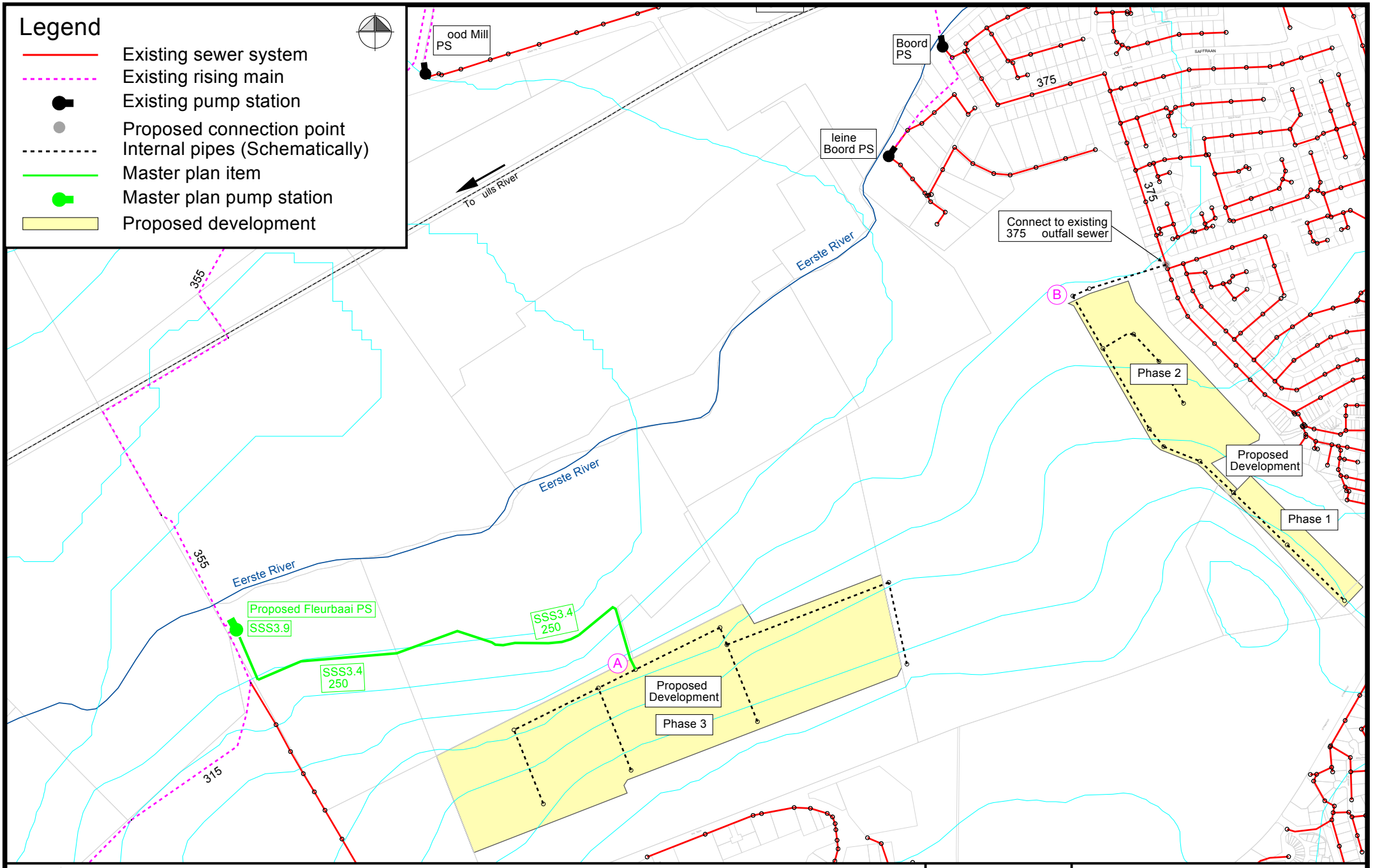
July 2023

Stellenbosch - Development of Fleurbaai 1040 and Libertas 1480

GLS Infrastructure planning

Figure 1

Proposed Development
of Fleurbaai 1040 and Libertas 1480
Existing ater System



July 2023

Stellenbosch - Development of Fleurbaai 1040 and Libertas 1480

GLS Infrastructure planning

Figure 2

Proposed Development
of Fleurbaai 1040 and Libertas 1480
Existing Sewer System

ANNEXURE 17

ELECTRICAL SERVICES REPORT

CKR CONSULTING ENGINEERS

INNOVATION
OPTIMISATION
PRECISION

Our Ref: Libertas Development

25 June 2021

Reset Properties (Pty) Ltd
Oudebank Building
Bird Street
Stellenbosch
7600

Attention: Mr Conrad Burke

REMAINING EXTENT OF FARM 1040/0, 1480/0, 374/2 & 371/2 – ELECTRICITY DEMAND REQUIREMENTS AND AVAILABILITY

CKR Consulting Engineers were requested by Reset Properties (Pty) Ltd to determine what the Electrical demand will be for the proposed development and what Electrical capacity is available from Stellenbosch Municipality. We report as follows.

Libertas Development				
No		QTY	VA	
	Precinct A			
1	Housing	724	4040	2 924 960,00
2	Retail / Offices	10666	80	853 280,00
3	Cultural / Institutional	9408	80	752 640,00
	Total Precinct A			**4 530 880,00**
	Precinct B			
1	Housing	510	4040	2 060 400,00
2	Retail / Offices	1472	80	117 760,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct B			**2 178 160,00**
	Precinct C			
1	Housing	7	6000	42 000,00
2	Retail / Offices	0	80	0,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct C			**42 000,00**

JOHANNESBURG
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	Precinct D			
1	Housing	0	6000	0,00
2	Retail / Offices	1000	80	80 000,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct D			**80 000,00**
	Total VA			6 831 040,00
	Diversity Factor	0,85		5 806 384,00
	Total KVA			**5806,384**
	Total MVA			**5,806384**

Based on the above calculations for the current development proposal done by Urban Design dated May 2021 an Estimate of 5.8MVA will be needed for the development which will be done in different phases.

Stellenbosch Municipality has confirmed on 13 October 2020 that they have 1MVA available form Golf Substation for the first phase of the development, once formal Electricity applications are made planning will start to upgrade this figure.

Yours Faithfully



……
Francois Steenkamp Pr Tech Eng
Senior Engineer

ANNEXURE 18

MARKET DEMAND
SOCIO/ECONOMIC STUDY

multipurpose
business solutions

Market viability assessment and socio-economic implications associated with the Libertas Farm development with specific reference to Stellenbosch Town



Consultative Document
This report consists of 69 pages

Report prepared for TV3 Architects and Town Planners

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May 2019

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Executive Summary

Nature and Scope of the project

The Libertas Farm development is conceived as a mixed-use development of ±150 ha located in an area that forms part of Libertas Farm, abutting Technopark, Die Boord and the Droodyke area. Libertas Farm is also in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive. The envisaged Technopark Link Road will link Baden Powell and the R44, whereas the development area will link to the Technopark Link Road on the southern side of the project.

The objective of the study is to consider the scope of the project, its impact and relevance based on four pillars that cover (1) the market from a demand and supply perspective; (2) the socio-economic impacts from an income and employment perspective; (3) municipal revenues and charges; and (4) the fit for purpose.

The Libertas development covers the following scope of land uses:

- A total of 30 single residential erven of ± 4 500 m^2, 470 erven of ± 700m^2; 300 erven of ± 500m^2 and 775 erven of ± 140 m^2.
- Retail of ± 15 000m^2 and offices of ±78 000m^2 is also envisaged together with a school of approximately 135 classrooms and associated infrastructure
- Private open space of ±15 ha plus.

The Libertas project caters for the middle to high-income segment of the market and is aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)

Libertas offers a scope of housing that addresses various emerging trends related to demand for housing, for which the key trends are lifestyle, proximity, availability of key infrastructure, access and transport. The proposed housing is intended to attract millennials and persons that work in Technopark, at the surrounding commercial enterprises and the surrounding area. The properties will be sold on an own-title basis and for the purposes of this analysis, are aligned in terms of the classification adopted by the Stellenbosch Municipality for the levying of development charges. The project also offers and addresses the need for commercial space in the form of community retail and offices.

This report adopts an economic perspective related to supply and demand, and the need to deliver benefit to the local economy and jobs to people. In order for the project to be fit for purpose, broad market and socio-economic criteria need to be considered. With some limited variance, Libertas should fall within the demand forecasts for different housing types in Stellenbosch Town, must offer socio-economic benefits to locals and ensure that the Municipality is able to consider the project from both a financial, policy and planning context. Stellenbosch Town includes and is defined as central Stellenbosch, Jamestown, De Zalze, Onder-Papagaaiberg, Kyamandi, Cloetesville and Idas Valley.

Key outcomes

Stellenbosch housing trends

Higher priced houses have emerged as a trend in Stellenbosch Town over the period 2008 to 2017 and current supply is unable to meet the demand in the higher price segment. If this trend continues, average equilibrium prices and price points will increase and due to the lag in provision of supply or curtailing supply together with the inelasticity of supply, no integration of various housing typologies in development will be possible. The only way to reduce the average equilibrium price for houses is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for different types of housing.

A total of 17 301 units form part of the estimated demand over the next 20 years, i.e. 9 277 houses smaller than 80 m^2, 2 793 houses larger than 80 m^2, 2402 flats and 2 829 townhouses. These figures represents adjusted demand forecasts prepared by Rode and Associates for Stellenbosch Town.

Key salient outcomes from the analysis include the following:

- The current supply is unable to meet demand for all housing types in Stellenbosch Town;
- Sales trends in the Stellenbosch Municipal area suggest a demand for higher priced houses;
- Emerging trends suggest that average equilibrium prices[1] will increase and continue to increase in Stellenbosch Town due to the following:
    - Limited supply of new development (housing) stock;
    - Lag in the provision of supply caused by inelasticity[2], which suggests that supply is unable to meet demand in the short-term, resulting in price increases reaching new highs, but not rebalancing downward with more additional stock on the market; and
    - Continuous and sustained price increases will curtail the opportunity to create and develop appropriate mixed-use residential projects that offer a range of affordability options.
- An estimated housing demand of 865 units per annum on average for next 20 years based on the adjusted Rode forecast:
    - 464 houses smaller than 80 m^2
    - 140 houses larger than 80 m^2
    - 120 flats
    - 141 townhouses
- It is also possible to relate vehicle traffic and employment to future retail, commercial and industrial development in Stellenbosch Town over the next 20 years as follows:
    - 1 additional vehicle will **enter Stellenbosch Town** for every 53 m^2 of retail, office and industrial space developed;
    - 1 additional employee will originate from **outside Stellenbosch Town** for every 45 m^2 of Gross Lettable Area (GLA)[3] developed
    - 1 additional employee would **reside in Stellenbosch Town** for every 27 m^2 of GLA developed (given the percentage of persons that commute for employment purposes)

[1] Average equilibrium price is the average price over a period where the demand for property and supply of property are in balance.
[2] Supply is price inelastic if a change in price causes a smaller percentage change in supply, i.e. the supply of a few properties results in a greater increase in the price due to demand exceeding supply.
[3] Gross lettable area (GLA) is the amount of floor space available to be rented in a commercial, retail or industrial property.

- A total of 8 830 people[4] estimated to be working in Stellenbosch Town by 2036 would form part of the daily commuting workforce;
- Annual housing need per annum on average over the next 20 years based only on commuters:
    - 371 units for middle-income category
    - 70 units for high-income category
- Demand for 388 dwelling units from commuters and persons that would reside in Stellenbosch due to future retail, commercial and industrial development based on a 50% take up of the need.
    - The average annual demand for houses smaller than 80 m², flats and small townhouses ranges from 194 to 241 units.
    - The demand for houses larger than 80 m² for the high-income group by 2036 ranges from 97 to 194 dwelling units on average per annum.

Development Pipeline for Stellenbosch Town

The pipeline of projects envisaged by developers for Stellenbosch Town has an envisaged rollout over the next 10 years. Although the pipeline does not necessary include all projects, indications are that approximately 9 575 units are envisaged to form part of planning concepts and applications over the following 10 years. The table below provides an indication of the percentage contribution of the pipeline projects to the Rode adjusted forecast per housing type and the contribution of each housing type to the total number of units. **The results indicate that the Development Pipeline would contribute 55,34% of the total units to the adjusted Rode demand forecast.**

Housing type	Amended Rode Demand forecast	Development Pipeline	Percentage of housing type	Percentage of total pipeline
Houses smaller than 80 m²	9 277	4 047	43,62%	42,27%
Houses larger than 80 m²	2 793	2 860	102,40%	29,87%
Flats	2 402	1 130	47,04%	11,80%
Townhouses	2829	1 538	54,37%	16,06%
Total units	**17 301**	**9 575**	**55,34%**	**100,00%**

The housing types envisaged for the Development Pipeline all fall within the adjusted Rode forecast, except for houses larger than 80 m² that exceeds the forecast by 2,40%. A breakdown of the envisaged supply suggests that 29,87% of housing units supplied over 10 years accrues to dwelling units larger than 80 m², which are more aligned with middle to high-income groups; 42,27% to affordable housing (lower to middle-income groups); 16,06% to townhouses (middle-income group) and 11,80% to flats.

The projects that form part of the pipeline, based on the progressive growth trajectory[5] (same growth trajectory used to demonstrate demand over 20 years), is envisaged to deliver 9 575 units over 10 years, which is 31,83% more than the forecast over the same period. By year 12 of the forecast period, the forecasted number of units will exceed the number of pipeline units by 1 156 or 12,70%. In other words,

[4] The number of people commuting to work in Stellenbosch Town is based on an estimated daily commuting traffic of approximately 11527 people less students that emanate from outside of Stellenbosch town which is 25% of the total on the Stellenbosch campus plus an estimate of people that will live outside Stellenbosch and take up employment from the future development of retail, commercial and industrial properties over 20 years.

[5] Progressive growth implies exponential growth over slightly less than the first half of the 20-year forecast period, reaching saturation point after about 10 years and tapering off significantly thereafter to flatten out over the last five years of the forecast period (refer to Section 8.1).

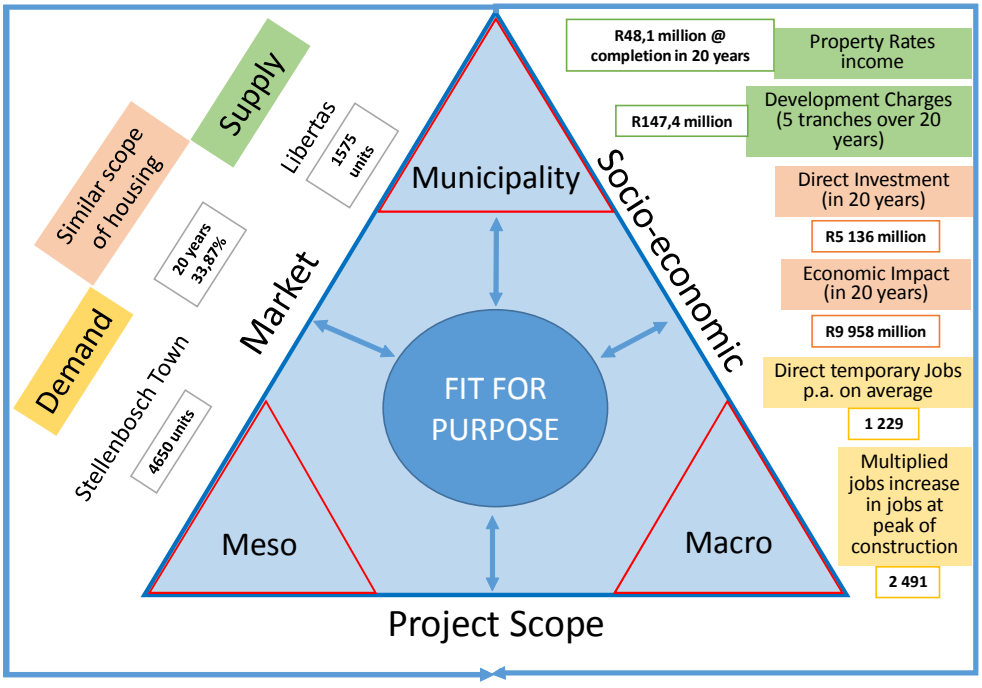
slightly more than a **<u>one-year gap exists between the envisaged completion of development for the Pipeline projects and the projected demand for housing units in Stellenbosch Town after 10 years</u>** (refer to Figure 23 of this Report).

Libertas: Fit for Purpose

Libertas forms part of the pipeline of projects envisaged for Stellenbosch Town by developers over the next 10 years. The proposed development represents about 13,37% of the total number of housing units included in the adjusted Rode forecast by 2036, and 16,45% of the total number of housing units envisaged as part of the project pipeline envisaged by developers.

The following figure[6] summarises the outcomes of the analysis and alignment with the premise of a fit for purpose, i.e. whether or not the development project is able to "tick the boxes" from a socio-economic perspective, i.e.

- The project needs to ensure that potential demand is met from a supply perspective;
- The housing types fit with the need and emerging trends and the housing development framework of the Stellenbosch Municipality;
- The project does not result in a funds flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs);
- The local economy benefits from the development in terms of direct capital expenditure and backward and forward linkages between sectors; and
- Jobs, even on a temporary basis, are created and devolved to locals that are able to work on the project.



[6] The **meso-level** represents the linkage between what is envisaged with the development and its contribution to the residential supply, hence the project has specific implications at a project level to satisfy demand and enhance supply. The **macro-level** represents the contribution of the development to the local economy in terms of direct investment in infrastructure and superstructure, while also having an indirect benefit to the local economy and businesses through multiplied demand for goods and services required to support the direct investment.

In terms of demand and supply, the Libertas development would add 1 575 units of stock to the demand for housing over 20 years. Based on the housing typology envisaged for the project (larger than 80 m^2), this represents 56,39% of the total number of 2 793 units (or one in two units) once the development is complete and occupied. The development represents a direct investment of R5 136 million that includes the residential components, community retail, offices and education facility that will generate Development Charges estimated at R147,4 million in five tranches and property rates of R48,1 million for Stellenbosch Municipality in Year 20 from residential uses and additional rates revenue from retail and offices.

Over the duration of the construction period, an average of 1 229 people would directly work on the project components, including the retail, commercial components and the education facility. All of these benefits are estimates based on the development of 1 575 dwelling units, offices, retail and education facilities over the 20-year development period.

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1. INTRODUCTION

1.1 Introduction and objective

The Libertas Farm development is conceived as a mixed-use development of ±150 ha located in an area that forms part of Libertas Farm, abutting Technopark, Die Boord and the Droodyke area. Libertas Farm is also in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive. The envisaged Technopark Link Road will link Baden Powell and the R44, whereas the development area will link to the Technopark Link Road on the southern side of the project. The objective of the study is to consider the scope of the project, its impact and relevance based on four pillars that cover (1) the market from a demand and supply perspective; (2) the socio-economic impacts from an income and employment perspective; (3) municipal revenues and charges; and (4) the fit for purpose.

Dr Jonathan Bloom of Multi-Purpose Business Solutions was appointed to prepare a market demand and supply assessment to align the supply of housing units envisaged by the Libertas Development with the future demand for residential dwelling in Stellenbosch Town. For the purpose of this report, Stellenbosch Town includes central Stellenbosch, Jamestown, De Zalze, Onder-Papagaaiberg, Kyamandi, Cloetesville and Idas Valley. Although towns and settlements such as Klapmuts, Franschhoek, Koelenhof, Vlottenburg, Pniel and Kylemore fall within the Stellenbosch Municipal area, they are considered outside Stellenbosch Town.

1.2 Approach and basis for assessment

The premise for this assessment is based on understanding the fit of the project in the context of several stakeholders' inputs used to derive certain outputs and the core outcomes that reflect the scope of the project in terms of the market and socio-economic benefits. The approach is illustrated in Figure 1.

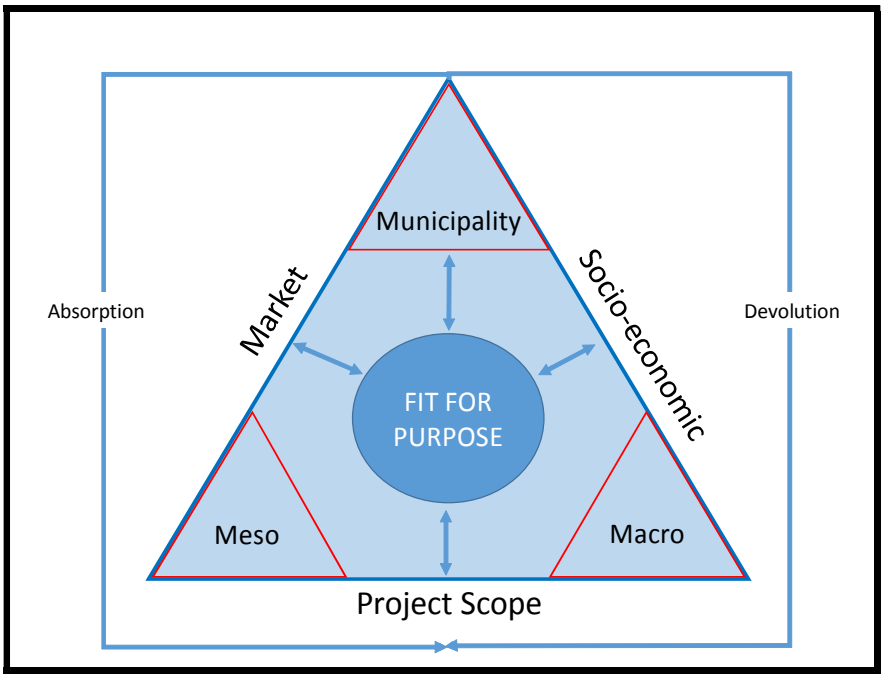


Figure 1: Understanding the fit for purpose of the Libertas Development
Source: Multi-Purpose Business Solutions

The terms used to contextualise the fit for purpose principle illustrated in Figure 1, are discussed below.

- The **project scope** underpins the market represented by the interaction between demand and supply, together with the socio-economic implications that inform the fit of the project for the intended purpose.

- The **meso-level** represents the linkage between what is envisaged with the development and its contribution to the residential supply, hence the development has specific implications at a project level to satisfy demand and enhance supply.

- The **macro-level** represents the contribution of the development to the local economy in terms of direct investment in infrastructure and superstructure, while also having an indirect benefit to the local economy and businesses through multiplied demand for goods and services required to support the direct investment.

- The **Municipality** is the enabler and benefits in the form of an increase to the rates base. Development Contributions (DCs) are received from developers to fund external bulk service provision. The DCs for the purposes of understanding the linkages, equate to the need for external bulk services, although the infrastructure requirements would be unique to each project and require a project-specific assessment.

- In order to assess whether a development is **fit for purpose**, it must satisfy the need, i.e. demand, contribute to the socio-economic fabric of the municipal area by adding income to the economy and creating jobs, while also benefiting the Municipality, i.e. create a mutual symbiosis.

- **Absorption** is premised on the ability of the market to take up the supply provided by a project once completed. Notwithstanding, a need also exists to ensure acceptable levels of **devolution** of the socio-economic benefit that accrue from the project to the intended beneficiaries. This is a continuous and dynamic process and should be considered in the context of the overall supply of development linked to different land uses.

1.3 Nature and scope of the project

The Libertas development covers the following scope of land uses:

- Thirty single residential erven of ± 4 500 m^2, 470 erven of ± 700m^2; 300 erven of ± 500m^2 and 775 erven of ± 140 m^2.
- Retail of ± 15 000m^2 and offices of ±78 000m^2 is also envisaged together with a school of approximately 135 classrooms and associated infrastructure
- Private open space of ±15 ha plus.

The total land extent for the proposed development is ±150 ha with 1575 residential units, retail, commercial and education land uses. A provisional layout (bubble chart) of the proposed Libertas development is illustrated in Figure 2.

The properties will be sold on an own-title basis and for the purposes of this analysis, are aligned in terms of the classification adopted by the Stellenbosch Municipality for the levying of development charges. In terms hereof, 30 units are considered as single residential erven of larger than 1000m^2; 470 single residential erven of larger than 500m^2; 300 single residential erven of larger 250m^2 and 775 single residential erven of smaller than 250m^2.

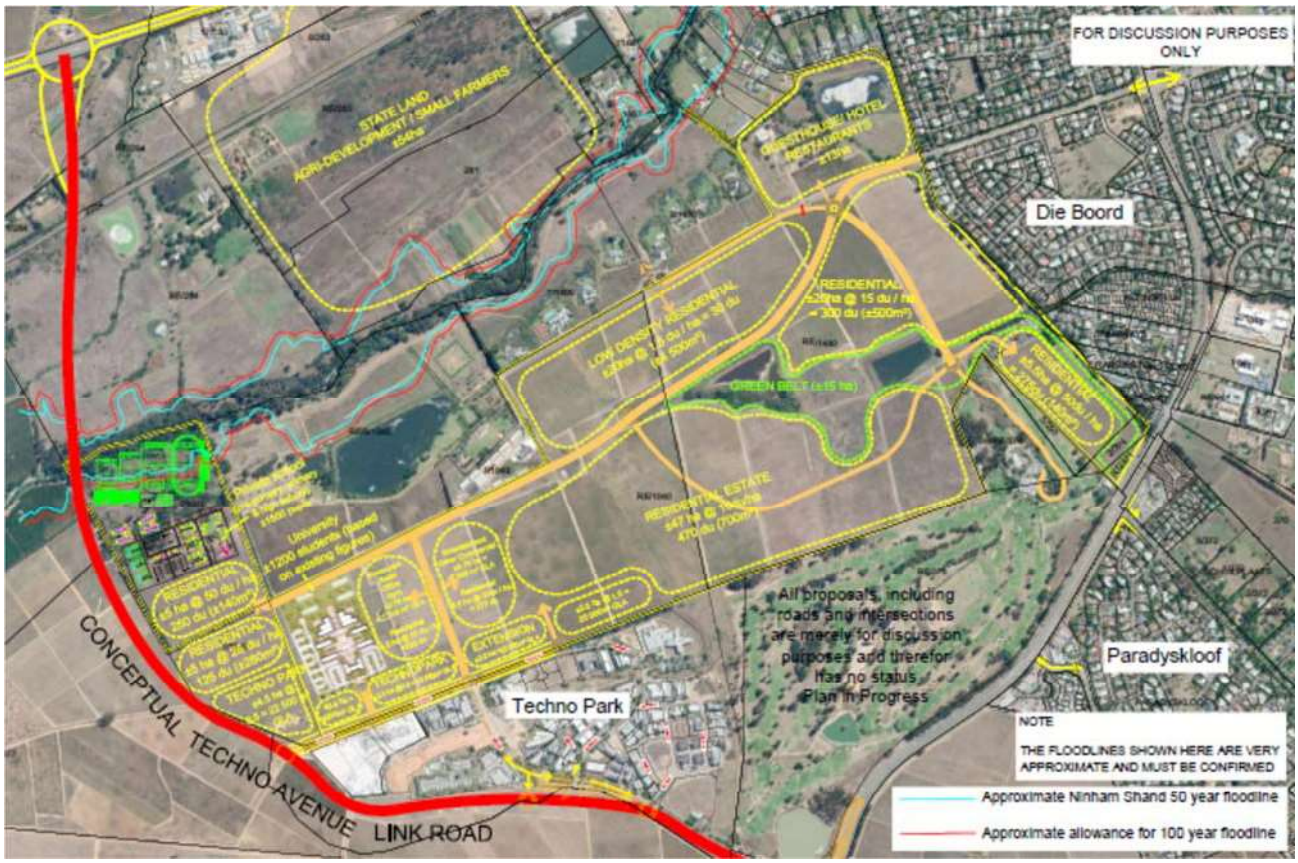


Figure 2: Site development plan for the Libertas development in the context of Technopark, the Golf course, Die Boord, commercial buildings and adjacent farmland

Source: TV3 Architects and Town Planners, 2019

2. RESIDENTIAL MARKET TRENDS

The residential market refers to land uses associated with human habitation, including housing or dwelling units. Residential use can vary in typology, density, tenure, structure, layout and affordability. It should, however, be noted that "residential" does not include hotels or guesthouses, which are defined as "short-stay" accommodation.

Residential property in South Africa has experienced slow, but steady growth in recent years, reporting a rise in activity as well as ongoing demand for housing, especially in the Western Cape. Demand for residential property in the major metropolitan areas and specific geographical areas and nodes in close proximity, has outstripped supply and thus created a seller's market in cities like Johannesburg and Cape Town. A continuous lack of medium-income (affordable) housing options remains a key feature of the marketplace.

2.1 Housing demand and supply challenges for urban areas

The long-term home densification process is expected to continue as the long-term effective scarcity of urban land increases, semi-gration to the Western Cape continues; price increases in the Western Cape and especially the Winelands areas (including Stellenbosch) continue and increase in real terms although a recent flat-lining trend has emerged. The key challenges emanating of this rising urban land scarcity and according to the FNB Property Barometer (2017), which are relevant to Stellenbosch Town in particular, include the following:

- Creating safe open public spaces to largely replace the private space and amenities that many used to have on their own properties;
- Improving the health of the household sector in the face of declining physical activity, partly as a result of less open space;
- Creating mass public transport systems to reduce the myriad of costs associated with transport congestion;
- Designing lifestyle developments that could be attractive to highly skilled labour, which can be attracted or repelled by lifestyle aspects, implying that urban design is key;
- A key driver is the competitive advantage of an area, which is reinforced by semi-migration trends, regional significance and the status of Stellenbosch Town as a key player in the Cape Winelands district;
- Zoning for densification in certain areas, notably along transport corridors, and preventing densification in other areas; and
- Improving key infrastructure and facilities such as water/sewage, schools and hospitals in existing areas to keep up with growing demand per area as densification occurs.

2.2 Housing design trends

The need for housing is also influenced by the nature and scope of properties and top structures. Consequently, demand needs to be aligned with factors such as economic growth, disposable income, debt levels and affordability criteria, which are essential for development in Stellenbosch Town.

If past trends were replicated in the future, then according to the FNB Barometer (2017), the nature and scope of housing would reflect the following:

- Size of average full title stands is decreasing;
- Building size over the long-term appears to be decreasing, but not as rapidly as average stand size;
- Sectional title options will remain significant with a declining trend in full-title options;
- Luxuries will be reduced in order to address the long-term decline in home affordability;
- Percentage of homes built with swimming pools will drop dramatically in terms of water shortages and tariff increases;
- "Non-essentials" are being increasingly done away with in new buildings, such as a study and dining room;
- Declining fertility rates and a smaller average size of households have also contributed to the demand for smaller sized homes with fewer bedrooms; and
- Even the previously most popular 3-bedroom home category has seen some decline, with 2-bedroom homes apparently favoured over 3-bedroom homes.

2.3 Millennials housing market segment

Millennials (also called Generation Z-ers) make up one third of the global population. There is a debate about when Generation Z starts, but they were typically born in the 1990's or 2000's. As millennial consumers approach their peak earning years, a significant percentage is searching for their first home. This particular generation's needs and preferences are quickly becoming the driving force in the property market.

Millennials are tech-savvy and need to connect with people and products, which mean that they have to be engaged through technology, are more entrepreneurial and ambitious than previous generations, with many of them expecting to own a company. In order to understand the housing typology that this segment would demand, it is important to understand what millennial home buyers search for and prefer in their first home (Source: 5-things-millennials-want-in-a-new-home):

- **Homes that are 'ready to go' -** newer homes that are ready to move in, are convenient and have the "ready-to-go" factor address the needs of millennial home buyers;
- **Open layouts and multi-functional interiors –** fewer partitions and walls, eating meals at the kitchen table (not at the dining room) and a multi-media room or gaming room;
- **Energy efficiency and green living –** convenience and efficiency with smart homes delivering these aspects. Millennials identify themselves as environmentally-conscious, preferring a sustainable lifestyle with a low carbon footprint;
- **Technologically equipped homes –**a connected smart home that includes electronic access, keyless locks, interconnected doorbells, mobile-controlled security systems, voice-activated assistants, etc.; and
- Millennials' **buying and selling activity is more frequent** than other age groups, which is also having a noticeable impact on property values, particularly in areas that offer great short-term potential and fulfil a few key lifestyle needs. Demand for properties in areas where buyers can live, work, play, eat and shop - all practically within acceptable walking or driving distance of their homes are key (Source: rise-of-the-millennials-a-property-revolution/24370).

3. STELLENBOSCH HOUSING SUPPLY MARKET

Notwithstanding the economic downturns and political upheaval of the recent past, we have witnessed continuous growth in and around the City of Cape Town (the "CMA") and the Cape Winelands region. The rate of urbanisation and trends such as semi-gration have influenced the demographics in the target area and have contributed to an increase in inherent value of land on the perimeter of the CMA and in nearby towns such as Paarl, Stellenbosch and Franschhoek. In addition, ever-increasing traffic congestion and worsening public transport services are prompting a greater focus on mixed-use/live-work-play developments on the periphery of the CMA and in the growth nodes (such as Stellenbosch) in close proximity to the CMA.

3.1 Trends in housing sales in Stellenbosch

Stellenbosch Town is a unique case when analysing the trends in house and flat sales, which is illustrated in Figures 3 and 4 for the period 2008 to 2018. The more important take-out of the analysis is to understand the value ratio derived by Multi-Purpose Business Solutions as an indication of supply and demand reflected in the average selling price. A high ratio can be interpreted as properties that are being sold at higher average prices in relation to the number of units sold. This could imply a willingness to purchase higher-priced properties or a scarcity in certain market segments, i.e. a supply constraint.

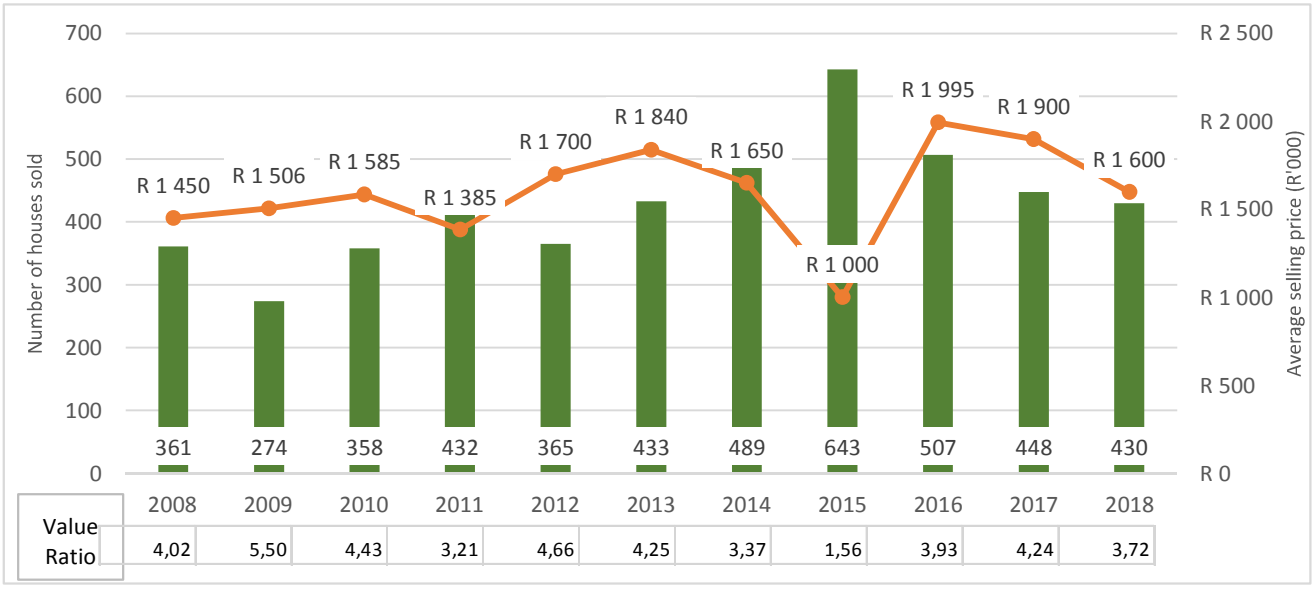


Figure 3: Number of housing units sold and the average annual price per unit for the period 2008 to 2018

Source: Prepared from data - Property24.com and own calculations

The value ratio suggests that from 2015 through 2017, higher-priced houses were acquired from the available supply of houses for sale with a slight tapering off in 2018. A similar trend occurred in 2012 and 2013, while 2015 apparently bucked the trend with a significant decrease (65%) in the average price of houses relative to 2014. The analysis over the period suggests that Stellenbosch experienced higher value ratios of above 4,0 over the past 10 years, except in 2011, 2014-2016 and 2018. Demand for higher priced houses on average is evident and it appears that supply is unable to meet the demand in the higher price segment.

- Current supply unable to meet demand for all housing types
- Demand for higher priced houses

If the emerging trends illustrated in Figure 3 would continue, average equilibrium prices for houses will increase due to the following reasons:

- Limited supply of new development stock;
- Lag in provision of supply due to inelasticity; and
- No or limited integration of various housing typologies in developments.

The only way to reduce the average equilibrium price or price points for residential dwellings is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for housing.

3.2 Trends in flat sales in Stellenbosch

The prices of flats have remained range bound from 2008 to 2013, as illustrated in Figure 4. Thereafter, the average price increased by 70,34% over the period 2013 to 2018, suggesting a tapering off in supply. Clearly, demand outstripped supply, hence a higher price equilibrium, which is also evident by a value ratio of 4,18 in 2018, the highest recorded figure over the period covered in the analysis.

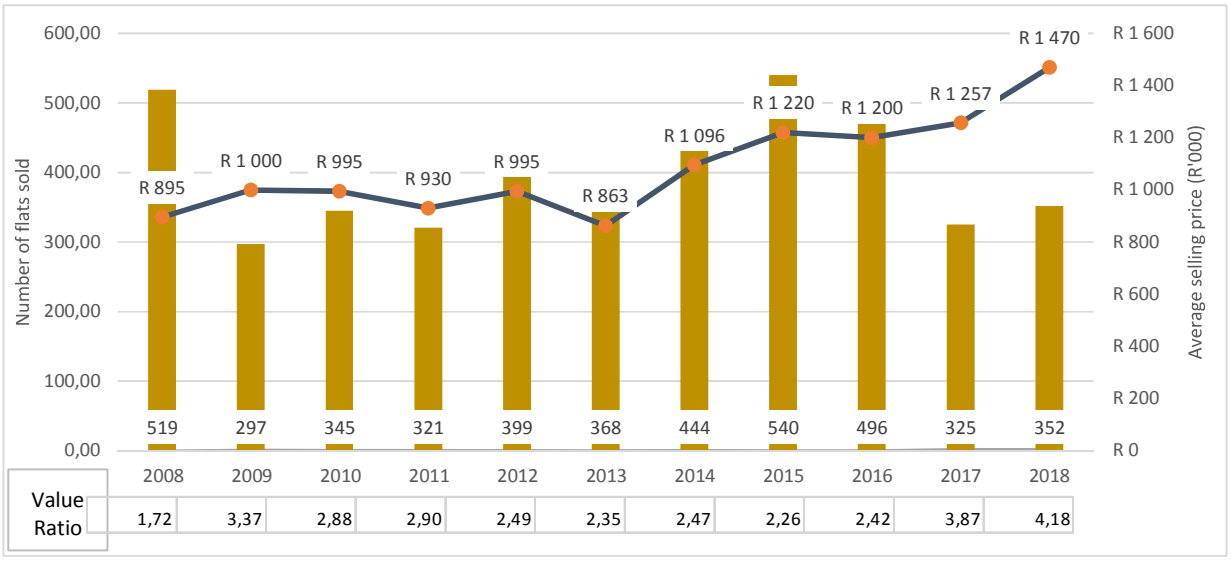


Figure 4: Number of flats sold and the average annual price per unit for the period 2008 to 2018
Source: Prepared from data - Property24.com and own calculations

3.3 Residential housing market stock

The residential market within Stellenbosch Town is mainly driven by households attracted by the rural lifestyle of the area, which is known for its beauty and unique quality of life. Demand for residential development is most active in Stellenbosch Town. Various factors are driving this market, including quality of life and Stellenbosch University, which is attracting students from across South Africa (and foreign countries) to the area. The student accommodation market is driving investment opportunities

such as buy-to-let, and this market has seen significant growth specifically in the Stellenbosch area. Figure 5 indicates sales in the Stellenbosch residential market over the past year.

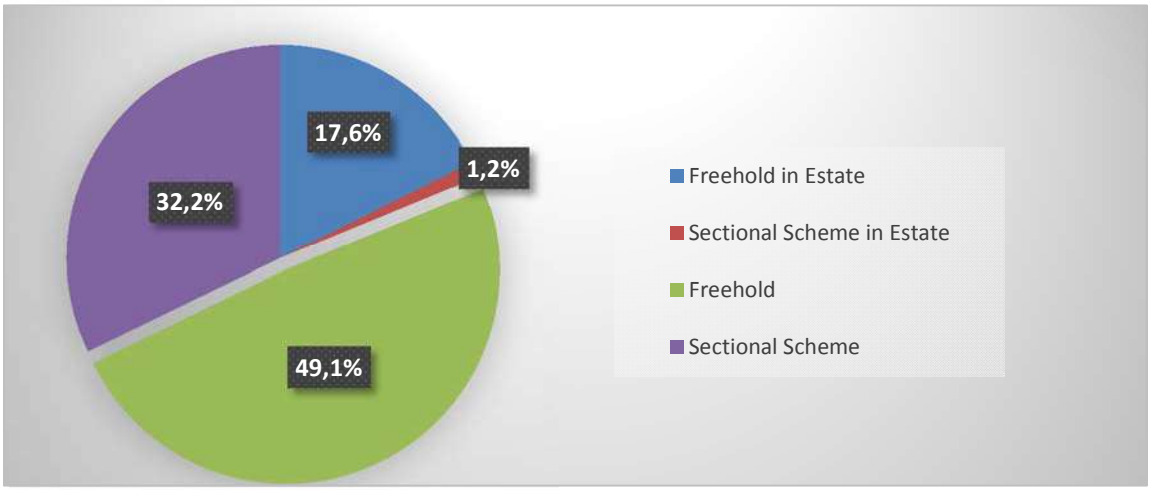


Figure 5: Stock of Stellenbosch residential units for different ownership options
Source: Lightstone data

The largest percentage of the current housing stock comprises of freehold properties (49.1%), followed by sectional scheme properties (32.2%) and freehold developments in estates (17.6%). The current residential sales market within the Stellenbosch area is mainly based on repeat sales, which indicates few new entrants into the market and a lag in or inelasticity of supply.

Estate agents in Stellenbosch indicate that residential property prices in Stellenbosch Town have been increasing, but lower growth rates are currently experienced in a dismal economic environment. Notwithstanding, increasing prices can mainly be attributed to the limited stock available to serve the high demand for residential units. Residents within the Western Cape (specifically Cape Town and Stellenbosch) as well as Gauteng purchase the majority of properties in Stellenbosch Town. Estate agents also indicated that properties are mainly purchased as a primary residence, but there is also a growing trend to purchase investment properties (specifically focussed on the student accommodation market).

3.4 Residential housing supply

The supply analysis entails research into the existing and the future planned residential units within the Stellenbosch area and specifically for Stellenbosch Town. The existing supply and possible future additions are indicative of the effective supply of residential units in the market.

Based on Census 2011 data and **building plans completed** between 2012 and 2016, it is estimated that the current supply of residential units in the Stellenbosch Municipal area is approximately 35 000 units. These residential units are distributed according to income categories as illustrated in Figure 6.

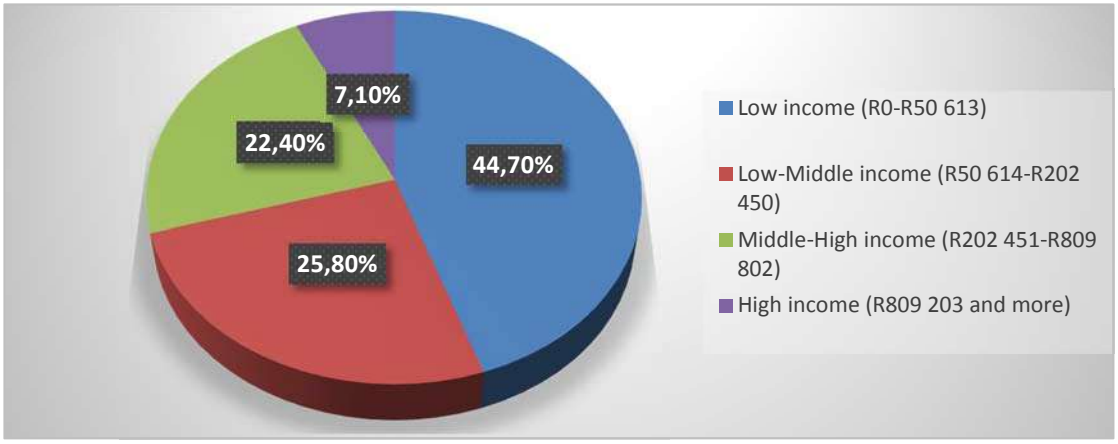


Figure 6: Supply of residential dwelling units based on household income categories
Source: Statistics South Africa and own calculations

Figure 7 illustrates the distribution of residential nodes throughout Stellenbosch Town (residential nodes are indicated with yellow, orange and pink areas).

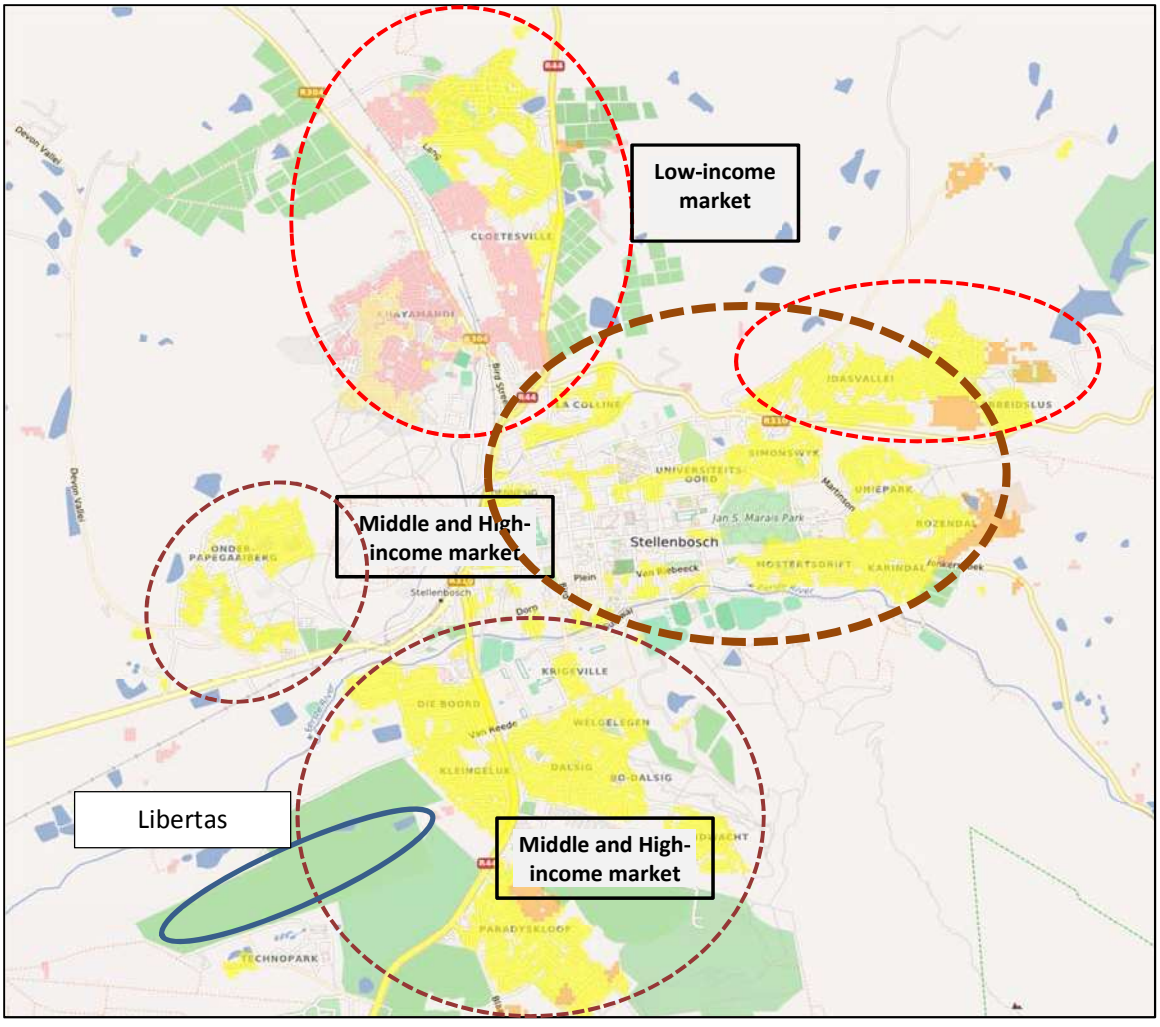


Figure 7: Distribution of residential nodes within Stellenbosch Town with an indication of the location for the Libertas development
Source: Mapable Database: Land Cover, 2016

3.4.1 Approved plans for residential development

Figure 8 illustrates the building plans passed by the Stellenbosch Municipality for the Municipal area. In the absence of specific nodal data for different towns within the Stellenbosch Municipal area, a need exists to apportion a part of building plans passed to Stellenbosch Town. The approach adopted is based on the proportional historic land take-up over the period 2000–2015 for different towns within the Stellenbosch Municipal area. For the purposes of the analysis, this mechanistic method assumes that historic land take-up will be maintained. Over the stated period, Stellenbosch Town accounted for 60% of the total take-up of land for residential purposes. The percentage is applied to building plans approved for the municipal area and assumes an alignment between the historic take-up of land and building plans passed for the different housing typologies.

The average number of square metres passed by the Stellenbosch Municipality per annum over the period 2007 to 2016[7] for dwellings units smaller than 80 m², dwelling units larger than 80 m², flats and townhouses was 5 345 m², 44 432 m², 9 342 m² and 1 540 m², respectively. The classification is based on standards of reporting by Municipalities as required by Statistics South Africa. Large standard deviations for housing types suggest that significant fluctuations occur from year to year. This is also evident in Figure 8.

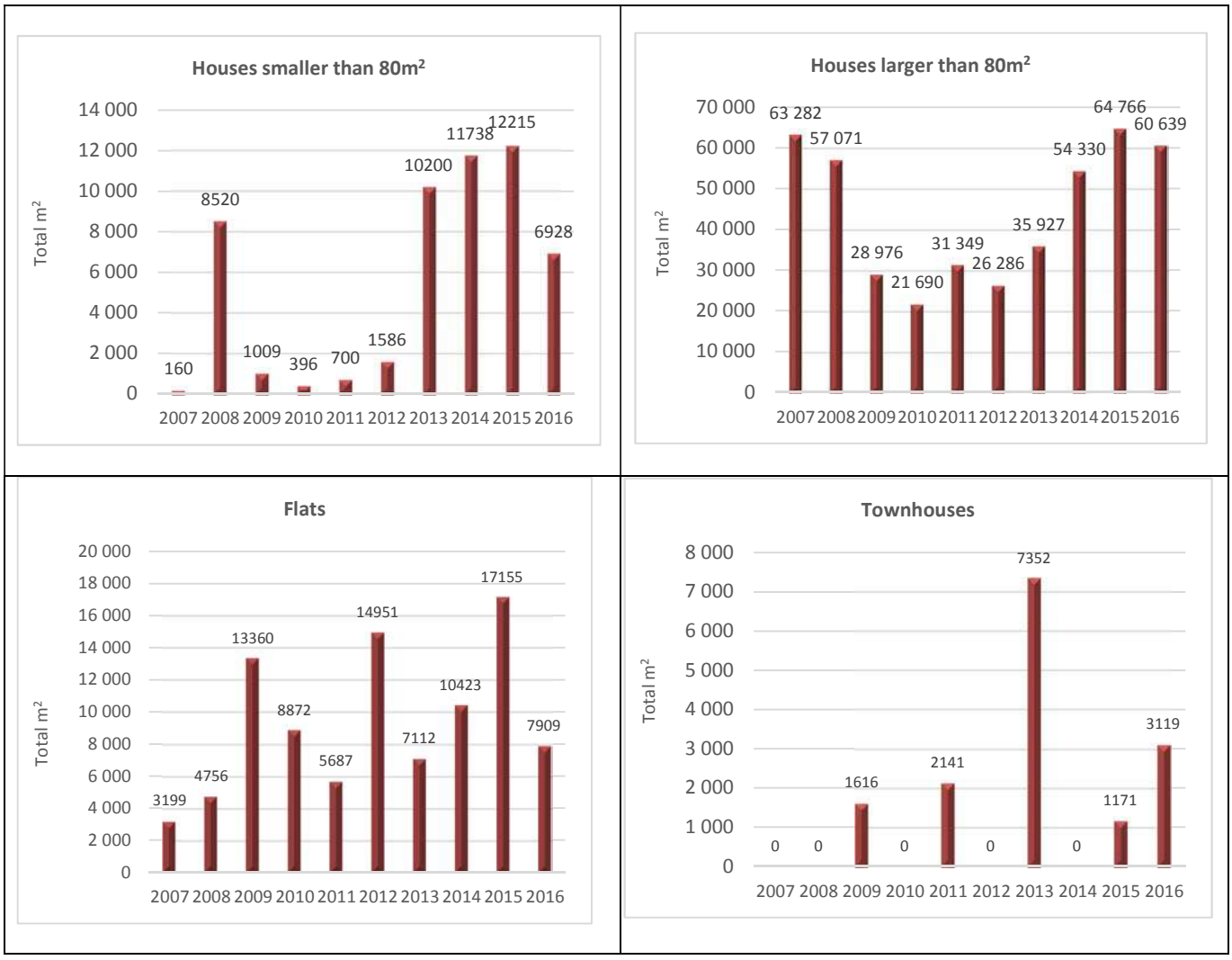


Figure 8: Building plans approved by the Stellenbosch Municipality per housing type per annum for the period 2007 to 2016

Source: Statistics South Africa

7 The latest building statistics report issued by Statistics South Africa is 2016 released on 29 August 2018

The square meterage of building plans approved for different housing types on an annual basis from 2007 to 2016 for Stellenbosch Town is indicated in Table 1.

Table 1: Estimated square meterage of building plans passed for different housing types on annual basis from 2007 to 2016 for Stellenbosch Town

<80m2	Building plans approved			>80m2	Building plans approved		
Year	Total m²	Annual %	% Total	Year	Annual m²	Annual %	% Total
2007	96	0,34%	0,24%	2007	37969	16,49%	94,96%
2008	5112	18,31%	12,11%	2008	34243	14,87%	81,13%
2009	605	2,17%	2,24%	2009	17386	7,55%	64,45%
2010	238	0,85%	1,28%	2010	13014	5,65%	70,06%
2011	420	1,50%	1,76%	2011	18809	8,17%	78,61%
2012	952	3,41%	3,70%	2012	15772	6,85%	61,38%
2013	6120	21,92%	16,83%	2013	21556	9,36%	59,29%
2014	7043	25,23%	15,35%	2014	32598	14,16%	71,03%
2015	7329	26,26%	12,82%	2015	38860	16,88%	67,96%
2016	4157	14,89%	8,81%	2016	36383	15,80%	77,15%
Total	27914	100,00%	8,81%	Total	230 206	100,00%	72,67%
Flats	**Building plans approved**			**Townhouses**	**Building plans approved**		
Year	Total m²	Annual %	% Total	Year	Total m²	Annual %	% Total
2007	1919	3,74%	4,80%	2007	0	0,00%	0,00%
2008	2854	5,56%	6,76%	2008	0	0,00%	0,00%
2009	8016	15,62%	29,71%	2009	970	13,16%	3,59%
2010	5323	10,37%	28,66%	2010	0	0,00%	0,00%
2011	3412	6,65%	14,26%	2011	1285	17,43%	5,37%
2012	8971	17,48%	34,91%	2012	0	0,00%	0,00%
2013	4267	8,32%	11,74%	2013	4411	59,87%	12,13%
2014	6254	12,19%	13,63%	2014	0	0,00%	0,00%
2015	10293	20,06%	18,00%	2015	703	9,54%	1,23%
2016	4745	9,25%	10,06%	2016	1871	25,40%	3,97%
Total	51309	100,00%	16,20%	Total	7368	100,00%	2,33%

Source: Statistics South Africa and own calculations

These figures were used to generate the average number of dwelling units per housing type per annum for an assumed house size shown in Table 2, and aligns with the analyses and metrics applied throughout this assessment. The building plans passed for Stellenbosch Town indicate that, assuming that these plans translated into completed buildings, the annual average supply from 2007 to 2016 included 40 units of 80 m², 103 of 260 m², 123 flats of 40 m² and 7 townhouses of 130 m².

Table 2: Number of dwelling units per annum based on average m² per housing type for Stellenbosch Town from 2007 to 2016

Type of units	Applied dwelling sizes (m²)	Average number of dwelling units p.a.
Smaller than 80 m²	80	40
Larger than 80 m²	260	103
Flats	40	123
Townhouses	130	7

3.5 Development "Pipeline"

A need also exists to factor residential projects into the equation that are in the planning stages or in different phases of the process from conceptualisation to pre-approval (prior to plans being approved by the Municipality). This data should be considered in the broader context of the analysis, do not necessary include all envisaged residential projects, are merely estimates of known projects, but do offer some indication of future supply based on a need perceived by developers.

Our research suggests that based on the housing typology adopted throughout this assessment, the envisaged supply for dwelling units covers an estimated period of 10 years with a split based on three, five and ten-year occupation periods. Figure 9 indicates an estimate of the number of units per housing type based on the three envisaged occupation timeframes.



Figure 9: Envisaged supply of different housing types for three occupation timeframes
Note: Estimates for the project pipeline include the Libertas project assessed in this report. The categories of dwelling units are based on the residential classification used by Statistics South Africa to ensure the necessary alignment
Source: Various

The envisaged supply of all housing types suggest that from 2020, occupation of 684 units (7,15%) is envisaged over the first 3 years; 3 786 (39,54%) for occupancy over the first 5 years; and 5 105 (53,32%) for occupancy over the first 10 years. The total number of units envisaged to be supplied over the following 10 years, is approximately 9 575. A breakdown of the envisaged supply is indicated in Table 3, which suggests that 42,27% of housing units supplied over 10 years accrue to dwelling units larger than 80 m², which are more aligned with middle to high-income groups; 29,87% to affordable housing (lower to middle-income groups);16,06% to townhouses (middle-income group); and 11,80% to flats.

9 575 new units envisaged for next 10 years as part of a Developer Pipeline

Table 3: Percentage contribution to potential supply for three occupation periods

Occupation period	Single (>80m²)	Affordable (<80m²)	Townhouse	Flats
3 years	13,20%	0,00%	5,88%	5,44%
5 years	29,63%	41,26%	60,13%	47,28%
10 years	57,17%	58,74%	33,99%	47,28%
Total	**100,00%**	**100,00%**	**100,00%**	**100,00%**
Percentage per housing type	42,27%	29,87%	11,80%	16,06%

4. NEED AND DEMAND FOR HOUSING IN STELLENBOSCH TOWN

In order to estimate the need and subsequent demand for housing in Stellenbosch Town, an understanding of two terms are required. The ***need*** for housing from an economic perspective refers to a want or is simply something that people desire to have, which they may (or may not) be able to obtain. ***Demand*** is an ***economic*** principle that describes a consumer's desire and willingness to pay a price for a dwelling unit and is able to do so, i.e. affordability, which is the conversion of "latent" demand (or the need) into effective demand.

The analysis focuses on two inputs required to understand and assess potential demand for housing in Stellenbosch Town, namely a forecast over 20 years of land take-up translated into demand by Rode and Associates ("Rode"), and commuter traffic entering Stellenbosch from different directions on a daily basis (the "cordon counts"). The latter would be used to understand whether the demand forecasts by Rode as adjusted could accommodate the potential need and subsequent demand from persons commuting to Stellenbosch on a daily basis.

4.1 Demand for residential accommodation in Stellenbosch Town

The Draft Municipal Spatial Development Framework (MSDF) (2019) refers to the Urban Development Strategy prepared by Rode and Associates in 2017. Reference is only made to indigent housing and housing of less than 80m² as defined by in Section 4.1.1. No consideration is given to middle and higher income housing or acknowledgment of the demand that exists in this market segment. This oversight is stated in the following extract as a passing comment in the Draft MSDF.

"It is evident that there is more than enough land to accommodate the indigent housing need. Although it is obvious that the market demand for development (for housing, commercial and industrial demand) also requires consideration in the MSDF, it is argued that providing housing opportunities (in whichever form) for the indigent is critical, whereas the municipality can exercise it discretion when considering market driven applications and thus have more control over the supply-side. **In any case, it is evident that there is also sufficient opportunity for market driven development** (p. 46)[but only at the discretion of the Municipality].

This statement is contradictory as no provision is made in the MSDF for middle and higher income market segments and appears more to be passing statement to appease developers.

Notwithstanding, the focus of the Rode forecasts stated in the UDS for the purposes of this report is the land take-up associated with houses larger than 80 m² and flats/townhouses as defined by Statistics South Africa. Several scenarios were developed by Rode to reflect different outcomes of possible future land take-up to address the housing demand for Stellenbosch Town over 20 years until 2036 and is acknowledged in the Draft MSDF.

4.1.1 20-Year forecast in demand for housing

The FNB Property Barometer categorises houses in one of three categories: "Small-Sized Segment that include homes from 20 m² to 80 m², the "Medium-Sized Segment", which include homes from 80 m² to 230 m², and the "Large-Sized Segment" that include homes from 230 m² to 800 m² (http://www.wylie.co.za/wp-content/uploads/fnb-property-barometer_jul_2015_house-price-trends-by-home-size.pdf). Town houses would most likely be classified as part of the Medium-sized segment in terms of the FNB classification. Statistics South Africa defines townhouses as multiple, medium-density dwelling units

including cluster housing, group housing, simplexes, duplexes, triplexes and other similar dwelling units that are usually grouped together, with one level of each unit on ground level (http://www.statssa.gov.za/publications/P50411/P50411September2017.pdf).

The house-size trends emerging from the FNB Property Barometer also suggest that a move to smaller houses is gaining momentum, which is reflected in the building statistics of houses completed in the Western Cape. Stellenbosch could be considered an outlier in terms of the split between townhouses and flats, but it is not beyond the realms of possibility that such a trend could emerge in Stellenbosch for new developments based on market need and affordability.

A linear regression equation is fitted to historic data of the square meterage of completed flats/townhouses and houses larger than 80 m^2 to reflect a Business-as-Usual scenario[8]. A long-term trend line is used to extrapolate the demand for these property types for 20 years until 2036. This mechanistic method of trend extrapolation assumes that over the forecast period, demand will continue to grow at the constant growth rate implied by the fitted linear trend line. Alternatively, the method assumes growth in the demand for space (and ultimately dwelling units) is not influenced by economic factors.

Econometric models were developed to reflect the historic relationship between the square meterage of completed flats/townhouses and dwellings larger than 80 m^2, and macro-economic variables such as real GDP and interest rates for the Consensus[9] and Junk[10] scenarios. The models were then used to forecast demand for these property types for the period 2016 to 2021. For the forecasts beyond 2021, a long-term trend of completed flats/townhouses and houses larger than 80 m^2 is used to extrapolate the 5-year forecast until the end of the forecast period (2036).

Note that the demand forecast until 2021 (in terms of the macro-economic Consensus and Junk scenarios) used by Rode for houses larger than 80 m^2 and flats/townhouses, is subject to the inherent assumption that there has historically been sufficient developable land available in the municipal area. In other words, one therefore assumes that there was no land-supply constraints for development. If this was not the case, the forecast would be underestimated compared to the potential future demand.

Table 4 provides an indication of the number of units required per housing type as determined by Rode for the three scenarios in the **Stellenbosch Municipal area** by 2036. In order to determine a separate figure for flats and townhouses, a share of 86% of the total net land extent required for flats/townhouse in 2036 is allocated to flats based on its historic share of demand. Rode determined the number of flats required by dividing the forecast of land for flats by 78, which is the average size (m^2) of flats completed between 1996 and 2015. The number of townhouses was determined by dividing the remaining share of the net land extent required in 2036 by 200, which is the average size (m^2) of townhouses completed between 1996 and 2015 in the Stellenbosch Municipal area. The future demand for townhouses is likely not to reflect in the figures determined by Rode, which is based on historic take-up from 1996 to 2015. Townhouses could also be classified as houses of approximately 80 m^2 in size and therefore could be categorised in the housing typology category of units smaller than or equal to 80 m^2.

[8] The **Business-as-usual** scenario is a mechanistic line-of-best-fit extrapolation over a 20-year period (2016–2036) of historic demand in Stellenbosch municipality (1996–2015). This scenario implies the historic growth rate will be maintained, even though the country's economy might decelerate. This scenario is quite likely in light of the popularity of the Western Cape in general and Stellenbosch in particular.

[9] The **Consensus** scenario is based on the opinions of a panel of economists whom Rode polls every six months. In effect, their forecasts represent a low-growth scenario, compared with the average post-WWII GDP growth (which was three to three and half percent per annum).

[10] The **Junk** scenario is in effect a very-low-growth macroeconomic scenario, constructed by Rode. As the tag implies, it assumes a worsening political and economic environment over the period of the production of the demand forecasts.

Table 4: Combined demand for residential units by 2036 per housing type and by scenario for the Stellenbosch Municipal area

Type of housing	Business-as-Usual	Consensus	Junk
Houses smaller than 80 m²	23 106	25 417	20 796
Houses larger than 80 m²	3 057	2 018	1 117
Flats	2 886	3 220	2 370
Townhouses	183	204	150
Total units	**29 232**	**30 859**	**24 433**

Source: Rode and Associates (2017)

Note that the above calculations of future required land extent assume the demand for and supply of land are currently in equilibrium, i.e. there is no significant pent-up demand (demand that cannot be satisfied because of a shortage of developable land[11]). However, note that 'equilibrium' would implicitly assume that a proportion of developable land is permanently vacant and available for development in order to prevent pent-up demand developing, which is referred to by Rode as iron vacancy. This concept is analogous to an iron inventory of a retail business (or any business that has to keep inventory), i.e. a required minimum stock level in order to prevent the business running out of stock from time to time. What exactly this iron vacancy of developable land for a municipality is or should be, is unknown.

Based on the historic take-up from 1996 to 2015 for Stellenbosch Town as stated previously, it represented 60% of the take-up of all land developed across the Stellenbosch Municipal area. The figures in Table 5 reflect the number of units based on a positioning strategy determined by Rode and Associates for development in urban areas of Stellenbosch by 2036, with specific reference in this study to **Stellenbosch Town**.

Table 5: Scenario outcomes of demand for residential units by 2036 per scenario for Stellenbosch Town

Type of dwelling unit	Business-as-usual	Consensus	Junk	Average of scenarios
Houses smaller than 80 m²	16 868	18 554	15 181	16 868
Houses larger than 80 m²	2 598	1 716	950	1 755
Flats	2 453	2 737	2 015	2 401
Townhouses	156	173	128	152
Total units	**26 446**	**34 174**	**24 297**	**28 305**

Source: Rode and Associates (2017)

4.1.2 Alignment of affordability and the housing typology

Effective demand is created by the ability to pay for the dwelling, which in turns refers to affordability. An analysis was prepared to understand the alignment between loan repayments and price of dwelling units and the type of house. Affordability is based on 30% of a household's annual income, an interest rate of 10.5% and instalments payable over a period of 20 years. Table 6 provides an overview of the outcome of the analysis.

[11] Developable land means land that has a realistic potential of acquiring development rights

Table 6: Affordability analysis of bond repayment coupled to approximate unit price and the type of dwelling unit

Annual household income categories	Monthly bond repayments	Approximate cost per unit	Proposed type of residential
Low-income (R0 – R50 613)	R0 – R998	R0 – R100 000	Subsidised/ Social Housing (BNG)
Low to middle-income (R50 614 – R202 450)	R1 997 – R4 992	R200 000 – R500 000	GAP Housing
Middle to high-income (R202 451 – R809 802)	R5 990 – R19 968	R600 000 – R2 million	Middle-income – Apartments and small townhouses
R809 203 – R1.6 million	R24 959 – R39 935	R2.5 million – R4 million	Luxury duplex/single residential
R1.6 million – R3.2 million	R44 927 – R79 870	R4.5 million – R8 million	Luxury high-end single residential
R3.2 million and above	R84 862 and more	R8.5 million and above	

Note: The household income categories emphasised in the above table are aligned with the type of housing envisaged for the proposed Libertas project.

Based on the above affordability analysis, it is evident that the residential market consists of the following categories:

- Low and low- to-middle-income aimed at the BNG and GAP housing markets;
- Middle to high-income group – this market caters for young families, private student accommodation, households employed in blue-collar jobs (i.e. teachers, police officers, municipal workers, etc.); and
- Higher-income luxury market.

As indicated above, the **middle to high-income market** is specifically aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)
- R3.2 million and above per annum income (units R8.5 million and above)

The nature and scope of the Libertas development is likely aligned to a portion of the first category and categories 2 and 3 of households based on income levels.

4.1.3 Adjustment of Rode demand forecasts

Accurate forecasts of demand related to the housing typology over the next 20 years are impossible. Given the context provided above and based on emerging market trends, an adjustment is made to the demand forecasts for different housing types prepared by Rode in order to reflect a higher need for town houses and larger homes. Although the market will dictate demand and developers will react accordingly, the tendency to provide for smaller erf sizes and smaller houses in medium to high-density developments is gaining momentum. In order to reflect the principles stated above, the following adjustments are made to the baseline allocation of demand for different types of dwelling units determined by Rode.

- Current size and consequently the number of townhouses as per the Rode forecast, are adjusted down from a dwelling size of 200 m^2 to reflect a size of 130 m^2, which implies that the base number determined by Rode, increases by a factor of 1,5384.
- Twenty percent (20%) of the houses smaller than 80 m^2 as determined by Rode are re-allocated to townhouses. This figure is divided by a factor of 1,625 to reflect the need to increase the size of the house to 130 m^2, which implies less units of 80 m^2 or smaller are available.
- Twenty-five percent (25%) of houses smaller than 80 m^2 in the affordable category are allocated to the category of houses larger than 80 m^2. Note that Rode used a house size of 260 m^2 to reflect the size of a house in the category above 80 m^2. The re-allocation of houses from the smaller than 80 m^2 category required a downwards adjustment of the number of units re-allocated to the above 80 m^2 category; a factor of 3,25 was therefore applied.

Our analysis of emerging trends suggests that the 20% and 25% re-allocations stated above is not unrealistic in terms of the envisaged market supply dynamics, project ideas, conceptualisation and developer risk and returns.

The re-weighting per scenario is indicated in Table 7 for the housing types based on the baseline forecasts prepared by Rode. In terms of the categorisation adopted by Rode, the combination of affordable houses smaller than 80 m^2, flats and townhouses when compared to houses larger than 80 m^2, represented a split of 91% to 9%. The adjusted allocation reflects a split of 84% to 16% for the stated two respective categories.

Table 7: Percentage allocation adopted by the Rode forecast per housing type for each scenario versus the adjusted percentages based on the reallocation of units

	Business-as-Usual scenario		Consensus scenario		Junk scenario		Consolidated adjustment
Housing type	Rode	Adjusted	Rode	Adjusted	Rode	Adjusted	
Houses smaller than 80m^2	76%	51%	80%	54%	83%	56%	**54%**
Houses larger than 80m^2	12%	20%	7%	15%	5%	13%	**16%**
Flats	11%	13%	12%	14%	11%	14%	**14%**
Townhouses	1%	16%	1%	16%	1%	17%	**16%**

Source: Rode and Associates (2017) and own calculations

Table 8 indicates the result of the adjustments for **Stellenbosch Town** made to the baseline allocation of dwelling units by Rode in the forecast to 2036. The percentage allocation was recalculated to include affordable houses of smaller than 80 m^2, houses larger than 80 m^2, flats and townhouses. The findings suggest that 464 houses smaller than 80 m^2, 140 larger than 80 m^2, 120 flats and 141 townhouses, or a total of 865 dwelling units per annum on average, are required to serve the demand for dwelling units. Also note that due to reallocation and adjustments, the total number of units required by 2036 are 17 301 as opposed to the 28 305 stated in the Rode forecast.

Housing demand per annum on average:

- 464 houses <80 m^2
- 140 houses >80 m^2
- 120 flats
- 141 townhouses

Table 8: Adjusted demand for housing types in Stellenbosch Town with an annual average of the scenarios over a period of 20 years

Type of house	Business-as-Usual scenario	Consensus scenario	Junk scenario	Average of scenarios	Average per annum over 20 years
Houses smaller than 80 m^2	9 277	10 205	8 349	9 277	464
Houses larger than 80 m^2	3 636	2 857	1 884	2 793	140
Flats	2 453	2 737	2 015	2 402	120
Townhouses	2 835	3 121	2 532	2 829	141
TOTAL	**18 201**	**18 920**	**14 780**	**17 301**	**865**

Source: Rode and Associates (2017) and own calculations

The greatest demand is for houses smaller than 80 m^2, which represents 53,6% of the total annual demand. Similar numbers of town houses and houses larger than 80 m^2 are required on an annual basis, while 120 flats per annum on average are required to cater specifically for the student and young working adult market.

One in every two dwelling units demanded is part of the affordable category (houses smaller than 80 m^2)

5. SUPPLY AND DEMAND FOR RETAIL IN STELLENBOSCH

A study market undertaken by Urban Econ (2016) provides context for the assessment of supply and demand for future retail space in the Stellenbosch Municipal area. It is not anticipated that the situation has changed significantly since 2016, particularly in the Stellenbosch Town area.

There are some smaller retail nodes throughout the Stellenbosch Municipal area that are servicing convenience shopping through neighbourhood centres. There are two main retail nodes, namely Stellenbosch CBD (including Eikestad Mall and the Checkers Centre) and Stellenbosch Square.

New residential developments will result in derived demand for retail space. This mainly includes the proposed plans by the Municipality for social and GAP housing because the other development plans have not been approved and various constraints were raised by the municipality regarding the various developments.

Leakages also occur where households do retail shopping in other areas, mainly relating to destination offerings such as Somerset Mall, Waterstone Village, etc. in acceptable travel distances for Stellenbosch residents, especially to the southern areas of Stellenbosch Town. Stellenbosch residents that work outside the municipal area also cause leakages.

Retail in Stellenbosch benefits from students travelling to the area, tourists visiting the area, people living in areas outside the municipal area, but working in the Stellenbosch Municipal area and demand derived from future developments, whether commercial or residential.

Urban Econ estimated in 2016 that there is approximately 170 000 m^2 of retail space in the Stellenbosch Municipal area (excluding activities on farms) that represents the supply side. Demand for retail space in 2016, 2019, 2022 and 2026 is estimated as follows:

2016: 152 257 m^2
2019: 191 250 m^2 (growth rate from 2016 to 2019: 2,58%)
2022: 225 454 m^2 (growth rate from 2019 to 2022: 2,85%)
2026: 295 560 m^2 (growth rate from 2022 to 2026: 4,21%)

In terms of the net effective demand, an oversupply of 17 743 m^2 was prevalent in 2016. An undersupply 21 250 m^2 was forecast by 2019, while this figure increases to 55 454 m^2 in 2022 and 125 560 m^2 in 2026. These forecasts assume that any additional retail will be absorbed.

The supply, demand and net effective demand together with the annual compounded growth rate in retail space requirements, are illustrated in Figure 10.

Important to note that although this is based on the Stellenbosch Municipal area, the majority of the demand will be attributed to the Stellenbosch Town due to it being the major economic node of the municipality.

In terms of the Libertas proposal, it includes a community type retail centre that will provide a GLA of 15 000 m^2. This contributes 70,58% to the net effective demand for retail space as forecast in 2019, 27,05% in 2022 and 11,95% in 2026, all other things kept constant. This also does not consider retail projects in the planning phase, proposed, submitted or in process with the Stellenbosch Municipality.

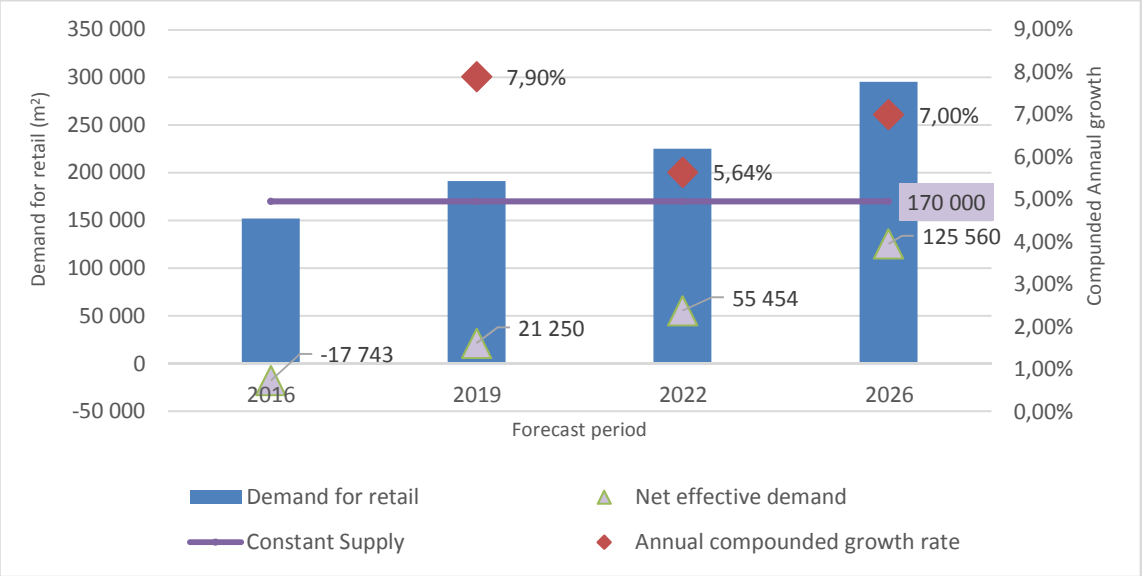


Figure 10: Demand and supply for retail space in the Stellenbosch Municipal area in 2016, 2019, 2022 and 2026 together with annual growth rates

Note: A negative net effective demand implies that there is an oversupply of retail space

6. SUPPLY AND DEMAND FOR OFFICE SPACE IN STELLENBOSCH

The main office nodes include Stellenbosch CBD, Techno Park and Stellenpark Business Park. It is estimated by Urban Econ (2016) that there is approximately 208 724 m² of office space in the Stellenbosch Municipal area, of which a large portion accrues to Stellenbosch Town.

Estimates of the demand for office space in 2016, 2019, 2022 and 2026 are as follows:

- 2016: 244 608 m²
- 2019: 250 936 m² (growth rate from 2016 to 2019: 2,58%)
- 2022: 258 097 m² (growth rate from 2019 to 2022: 2,85%)
- 2026: 268 976 m² (growth rate from 2022 to 2026: 4,21%)

A net effective demand for 35 866 m² of office space was estimated in 2016. This was anticipated to grow to 42 193 m² in 2019, 49 355 m² in 2022 and 60 234m² in 2026. An undersupply of office space already exists. The net demand for office space should also be considered in terms of the forecast by Rode and Associates that alluded to a net effective demand of approximately 77 000 m² in 2036. Irrespective of the source of the forecast, a current undersupply of office space exists in Stellenbosch.

The supply, demand and net effective demand together with the annual compounded growth rate in office space requirements are illustrated in Figure 11.

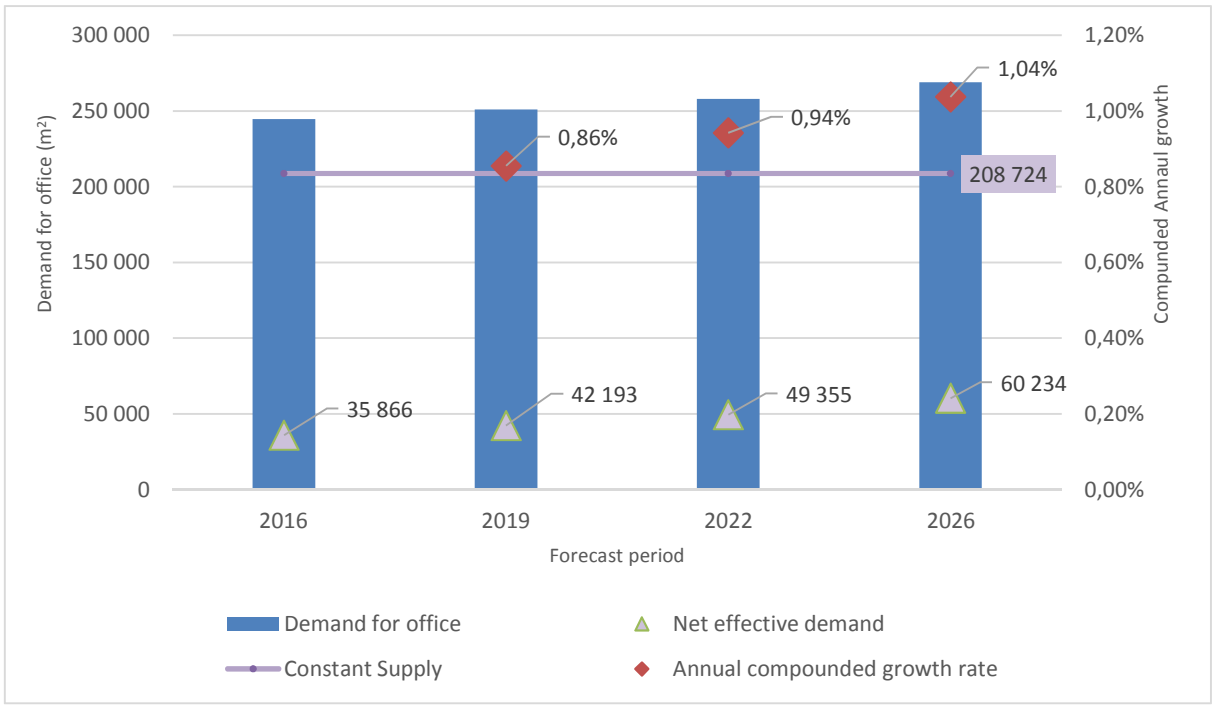


Figure 11: Demand and supply for office space in the Stellenbosch Municipal area in 2016, 2019, 2022 and 2026 together with annual growth rates

The Libertas proposal for office space provides for a GLA of 78 000 m². If aligned to the forecasts illustrated above and not in terms of any phasing, the Libertas proposal will exceed to net effective demand by 129,50% in 2026, once again all other things kept constant. This also does not consider office projects in the planning phase, proposed, submitted or in process with the Stellenbosch Municipality.

7. ALIGNING COMMUTER TRAFFIC AND DEMAND FOR HOUSING

7.1 Linkage between commuting employees and housing demand

Housing demand is traditionally based on population growth and is influenced by factors such as income levels, access to finance and market conditions. A requirement also exists to align the housing need with employment generated by existing and new development opportunities, as the current demand for employment cannot be met from internal supply, i.e. many people live elsewhere and commute to their place of employment in Stellenbosch Town. This results in various other issues, such as the exacerbation of an already congested road and parking network, increase in property prices and negative effect on household lifestyles.

A large number of people commute daily to Stellenbosch Town for work, with many of these commuters that cannot afford to purchase a dwelling unit in Stellenbosch. Figure 12 illustrates current and new employment in the commercial, retail and industrial sectors in relation to persons that live and work in Stellenbosch Town and those that commute on a daily basis together with the potential need for housing.

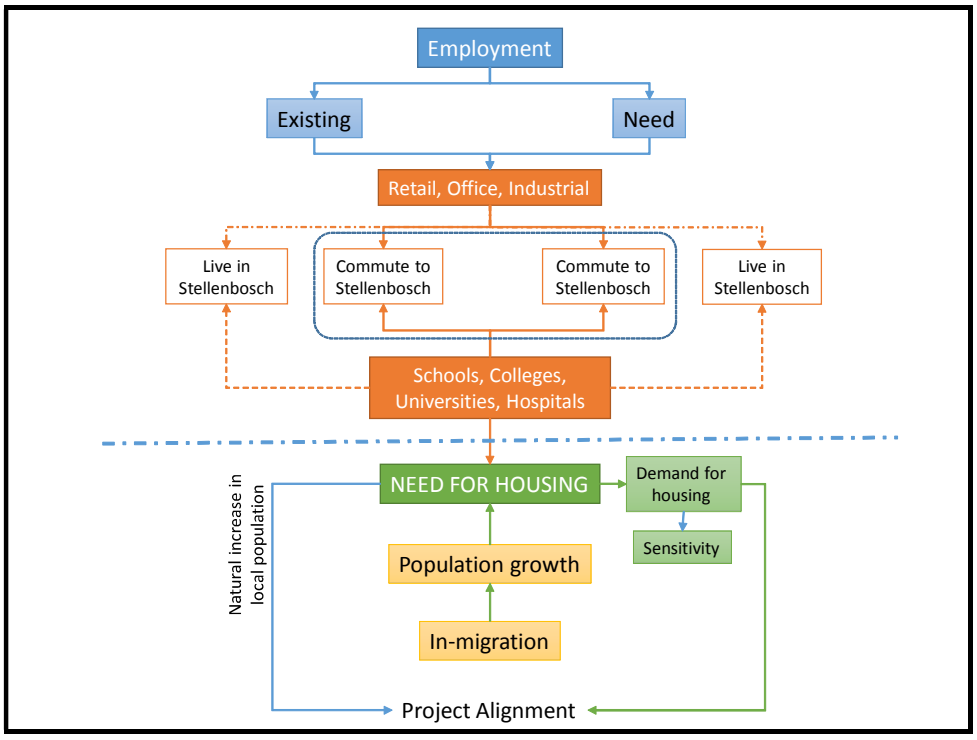


Figure 12: Contextualisation of employment by commuters travelling to Stellenbosch and the need for housing

Source: Multi-Purpose Business Solutions

The approach adopted to ascertain the potential demand for housing is based on an understanding of the existing supply and future demand for retail, commercial and industrial space. A need therefore exists to determine the number of people that work in the businesses and institutions operating in Stellenbosch Town. The approach adopted is based on a determination of the total GLA occupied by businesses in the retail, office and industrial sectors, and applying employee densities to obtain an estimate of the number of people being employed within Stellenbosch Town.

Stellenbosch Town has various JSE-listed entities, other large unlisted businesses, a large education sector comprising primary, secondary and tertiary institutions, hospitals and other public and government institutions. These entities include among others, Stellenbosch University, Capitec, MediClinic, Remgro, Parmalat, Distell, Boland College, Stellenbosch Municipality, Stellenbosch and MediClinic hospitals, etc.

After characterising the employment population of Stellenbosch, it is necessary to determine what percentage of employees that work at these and other firms, are domiciled in Stellenbosch Town versus those that commute on a daily basis from the surrounding towns or the CMA.

The maximum need for housing is derived from estimates of the existing number of employees commuting daily to Stellenbosch Town and the "potential" number of new employment opportunities that any new retail, commercial and industrial development would generate. We assume that displacement and substitution is likely to occur, but when applied to persons that commute to Stellenbosch Town, the impact is zero as the vacant position is filled by another person who either originates from within Stellenbosch Town or forms part of the commuter work force. This is obviously not possible to determine without primary research.

7.2 Need and demand assessment of commuters

Cordon traffic entering Stellenbosch from various access routes determined by Royal Haskoning DHV for the Stellenbosch TOD study (2016), was considered as a point of departure. The cordon counts of vehicles were translated into a figure representing the number of persons entering Stellenbosch during the daily commute by using the Hatch-Goba (2015) study, which drew on information from a study prepared by Jeffares and Green in 2010.

It was apparent from the Hatch-Goba survey (2015) among the larger employers in Stellenbosch (i.e. Distell, MediClinic, Remgro, Parmalat, Denel and Stellenbosch Municipality) that 80% of the workforce use a car for travelling to work, while 20% of employees make use of a lift club on a regular or irregular basis (p. 23). Jeffares and Green (2010) determined that occupancy per vehicle ranged between 1,1 and 2,6 for high- and low-income groups, respectively. We adopted a vehicle occupancy ratio ranging from 1,1 to 2,6 based on the distance travelled and the origin of the vehicles entering Stellenbosch Town. In other words, longer travelling distances would assume greater vehicle occupancy levels.

- 14 409 commuters entering Stellenbosch in morning peak traffic
- 11 527 commuters working in Stellenbosch

These ratios were applied to determine the number of individuals entering Stellenbosch Town in the morning peak from 7:00 to 9:30, which is estimated at 14 409. It may also be argued that the peak starts at 6:30, which results in an undercount of traffic entering Stellenbosch.

Jeffares and Green (2010) determined that 20% of the vehicles could be considered as through-traffic (Hatch-Goba, 2015, p. 11). The adjusted number of people commuting to and working in Stellenbosch Town is therefore 11 527. Once the number of persons commuting was determined, the Hatch-Goba 2015 study relying on the Jeffares and Green estimates, determined that 40% of the Stellenbosch work force resides in neighbouring towns from where they commute every day, while 25% of Stellenbosch University students commute from neighbouring towns. The cordon counts, through-flow, vehicle occupancy and employees residing outside Stellenbosch Town form the basis for the baseline establishment of the need for dwellings units.

Stellenbosch University students were deducted from the baseline as they could not realistically be considered as potential purchasers of dwellings in Stellenbosch Town. A ratio of 40%, as indicated above, was applied to the remaining part of the workforce entering Stellenbosch Town on a daily basis.

This implies a figure of 6 527 that could be considered as part of the potential take-up of dwellings in the future. We assumed that the number of commuters would increase by 1,52% per annum, which is derived from the estimated annual growth in retail, commercial and industrial development envisaged for Stellenbosch Town as determined by Rode for the following 20 years.

However, it is unrealistic to assume that 8 830 people working in Stellenbosch Town by 2036 forming part of the daily commuting workforce that reside elsewhere, would be able to afford to purchase a dwelling and/or even be willing to or want to live in Stellenbosch Town. Although affordability can be determined based on categories of income, no personal or household income data are available from commuters, neither any indication of whether or not they would exercise a choice to live in Stellenbosch Town. Choice could be influenced by financial, general economic conditions, family structures and other decisions.

8 830 people working in Stellenbosch Town by 2036 would form part of the daily commuting workforce

A factor that further affects the need for housing and ultimately demand is in-migration, which could be due to the following:

- People move to Stellenbosch Town in response to a need for additional staff by existing commercial or public/government institutions;
- People move to Stellenbosch Town, but work elsewhere in the Winelands District or in the CMA;
- Normal population progression of people that were raised in Stellenbosch, accepted employment and remained here, creating further demand.

These categories of persons/households also form part of the potential need, which as indicated, translates over time into demand for housing. The limitations of the analysis thus far relate to the following:

- No data on the household income levels of persons commuting to Stellenbosch Town are available;
- No data on preferences to reside in Stellenbosch could be considered;
- Population projections can offer an indication of the population growth, which then address the categories of persons highlighted above, but current data are estimates and subject to a large margin of error.

It is not the purpose of this report to assess whether or not development can occur, which is affected (among others) by the Municipality's financial ability to provide infrastructure, planning policies and market conditions, but how the potential need could translate into effective demand. Consequently, it is required to align the demand forecasts by Rode as adjusted, with the potential demand suggested by commuter traffic.

For the purposes of further assessing the potential demand from commuter traffic, the demand, which represents the take-up of residential units and commercial opportunities as determined by Rode and Associates for input into the Draft Stellenbosch Urban Development Strategy (UDS) (2017), is used as a base. The percentage contributions of different housing types determined by Rode are amended and applied to the dwelling need by commuters (see Section 4.1.3).

7.3 Aligning the Rode demand forecast and potential commuter need for dwelling units

Rode forecasted demand for housing based on different housing types that included houses smaller than 80 m^2 (affordable), houses larger than 80 m^2, flats and townhouses. The percentage split between the housing types was applied to the housing need in order to estimate an effective demand from persons commuting to Stellenbosch. Table 9 indicates an example of the split for 100% of commuters (8 830) that could express a need for dwellings in Stellenbosch Town based on the adjustment of the Rode demand forecasts for middle-income and high-income groups. The average need for dwelling units per annum based on the commuter need is 371 (for the middle-income category) and 70 (for the high-income category) over the next 20 years. The Rode adjusted forecasts suggest demand for 725 and 140 units for the middle-income and high-income groups, respectively. From a break-even perspective, the average annual demand determined by Rode as adjusted covers the estimated need of the middle-income commuting group (taken as 100%) by 1,95 times and the high-income need by 1,98 times.

Annual housing need:

- 371 units for middle-income category
- 70 units for high-income category
- Coverage 1,95 to 1,98

Table 9: Break-even analysis for alignment of Rode demand forecasts and need from 100% of persons commuting to Stellenbosch

	BAU Scenario	Consensus Scenario	Junk Scenario	Average Need p.a.	Break-even percentage	Break even	Adjusted Rode Forecast	Demand average p.a.	Difference
Middle Income – Apart. & small									
Houses smaller than 80m^2, flats & townhous	7067	7498	7706	371	195,43%	725	14508	725	0
High income									
Houses larger than 80m^2	1764	1334	1126	70	198,34%	140	2793	140	0

Source: Multi-Purpose Business Solutions

A sensitivity analysis was applied to determine a more realistic demand of the commuter need for dwellings in Stellenbosch Town. The figures in Table 10 indicate the estimated percentage of the need that could be converted to effective demand, which assumes that commuters can afford to purchase a dwelling and would choose to stay in Stellenbosch. A 50% take-up (or demand for dwellings) indicates a requirement for 186 units in the middle-income and 35 units in the high-income category per annum on average over the next 20 years.

Annual average housing demand with 50% take-up:

- 186 units for middle-income category
- 35 units for high-income category

Table 10: Sensitivity analysis of potential demand derived from the need for different types of dwelling units by commuters

Sensitivity analysis	Rode adjusted	Commuter demand for dwellings			
(Demand per annum)	avg. p.a.	100%	75%	50%	25%
Middle Income – Apart. & small					
Houses smaller than 80m^2, flats & townhous	725	371	278	186	93
High income					
Houses larger than 80m^2	140	70	53	35	18

Figure 13 is an illustration of different demand levels derived from the commuter need. It is clear that irrespective of the commuter need, the Rode adjusted forecasts would still be able to absorb any demand that would be realised from commuters acquiring dwelling units of the different housing types in Stellenbosch Town.

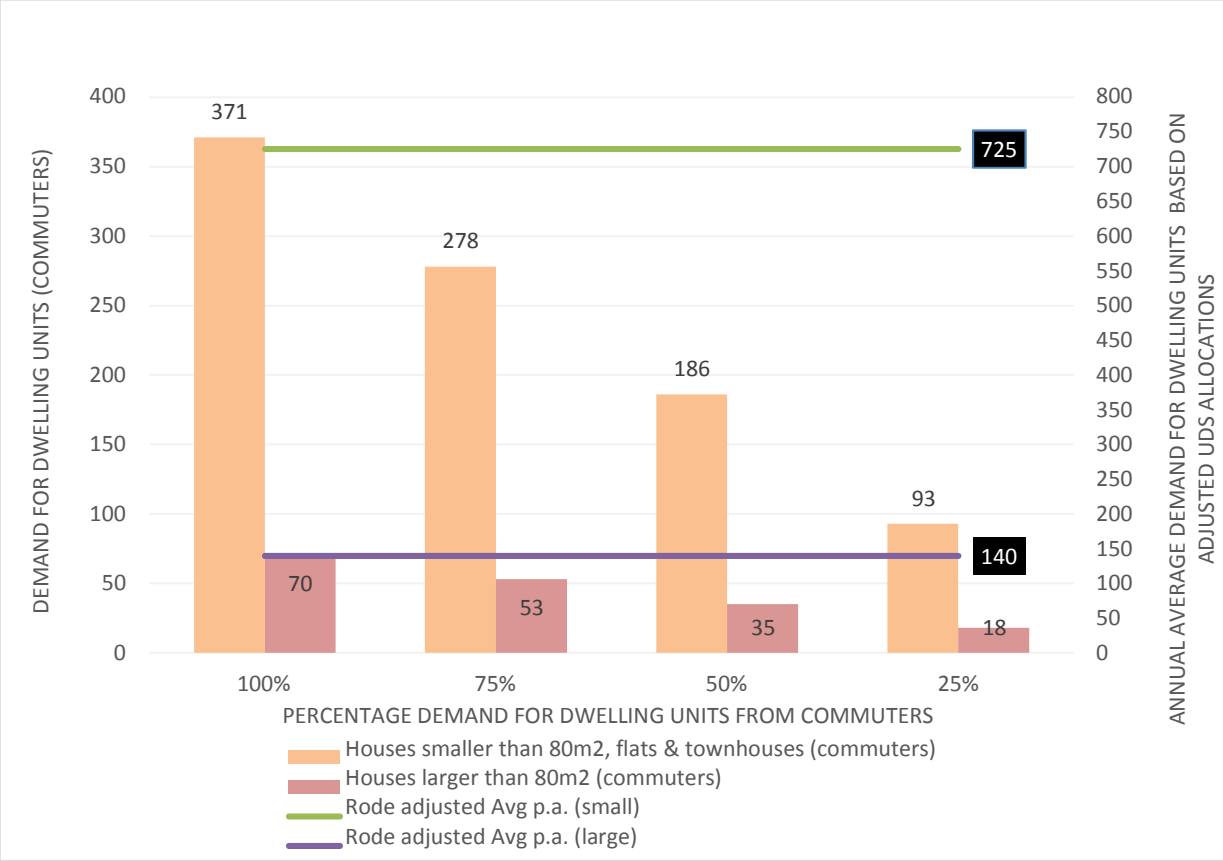


Figure 13: Alignment of potential need for different housing types based on commuters with the Rode demand forecasts for dwelling units

An application of the sensitivity analysis indicates that even with the adjustment of demand for housing types adopted by Rode, the adjusted demand forecasts would be sufficient to cover the need that may emanate from commuters. The findings are indicated in Table 11.

Table 11: Coverage ratios of commuter housing need for different dwelling types (categories)

Housing category	Coverage of possible commuter demand by adjusted Rode forecasts			
	100%	75%	50%	25%
Houses smaller than 80m^2, flats & townhouses	2,0	2,6	3,9	7,8
Houses larger than 80m^2	2,0	2,6	4,0	7,9

The take-out of the analysis of the potential commuter need for dwelling units, suggests that the demand projections determined by Rode as adjusted is sufficient to cover a 100% of the need that may arise from commuters. This effectively implies that any demand for dwelling units derived from the commuter need, is absorbed in the projections for all types of housing considered in this analysis.

8. DEMAND FOR DWELLING UNITS ARISING FROM COMMERCIAL DEVELOPMENT

The analysis considered in the previous sections was based on the current workforce commuting to Stellenbosch on a daily basis. It is assumed that businesses in Stellenbosch Town are operating at near full employment capacity and that no substantial vacancies exist. It is further assumed that additional capacity is available from persons residing in Stellenbosch Town for the nature and scope of jobs required by existing firms operating in Stellenbosch Town. Consequently, development of any additional retail, commercial and industrial activity, especially in the office and retail space, as well as development of special purposes properties (e.g. schools) would require employees that also originate from outside Stellenbosch Town.

It is also accepted that the substitution effect would occur among existing businesses and people moving to other new opportunities in Stellenbosch Town due to retail, commercial and industrial developments, who will be replaced by new persons and therefore create new demand. Hence, for the purposes of the next part of the analysis, it is assumed that no additional employment is available to be met from internal (Stellenbosch Town) supply.

The additional need for dwelling units arising from future retail, commercial and industrial development is based on the following principles:

a. The forecast of demand for retail, industrial and office space in Stellenbosch Town over the next 20 years prepared by Rode, forms the basis of the calculation to determine the potential need for dwelling units. If these are aligned to the Urban Econ (2016) estimates for Stellenbosch Municipal area, the following outcomes are recorded:

	2036	**2026**
Adjusted for an applicable to Stellenbosch Town	**Rode & Associates (2017)**	**Urban Econ (2016)**
Gross Lettable Area (GLA) (effective demand)	Average m^2 for three scenarios	Net effective Demand (m^2)
Retail	69 282	106 726
Industrial	34 263	192 100
Office	77 204	48 187

Notes:

i. The attribution to Stellenbosch Town is 85% retail, 20% industrial and 80% office applied to both sources of the forecasts.

ii. The period used for analysis is also different with a 10 year and 20 year horizon

iii. The differences are also large and the bases may differ. Consequently, it was decided to use the lower of the forecasts. This implies using the Rode forecasts for retail and industrial and the Urban Econ forecast for a future estimate of office space, even though the periods applicable to the forecasts differ.

b. Typical employment densities expressed as a full-time equivalent job per m^2 are used to determine the potential number of employees that would be required:

- Industrial: 47 m^2
- Office: 16 m^2
- Retail: 15 m^2

c. Densities are applied to the Gross Lettable Area (GLA) to determine the number of employees; and

d. The same factors and ratios applied to the cordon counts are used to determine the number of employees that would originate from outside Stellenbosch.

8.1 Impact of retail, commercial and industrial development

Our analysis suggests an average of 418 employees per annum is required for new retail, office and industrial development in Stellenbosch Town over a period of 20 years, of which 167 persons would originate from outside Stellenbosch and 251 would acquire housing in Stellenbosch Town, thus creating further demand. The 40% applied to the workforce originating from neighbouring towns could be higher depending on the nature and scope of skill levels required and the assumption that more than two-thirds of the economic activity in Stellenbosch Town is generated by businesses operating in the tertiary sector of the economy. The same percentages adopted for the assessment of the housing need from commuters are applied to the need for housing due to future development. This is required in order to achieve the necessary alignment between demand for housing from commuters and demand that arises from future commercial, retail and industrial development.

An additional 122 vehicles per annum on average would enter Stellenbosch Town due to the rollout of retail, commercial and industrial development over 20 years. We assumed a worst-case scenario with one occupant per vehicle, i.e. 122 extra persons are factored into the 8421 calculated in Section 5.2.

The previous analysis was based on number of vehicles and vehicle occupancy, while the analysis in this section uses a different approach based on employment densities. The application of the employment densities suggests that 167 persons would work in Stellenbosch Town, but originate from elsewhere. A difference of 45 persons occurs due to the different approaches.

Table 12 indicates that the average demand per annum based on the Rode forecast for retail and industrial space and Urban Econ forecast for office space in Stellenbosch Town over the next 20 years ranges from 42 to 167 dwelling units for take-up percentages ranging from 25% to 100% for those persons that commute to Stellenbosch. A further 70 to 278 persons could take up residence in Stellenbosch based on the application of the sensitivities.

Table 12: Sensitivity analysis of the potential need for dwelling units arising from non-residential development

Sensitivity analysis for number of units based on annual average (commercial, retail & industrial development)				
	100%	**75%**	**50%**	**25%**
Middle to High Income				
Houses smaller than 80m^2, flats & townhouses (commuters)	141	105	70	35
High income				
Houses larger than 80m^2 (commuters)	27	20	13	7
Total	167	125	84	42
Middle to High Income (residing in Stellenbosch Town)				
Houses smaller than 80m^2, flats & townhouses (residents)	234	175	117	58
High income (residing in Stellenbosch Town)				
Houses larger than 80m^2 (residents)	44	33	22	11
Total	278	209	139	70

A need also exists to include an additional 251 persons arising from future retail, commercial and industrial development that would reside in Stellenbosch Town, using the upper figure of the commuters as the base. In terms of understanding the total demand, an additional 278 persons are

added to the potential need for dwelling units to prevent double counting, i.e. not all 418 persons representing the employment requirement for Stellenbosch Town due to future retail, commercial and industrial development.

Figure 14 is an illustration of different demand levels derived from the commuter need. It is clear that irrespective of the commuter need, the Rode and Urban Econ forecasts would still be able to absorb any demand for dwelling units for the different housing types that would be realised from non-residential development in Stellenbosch Town.

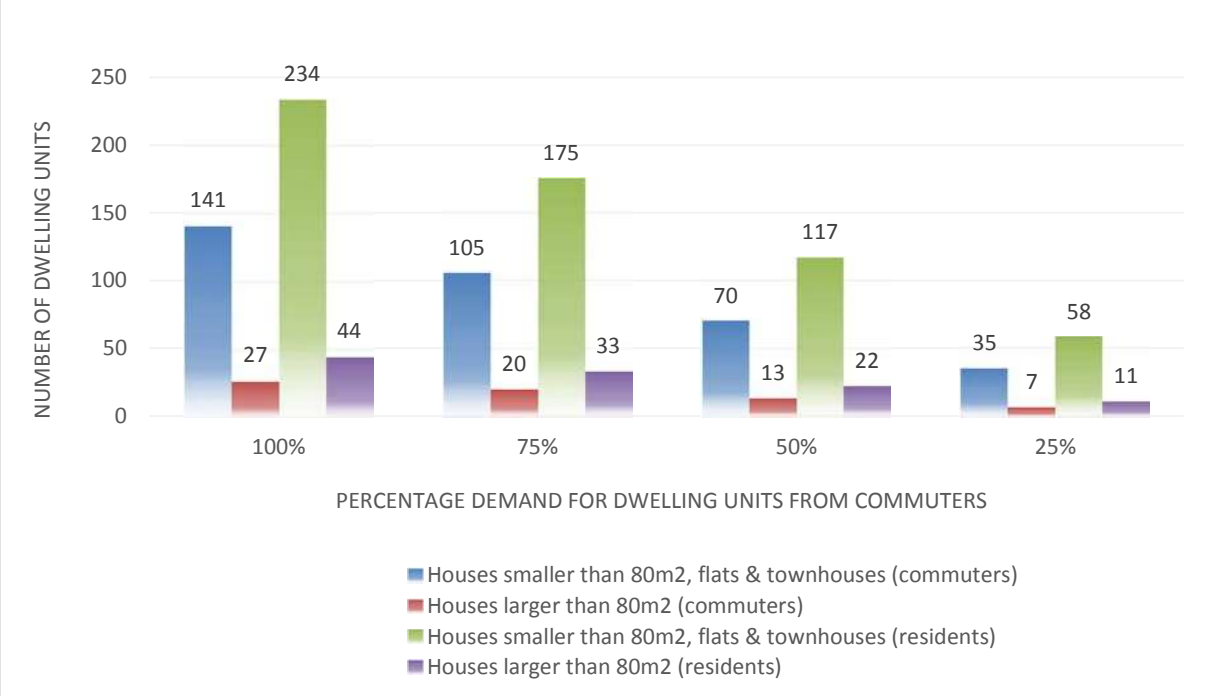


Figure 14: Alignment of potential need for different housing types from commuters and Stellenbosch Town residents with the Rode and Urban Econ forecasts for dwelling units arising from non-residential development

8.2 Metrics for analysis of future commercial development

It is useful to understand the figures derived from the analysis in the context of the relationship between two variables, i.e. vehicle traffic and commercial development. We determined that the addition of 53 m² of retail, office and industrial space would result in one additional vehicle entering Stellenbosch Town daily for work. Furthermore, one additional employee will originate from outside Stellenbosch Town for every 45 m² of GLA developed in Stellenbosch Town. Assuming the remainder of the need that arises from future commercial development arises from persons that want to reside in Stellenbosch Town, one additional employee originates from within Stellenbosch Town for every 27 m² of GLA developed. These ratios are derived from figures calculated from the assumptions applied in the analysis.

- 1 additional vehicle will enter Stellenbosch Town for every 53 m² of GLA developed
- 1 additional employee will originate from outside Stellenbosch Town for every 45 m² of GLA developed
- 1 additional employee would/could reside in Stellenbosch Town for every 27m² of GLA developed

9. CONSOLIDATED DEMAND FOR DWELLING UNITS

The potential demand for dwelling units related to current commuters is added to the demand that could be generated from additional commuters entering Stellenbosch Town as well as persons that would/could reside in Stellenbosch Town due to future commercial, retail and industrial development.

Table 13 indicates the consolidated demand for dwelling units from current and additional commuters with the latter representing an increase in commuters due to commercial, retail and industrial development over time. An average annual need for dwelling units from commuters ranges from 140 to 725, with 50% that could represent effective demand for 303 houses smaller than 80 m², flats and small town houses and 57 houses larger than 80 m². The findings indicate that the adjusted demand forecasts by Rode and Urban Econ, which did not consider the possible need for housing arising from future retail, commercial and industrial development, are able to cover 100% of the need. The different demand levels derived from the combined commuter need is also illustrated in Figure 15.

Combined commuters need between 140 to 725 dwelling units of different housing types on average per annum

Table 13: Combined housing need for existing and growth in commuters (due to retail, commercial and industrial development) compared to the adjusted Rode forecast for different levels of need

Sensitivity analysis (annual average demand)	Rode/Urban Econ				
(Commuters and future commercial development)	forecast	100%	75%	50%	25%
Middle Income					
Houses smaller than 80m², flats & townhouses	725	605	453	303	151
High income					
Houses larger than 80m²	140	114	86	57	29
TOTAL	865	719	540	360	181

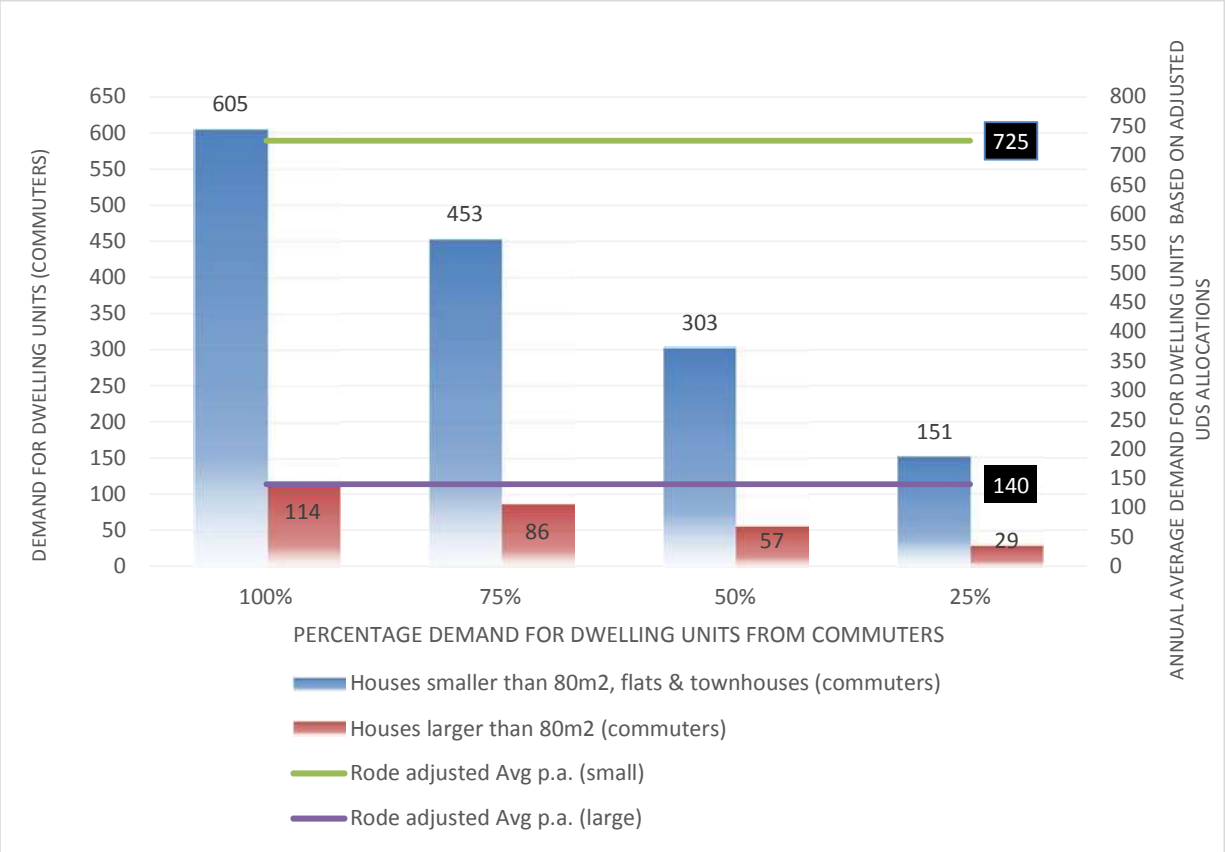


Figure 15: Alignment of the combined potential need by commuters for dwelling units of different housing types with the Rode forecasts for dwelling units

9.1 Sensitivity analysis related to adjustment of the housing type mix

As stated previously, houses smaller than 80 m², flats & small townhouses originally represented 91,88% of the housing mix determined by Rode, while houses larger than 80 m² represented 8,12%. This split was adjusted down to 84,06% for houses smaller than 80 m², flats & small townhouses and increased to 15,94% for houses larger than 80 m². These are the percentages applied in the analysis below. Various splits are applied to understand different allocation options; although these are for illustrative purposes, it offers an indication of different market scenarios for the two housing categories.

The analysis below is based on the allocations indicated in Table 14 for different percentages of the need for housing types. Proportional splits are used to demonstrate the adjusted output of the two housing mixes ranging from a 50%:50% (or equal) ratio to a ratio of 75%:25%.

Table 14: Combinations of different percentages representing the split between housing categories

Houses <80m2, flats & small townhouses	50%	55%	60%	65%	70%	75%
Houses >80m2	50%	45%	40%	35%	30%	25%

The findings of the sensitivity analysis presented in Table 15 based on the above proportional allocations suggest that the number of dwelling units required on an annual basis for the **50% scenario** (represented by a total demand of 360 dwelling units) ranges from 180 to 270 units for houses smaller than 80 m², flats and small townhouses. The demand for houses larger than 80 m² for the high-income group by 2036 ranges on average per annum from 90 to 180 dwelling units. This aligns with the forecast period adopted in the Rode forecasts.

50% of the need by 2036 would require on average per annum:

- 180 to 270 units smaller than 80 m²
- 90 to 180 units larger than 80 m²

The 75% scenario (represented by 540 dwelling units), indicates demand that ranges from 270 to 405 units for houses smaller than 80 m², flats and small townhouses. Demand for houses larger than 80 m² for the high-income group by 2036, ranges from 135 to 270 dwelling units on average per annum by 2036.

Table 15: Sensitivity analysis for different allocations between housing types based on different levels of need from current and future commuters

Adjusted split	Housing type		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		100%						
Adjusted annual housing demand		719						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m², flats & townhouses			360	395	431	467	503	539
High income								
Houses larger than 80m²			360	324	288	252	216	180
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		75%						
Adjusted annual housing demand		540						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m², flats & townhouses			270	297	324	351	378	405
High income								
Houses larger than 80m²			270	243	216	189	162	135
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		50%						
Adjusted annual housing demand		360						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m², flats & townhouses			180	198	216	234	252	270
High income								
Houses larger than 80m²			180	162	144	126	108	90
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		25%						
Adjusted annual housing demand		181						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m², flats & townhouses			90	99	108	117	126	135
High income								
Houses larger than 80m²			90	81	72	63	54	45

Figures 16 and 17 illustrate the outcomes of the different percentage allocations to the two housing categories (houses smaller than 80 m², flats and small townhouses, and houses larger than 80 m²) based on the adjusted allocation stated above. The colours in Figures 16 and 17 correspond, which enables a direct comparison of the two housing categories starting at an equal allocation (50%) for both housing categories.

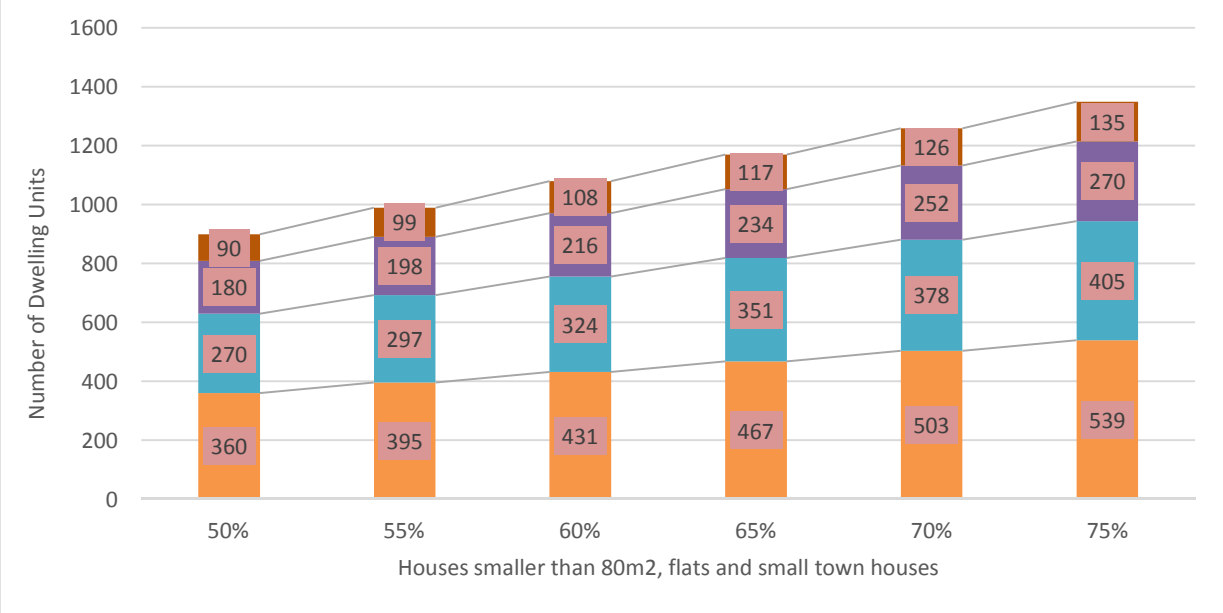


Figure 16: Illustration of different outcomes for an increasing percentage allocation to houses smaller than 80 m², flats and town houses

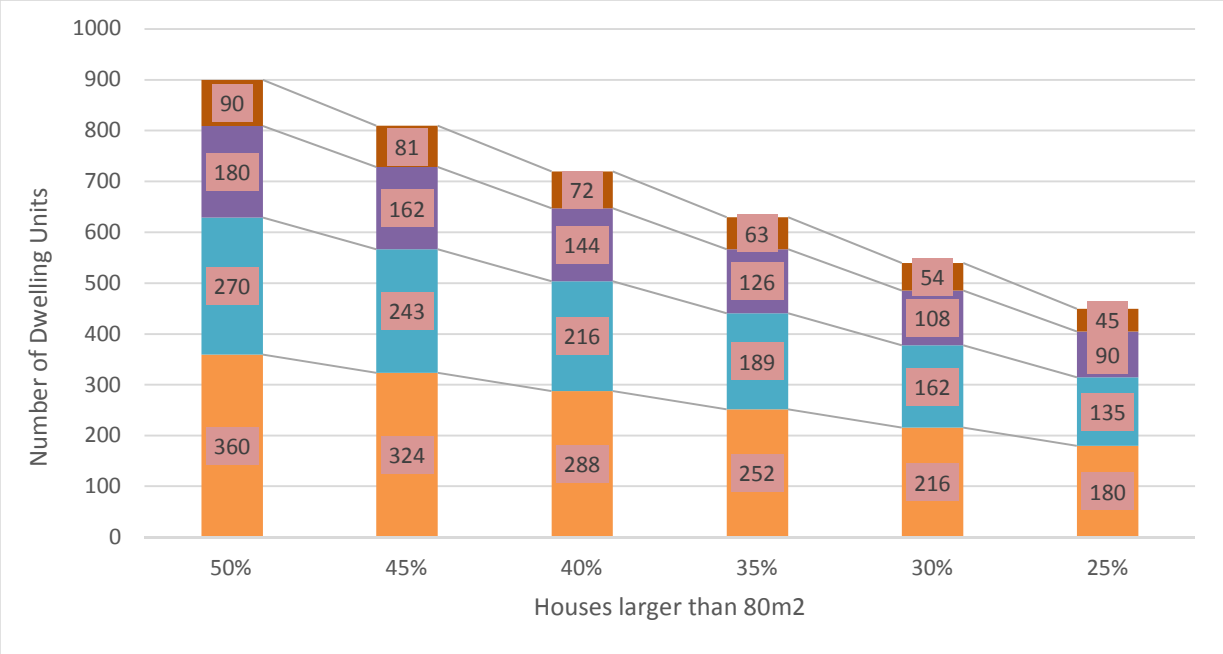


Figure 17: Illustration of different outcomes for an increasing percentage allocation to houses larger than 80 m²

9.2 Synopsis of key findings

The assumptions, adjustments, findings and discussion in the previous sections suggest that the demand for units determined by the Rode forecasts (incorporating the net effective demand determined by Urban Econ (2016) as adjusted would absorb a 100% of the potential need accruing from current and future commuting traffic and from future demand for additional retail, commercial and industrial development space.

A more realistic take-up of 50% of the total need could be considered as effective demand, and results in a coverage ratio of 2,40 units for all housing types considered in the analysis (i.e. houses smaller than 80 m², flats & townhouses and houses larger than 80 m²). This implies that the need for every unit is covered 2,40 times by the demand projection in the Rode forecasts as adjusted. The coverage ratio for houses smaller than 80 m², flats & townhouses and houses larger than 80 m² is 2,40 and 2,44, respectively. The coverage ratios do not include other categories of demand outlined in Section 5.2.

*The **surplus** in terms of the forecast arises from the difference between the demand determined by the Rode forecasts as adjusted and the estimates emanating from the existing commuter traffic and additional commuter traffic derived from new commercial, retail and industrial development*. In terms hereof, a 100% take up of the need for housing arising from the combined commuter traffic, suggests a total surplus of 146 units for both housing categories, with 121 units allocated to houses smaller than 80 m², flats & townhouses, and 25 units for houses larger than 80 m² on average per annum.

A take-up of 50% of the need by all commuters, which is assumed to be half of the total potential need and represents the effective demand for the purposes of this analysis, indicates that the surplus for houses smaller than 80 m², flats and townhouses and houses larger than 80 m², is 505 units on average per annum. The surplus at the 50% take-up of the housing need is 423 for units smaller than 80 m², flats and townhouses and 82 units for houses larger than 80 m² on average per annum.

Surplus for all housing types houses per annum on average by 2036:

- 505 units in total
- 423 for units smaller than 80 m², flats and townhouses
- 82 units for houses larger than 80 m²

A need exists to contextualise the proposed project in terms of demand by considering the possible take-up of dwelling units, the growth paths envisaged for Stellenbosch Town, as well as estimates of the timeframe for the completion of the Libertas project.

10. DEVELOPMENT OF AND IN STELLENBOSCH TOWN

In order to place the Libertas development project in the context of the future development and growth of Stellenbosch Town, a requirement exists to consider the strategic positioning, development strategy and growth trajectory underpinned by the Draft MSDF. The application of these strategic principles permits the estimation of certain benefits that would accrue to the Stellenbosch economy and the Stellenbosch Municipality due to a development project.

10.1 Growth trajectory for Stellenbosch Town

Stellenbosch Town is positioned to provide service-orientated activity driven by and aligned with tertiary sector development. In terms of the Draft MSDF and the next 20 years, Stellenbosch Town should facilitate complementary and supplementary land uses, i.e. residential with an emphasis on indigent housing and commercial components aligned to and focused on tertiary sector economic activity. Development can be incentivised to, among others, accelerate and facilitate private sector investment (considering mix, timing and extent) and to provide skills development and upskilling opportunities for locals. In terms hereof the following should be noted in the Draft MSDF:

The current service and housing delivery model is ineffective in addressing the municipality's housing demand and growth. Housing demand and the associated land demand for the currently delivery model shows that the municipality does not have access to adequate land to serve the current and projected housing demand (p. 39).

The development landscape in and around Stellenbosch Town over the past 10 years has been characterised by the following:

- low levels of development (except for the Brandwacht-on-River residential development),
- mostly brownfields projects (demolition of houses for construction of flats or other commercial uses) and
- limited greenfield development,

all of which has resulted in increasing equilibrium price points due to demand exceeding supply.

The use of a progressive growth trajectory for Stellenbosch Town over the next 20 years forms the basis of the analysis. Progressive growth implies exponential growth over slightly less than the first half of the 20-year forecast period, reaching saturation point after about 10 years and tapering off significantly thereafter to flatten out over the last five years of the forecast period. Figure 18 illustrates the growth trajectory for a progressive development path for Stellenbosch Town over 20 years.

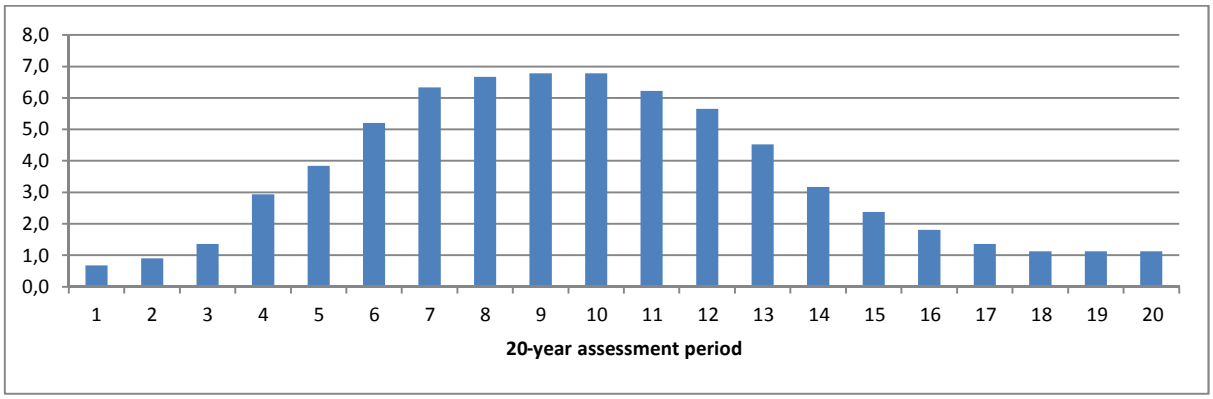


Figure 18: Growth trajectory for Stellenbosch Town over 20 years

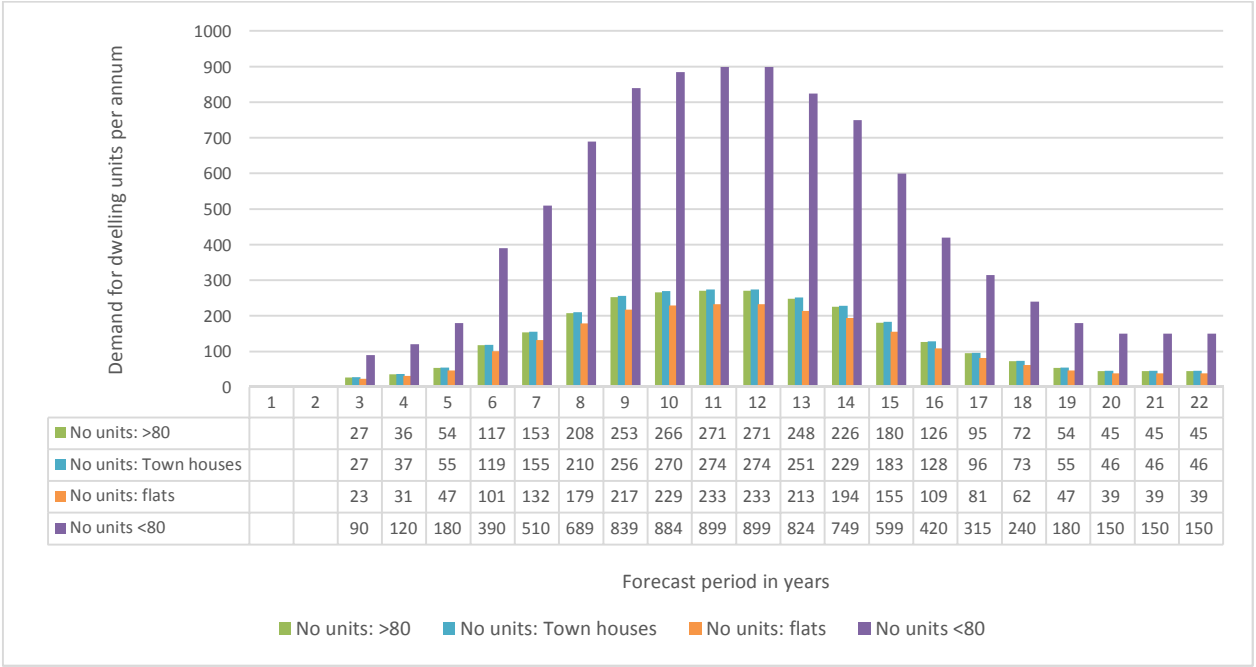
Table 16 provides a summary of the housing typology with amended demand forecasts by 2036 (refer to Table 8). The figures stated in Table 16 are annualised based on the application of the adopted growth trajectory for Stellenbosch Town. The envisaged annual take-up of dwelling units based on the housing typology and application of the growth trajectory is illustrated on an annual and cumulative basis in Figure 19 and 20, respectively.

Table 16: Summary of the adjusted demand based on the Rode forecast for different housing types

Housing type	Amended Rode demand forecast
Houses smaller than 80 m^2 (affordable)	9 277
Houses larger than 80 m^2	2 793
Flats	2 402
Townhouses	2 829
Total units	**17 301**

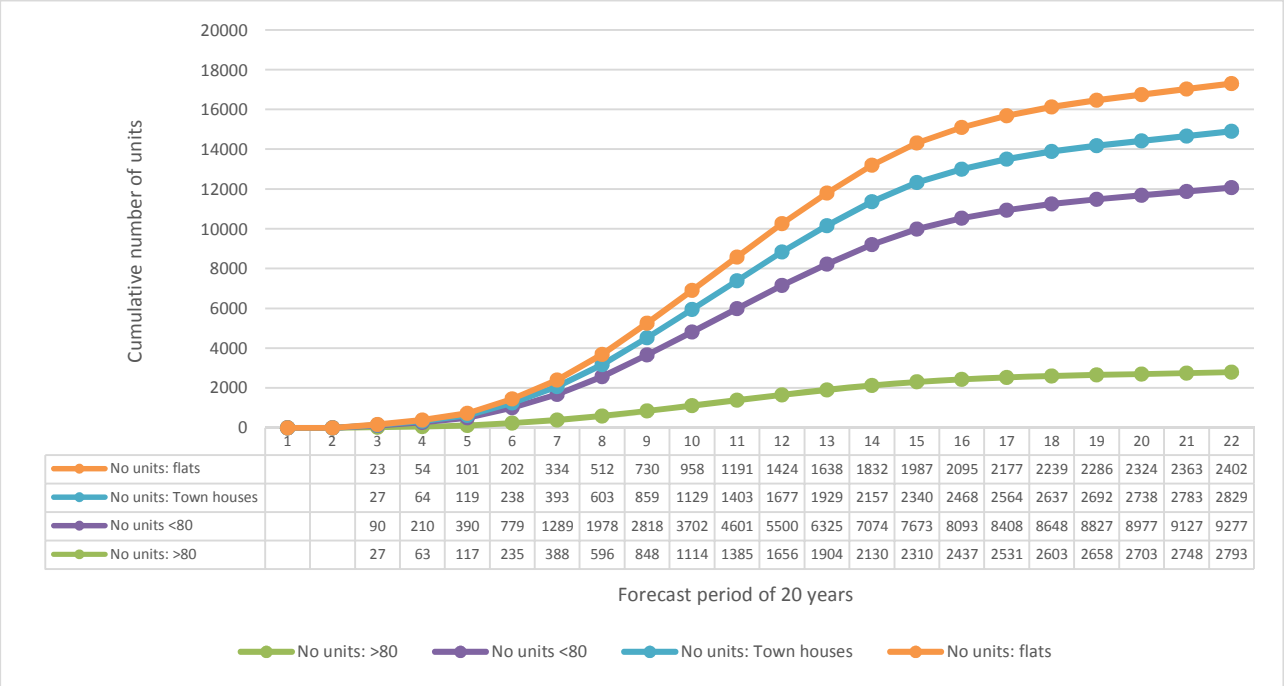
Source: Rode and Associates and own calculations

As indicated below, the units are allocated per year based on an application of the progressive growth trend for Stellenbosch Town. A peak is reached in about 11 to 12 years, but it should be noted that market conditions, supply and demand dynamics will impact the actual outcome of this growth trajectory, as will municipal funding to provide bulk and infrastructure services. Note that the first two years of the forecast period are used for the introduction of bulk and internal services as part of the rollout of a development project. The timeframe is variable depending on the nature and scope of the project.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
No units: >80			27	36	54	117	153	208	253	266	271	271	248	226	180	126	95	72	54	45	45	45
No units: Town houses			27	37	55	119	155	210	256	270	274	274	251	229	183	128	96	73	55	46	46	46
No units: flats			23	31	47	101	132	179	217	229	233	233	213	194	155	109	81	62	47	39	39	39
No units <80			90	120	180	390	510	689	839	884	899	899	824	749	599	420	315	240	180	150	150	150

Figure 19: Forecast of the annual dwelling units per housing type for a period of 20 years based on adjusted demand forecasts



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
No units: flats			23	54	101	202	334	512	730	958	1191	1424	1638	1832	1987	2095	2177	2239	2286	2324	2363	2402
No units: Town houses			27	64	119	238	393	603	859	1129	1403	1677	1929	2157	2340	2468	2564	2637	2692	2738	2783	2829
No units <80			90	210	390	779	1289	1978	2818	3702	4601	5500	6325	7074	7673	8093	8408	8648	8827	8977	9127	9277
No units: >80			27	63	117	235	388	596	848	1114	1385	1656	1904	2130	2310	2437	2531	2603	2658	2703	2748	2793

Figure 20: Cumulative take-up of dwelling units per property type over 20 years

10.2 Benefits to Stellenbosch economy and Stellenbosch Municipality

10.2.1 Economic and labour contribution

Estimating the impact of a project or development assists role-players to understand the potential **benefits for the economy** and stakeholders. The assessment of the economic impact of a project generates an estimate of the economic consequences associated with development of a project on the Stellenbosch economy and is used to assess the direct and indirect contributions of construction spend and operational revenues (final demand) on the economy through the application of multipliers.

The assessment of the **employment contribution** is at best very risky. The results are driven largely by the assumptions, which entail the following:

- The structure and composition of the Western Cape and Stellenbosch economy will remain unchanged. This assumption is necessary to enable the use of multiplier analyses.
- No political and other administrative changes will take place on a national or provincial level.
- Salaries and wages are fixed in real terms. Household income will adjust purely by the constant wage multiplied by the increase in employment.
- The supply of skilled labour will be a limiting factor in the construction process.

Demand for labour (employment) is in economic terms considered as a derived demand; a forecast for labour demand can therefore be derived from the planned increase in capital and operational spending. The basic assumption focuses on the relationship between growth in real spending and growth in labour demand. If growth in labour demand equals the growth in real spending, labour productivity will stay constant. If labour productivity increases, the demand for labour will grow at a slower rate than real spending.

The assessment offers an indication of direct and indirect contributions to the Stellenbosch economy and the labour impact based on the annual change over the period envisaged for development using 2017 as a base.

10.2.2 Municipal development charges (DCs) and property rates

Infrastructure provision to enable the development of a project such as Libertas is generally the responsibility of the relevant sphere of government, which is Stellenbosch Municipality in this case. In order to recoup all or a major part of the costs related to the introduction of infrastructure for a project (development opportunity), the government introduces Development Charges (DCs) payable by the developer based on the nature and scope of the external services and infrastructure required for the envisaged project.

The Stellenbosch Municipality will also benefit from levying property rates based on the market value of the scope of components comprising the development. The latter is a continuous funds inflow for the Municipality. Over and above the levying of rates, other service charges are obtained together with the sale of electricity and water, which further enhances the revenue base of the Municipality.

The focus of this assessment is an estimation of the DCs and property rate accruing to the Municipality over the duration of the development period envisaged for a new project.

11. ALIGNMENT OF DEVELOPMENT PIPELINE WITH RODE ADJUSTED FORECASTS AND SOCIO-ECONOMIC IMPLICATIONS

11.1 Alignment with housing typology of adjusted Rode forecasts

The scope of the "Development Pipeline" for Stellenbosch Town as illustrated and discussed in Section 3.5 is placed in context of the adjusted forecasts of demand for housing based on the stated typology adopted by Rode. Also refer to the nature of the housing typology described in Section 4.1.

Table 17 provides a comparison of the housing typology (with amended demand forecasts by 2036) and the scope of dwelling units associated with the Development Pipeline. This is a snapshot and not directly comparable from a timing perspective as the forecasts related to a planning term of 20 years for Stellenbosch Town, whilst the Pipeline timeframes of about 10 years are based on an envisaged occupancy over a shorter timeframe, hence the two timeframes do not coincide.

It should be noted that the Development Pipeline indicates the developers' intention related to different housing types. The numbers are aligned with the housing typology adopted throughout this analysis.

Table 17: Comparison of the adjusted demand forecast of Rode and the scope of the Development Pipeline for Stellenbosch Town

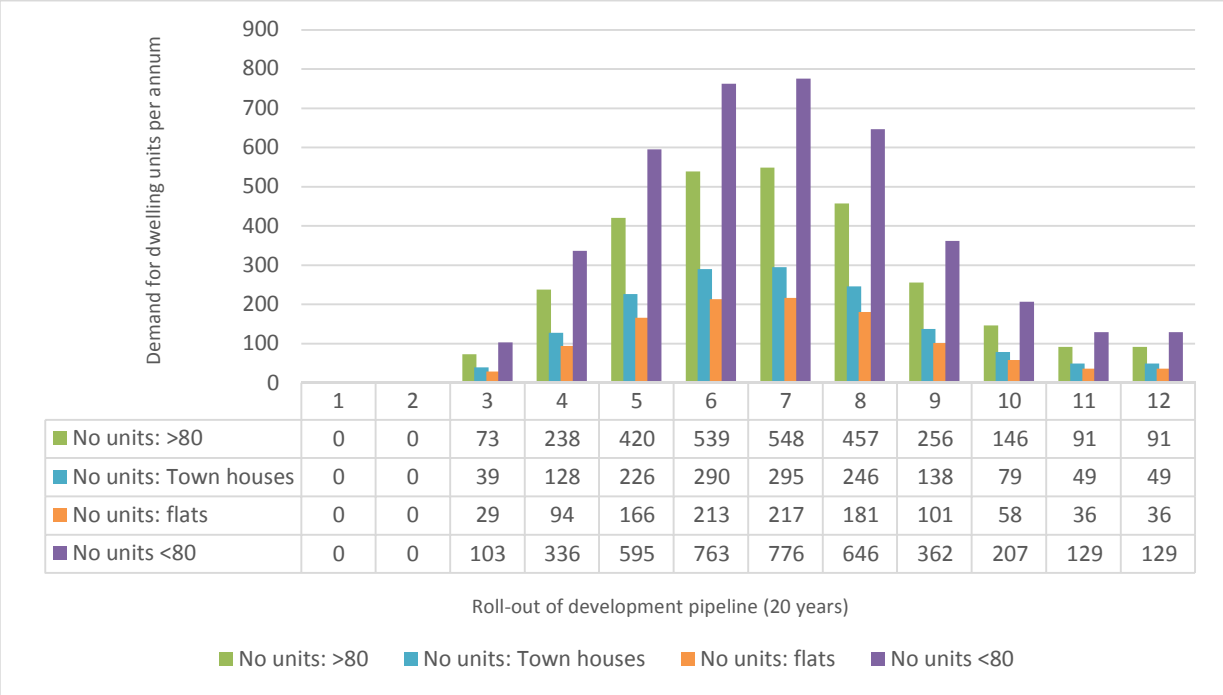
Housing type	Amended Rode Demand forecast	Development Pipeline
Houses smaller than 80 m^2 (affordable)	9 277	4 047
Houses larger than 80 m^2	2 793	2 860
Flats	2 402	1 130
Townhouses	2 829	1 538
Total units	**17 301**	**9 575**

Source: Rode and Associates and own calculations

11.2 Application of growth trajectory to Development Pipeline over 20 years

The figures stated in Table 17 are annualised based on the application of the adopted growth trajectory for Stellenbosch Town. The envisaged annual take-up of dwelling units based on the housing typology and application of the growth trajectory is illustrated in Figure 21 on an annual basis over a period of 20 years.

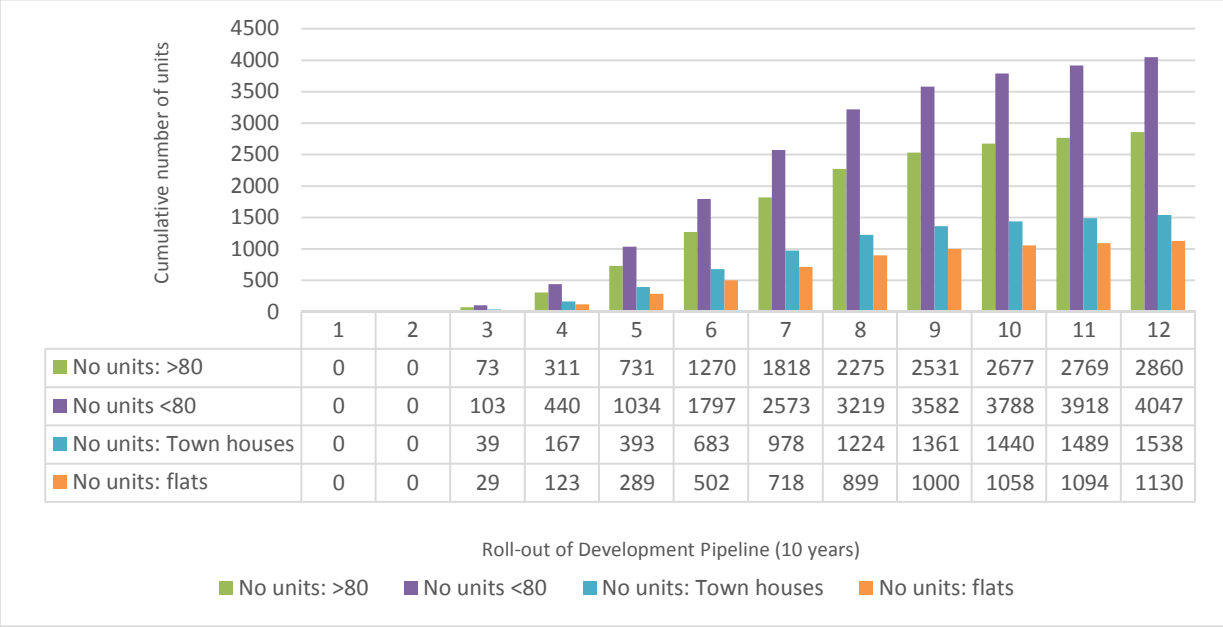
As indicated above, the units are allocated per year based on an application of the progressive growth path for Stellenbosch Town as indicated in Section 10.1 A peak is reached in about 11 to 12 years, but market conditions, supply and demand dynamics will impact the actual outcome of this growth trajectory, as will municipal funding to provide bulk and infrastructure services. Note that the first two years of the forecast period are used for the introduction of bulk and internal services as part of the rollout of a development project. The timeframe is variable depending on the nature and scope of the project.



	1	2	3	4	5	6	7	8	9	10	11	12
No units: >80	0	0	73	238	420	539	548	457	256	146	91	91
No units: Town houses	0	0	39	128	226	290	295	246	138	79	49	49
No units: flats	0	0	29	94	166	213	217	181	101	58	36	36
No units <80	0	0	103	336	595	763	776	646	362	207	129	129

Figure 21: Forecast of the annual units per housing type for the Development Pipeline over a period of 20 years

Figure 22 illustrates the cumulative take-up of units per housing type for the Pipeline over a period of 10 years. The growth trajectory adopted for Stellenbosch Town is applied to the Development Pipeline over its duration based on the assumptions below.



	1	2	3	4	5	6	7	8	9	10	11	12
No units: >80	0	0	73	311	731	1270	1818	2275	2531	2677	2769	2860
No units <80	0	0	103	440	1034	1797	2573	3219	3582	3788	3918	4047
No units: Town houses	0	0	39	167	393	683	978	1224	1361	1440	1489	1538
No units: flats	0	0	29	123	289	502	718	899	1000	1058	1094	1130

Figure 22: Cumulative take-up of dwelling units per property type for the Pipeline over the forecast period of 20 years

11.2.1 Assumptions applied for the application of the Development Pipeline

To realistically understand the Development Pipeline in the context of the adjustment to the housing unit forecasts prepared by Rode, several assumptions are applied to create the alignment with specific reference to the take-up, construction and occupation of dwelling units. The assumptions are as follows:

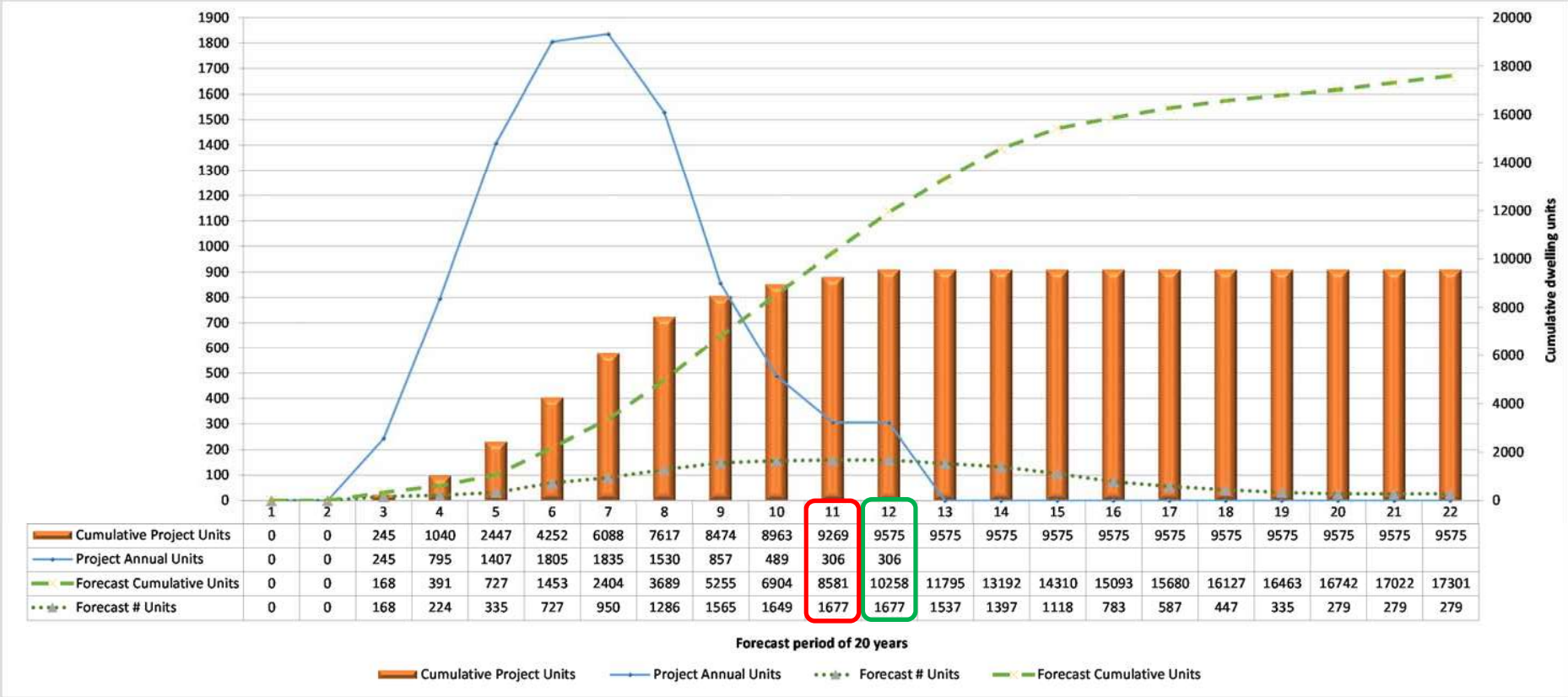
- Duration of the project culminating in the construction and occupancy of all dwelling units and other components in accordance with the following:
    - Year 1 – external services
    - Year 2 – internal services
    - Year 3 – selling and construction commences
- Sell-out of the project (number of years for the completion of construction and occupancy of all units);
- Phasing of the project with the introduction of components at different stages over the duration of the project;
- Costs of construction (reflect the current per m^2 costs for different dwelling types);
- Inflation projections;
- Building cost escalations assumed to be 6% per annum, which is an average of in-contract building costs forecast by Medium-Term Forecasting Associated (2017)
- Development charges applied by the Stellenbosch Municipality based on 2017; and
- Property rates applied based on the Stellenbosch Rates Policy and 2018 factors.

11.2.2 Alignment of annual demand forecasts and Pipeline occupancy projections

Figure 23 indicates the outcome from an application of the growth trajectory and reflects the annual and cumulative take-up of dwelling units over the envisaged duration for the completion of the entire pipeline over a period of 10 years, i.e. all dwelling units are constructed with occupation. In addition, this is aligned with the demand forecasts prepared by Rode as adjusted, applying the same progressive growth trajectory displaying annual number of units and cumulative number of units over the 20-year period.

An analysis of the data illustrated in Figure 23, focuses on the 10-year duration envisaged for the Development Pipeline with a comparison of the first 10 years envisaged in the urban development planning for Stellenbosch Town. Note that to ensure the validity of the analysis, it is necessary to compare the same scope (type) of housing envisaged as part of the Development Pipeline and that included in the demand forecasts for said houses prepared by Rode and Associates as adjusted.

Demand for housing in the urban area of Stellenbosch Town (applying the principle stated above) is estimated at 6 904 units by year 10 for the same type of housing as envisaged for the Development Pipeline. The projects that form part of the pipeline, based on the same growth trajectory, is envisaged to deliver 9 575 units over 11 years, which is 8,01% more than the forecast over the same period. By Year 12 of the forecast period, the forecasted number of units will exceed the number of Pipeline units by 683 or 7,13%. In other words, slightly more than a one-year gap exists between the envisaged completion of development for the Pipeline projects and the projected demand for housing units in Stellenbosch Town.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Cumulative Project Units	0	0	245	1040	2447	4252	6088	7617	8474	8963	9269	9575	9575	9575	9575	9575	9575	9575	9575	9575	9575	9575
Project Annual Units	0	0	245	795	1407	1805	1835	1530	857	489	306	306										
Forecast Cumulative Units	0	0	168	391	727	1453	2404	3689	5255	6904	8581	10258	11795	13192	14310	15093	15680	16127	16463	16742	17022	17301
Forecast # Units	0	0	168	224	335	727	950	1286	1565	1649	1677	1677	1537	1397	1118	783	587	447	335	279	279	279

Figure 23: Annual and cumulative demand forecasts and the estimated occupancy timeframe envisaged for the Development Pipeline

11.3 Benefits to Stellenbosch economy and Stellenbosch Municipality

11.3.1 Development Charges (DCs)

DCs that would accrue to the Stellenbosch Municipality are based on the nature and scope of the Pipeline projects. The DCs are illustrated on an annual basis, but in practice, DCs normally accrue to a Municipality based on the commencement of a project phase. We also assume that the Municipality (and not the developer) will introduce the required bulk services, which in turn has implications for the Municipality's funds flow, budgeting and any negotiations associated with the introduction of bulk services by the developer.

Given the anticipated period for the rollout of the Pipeline projects, it is illustrated that DCs would accrue to the Municipality in five-year intervals over the 10-year rollout. This is uncertain and is dependent on the commencement of a Pipeline project. The DCs are reflected on an annual basis with an indication of the two five-year periods related to the rollout of the Pipeline as illustrated in Figure 24.

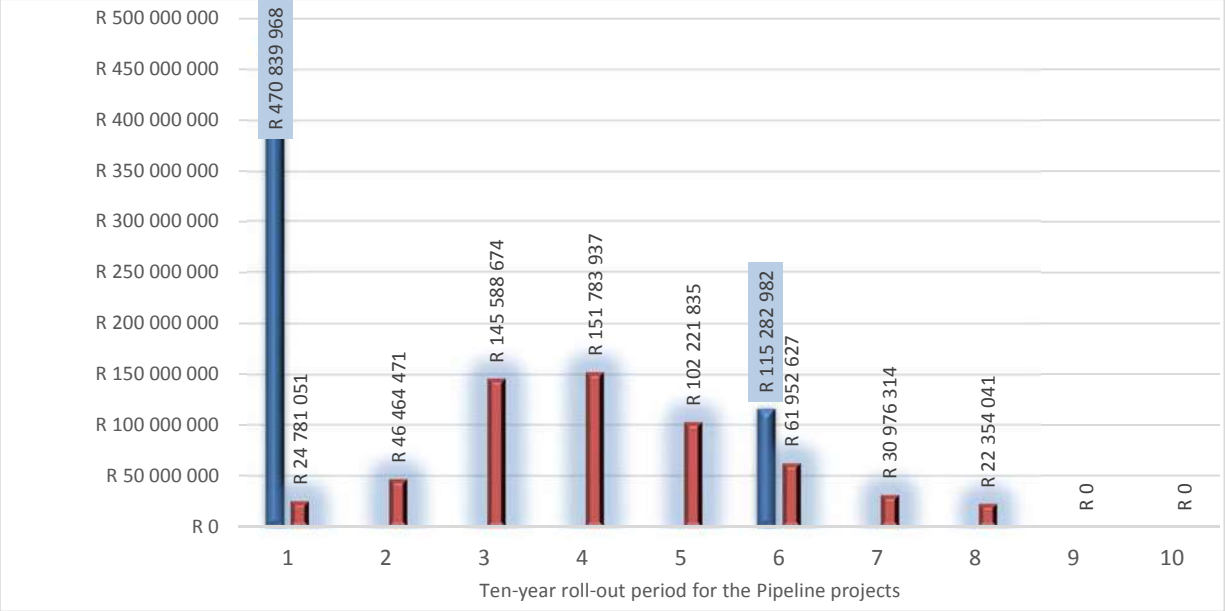


Figure 24: Annual and cumulative DCs over the development period of the Pipeline projects

Based on the current development charges levied by the Municipality (in 2017 terms), it is estimated that R561,1 million would be due and payable for the provision of external bulk and service requirements of the Pipeline projects.

11.3.2 Total capital expenditure

The capital expenditure of and associated with the Pipeline projects refers to three components: the introduction or provision of bulk (external) services (subject to capacity constraints) by the Municipality, introduction of internal services by the developer and the construction of the dwelling units and other components. Figure 25 indicates the combined annual and cumulative capital expenditure for the three components over the envisaged rollout of the Pipeline projects.

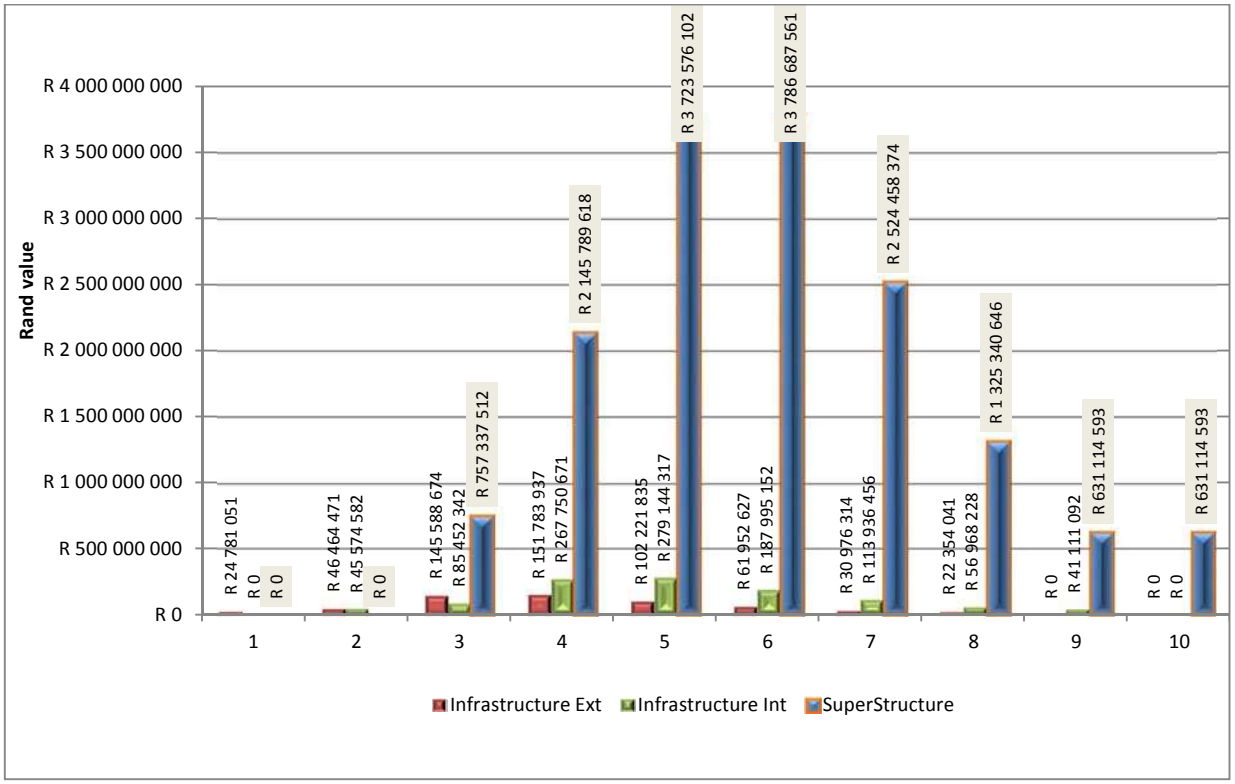


Figure 25: Annual envisaged capital expenditure for the timeframe envisaged for the completion of construction

The Development pipeline has a 10-year rollout plan. The introduction of services is envisaged over the period and it is therefore assumed that the services would follow the same growth trajectory assumed for the take-up of units within the Pipeline projects. Internal services are introduced a year later and follow the same trajectory. Once external and internal services are complete, construction commences after the sales of erven during the preceding years. It is not possible to anticipate which projects in the pipeline would be commenced first or what housing types would be introduced as part of a mixed-use residential development. Notwithstanding, a period of 10 years is assumed for the completion of the projects.

Note that the construction period mimics the progressive growth trajectory for planning development in Stellenbosch Town over a period of 20 years. Based on the growth trajectory for Stellenbosch Town, the total investment in infrastructure (external and internal) and superstructure over the duration of the project, is estimated at R17 189 million (in current terms). The spending on top structures amounts to R15 525 million over the 10 years, translating to R1 552 million per annum on average.

11.3.3 Property rates

The Municipality will levy property rates on the sale of a land portion and on the improved value. We have assumed for the purpose of this assessment, that property rates will apply to the completed dwelling unit or commercial component (if applicable) based on the envisaged duration of the project and the application of the growth trajectory. We determined the cumulative rates income after 10 years and thereafter applied an escalation of 8% for the remaining period of the forecast period, even though it is not possible to estimate the values of the properties going forward or estimate the increase in the rates factor applied by the Stellenbosch Municipality for budgetary purposes. Also note that the rates are considered in current terms (2017). Figure 26 illustrates the rates accruing to the Municipality on an annual and cumulative basis for the duration of the Development Pipeline once units are complete, by applying the progressive growth trajectory and the stated escalation.

Once the Development Pipeline is complete, a rates income of R132,7 million would accrue to the Municipality. Over a period of 20 years, applying the escalation of 8%, the rates income would increase to R286,5 million. Note that no increase in the value of the properties is assumed and only the escalation on the rates factor is taken into account.

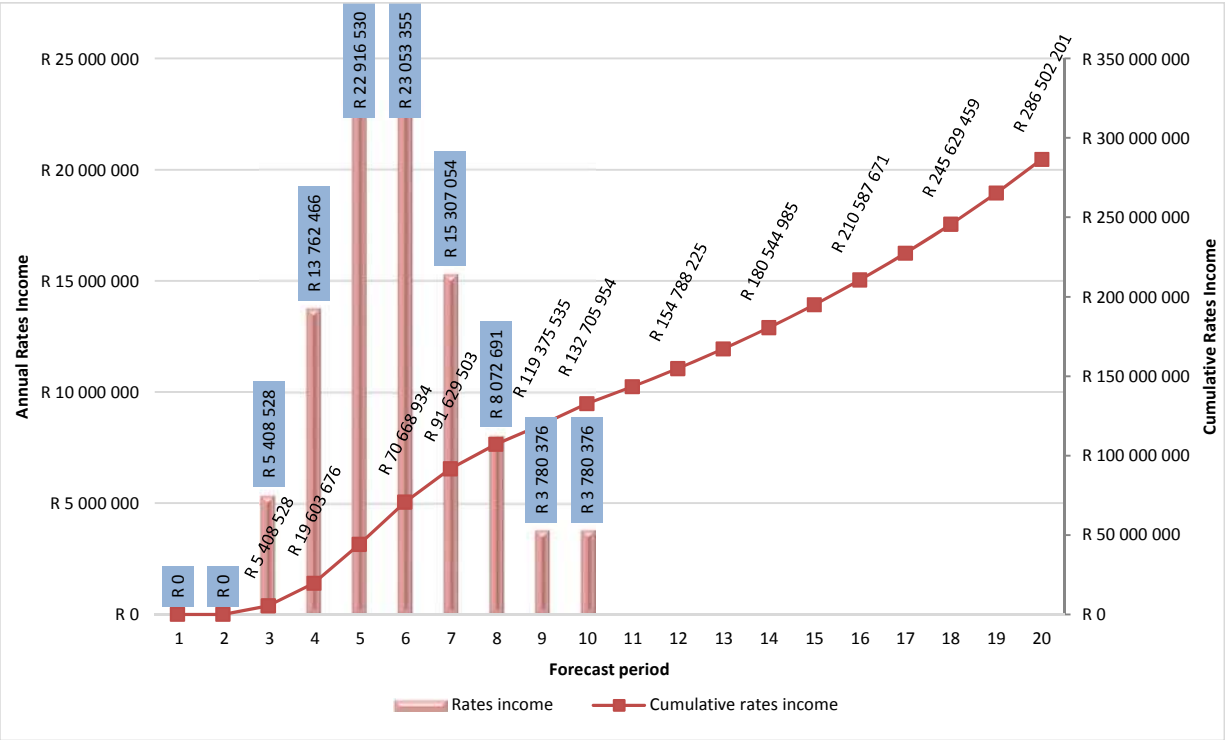


Figure 26: Property rates accruing to the Municipality on an annual and cumulative basis for the timeframe of completion and escalations up to 20 years

11.3.4 Economic impact

The economic impact is reflected by a direct investment into the bulk and external services, internal and site-specific services and the construction of top structures (housing units). The economic impact is realised through the multiplying effect of those funds through the Stellenbosch economy. Figure 27 illustrates the direct and indirect economic impact based on the estimate of the total capital expenditure over the envisaged duration of the Pipeline projects and reflects the effect over three-year revolving periods, hence the fact that the impact of the Pipeline projects extends beyond the 10 years into years 11 and 12. The impact does not abruptly end after 10 years, but tapers off, where after the economy achieves additional benefit from the occupation of the dwellings by residents and their ongoing spend.

Figure 27 indicates that the projects associated with the Development Pipeline would generate an economic benefit for the secondary sector of the Stellenbosch and regional economies of R17 405 million. The direct investment to achieve that impact, is R17 189 million over 10 years in nominal terms. Other areas of the Cape Winelands and the Cape Metropolitan Area as well as the Western Cape and other parts of South Africa would also benefit from direct and indirect purchases during the construction period. Consequently, the direct investment impact considers the inter-regional effects and backward and forward linkages that exist between the Stellenbosch economy, Cape Town Metropolitan Area, rest of the Western Cape and South Africa, and captures the full effect of regional and provincial trade.

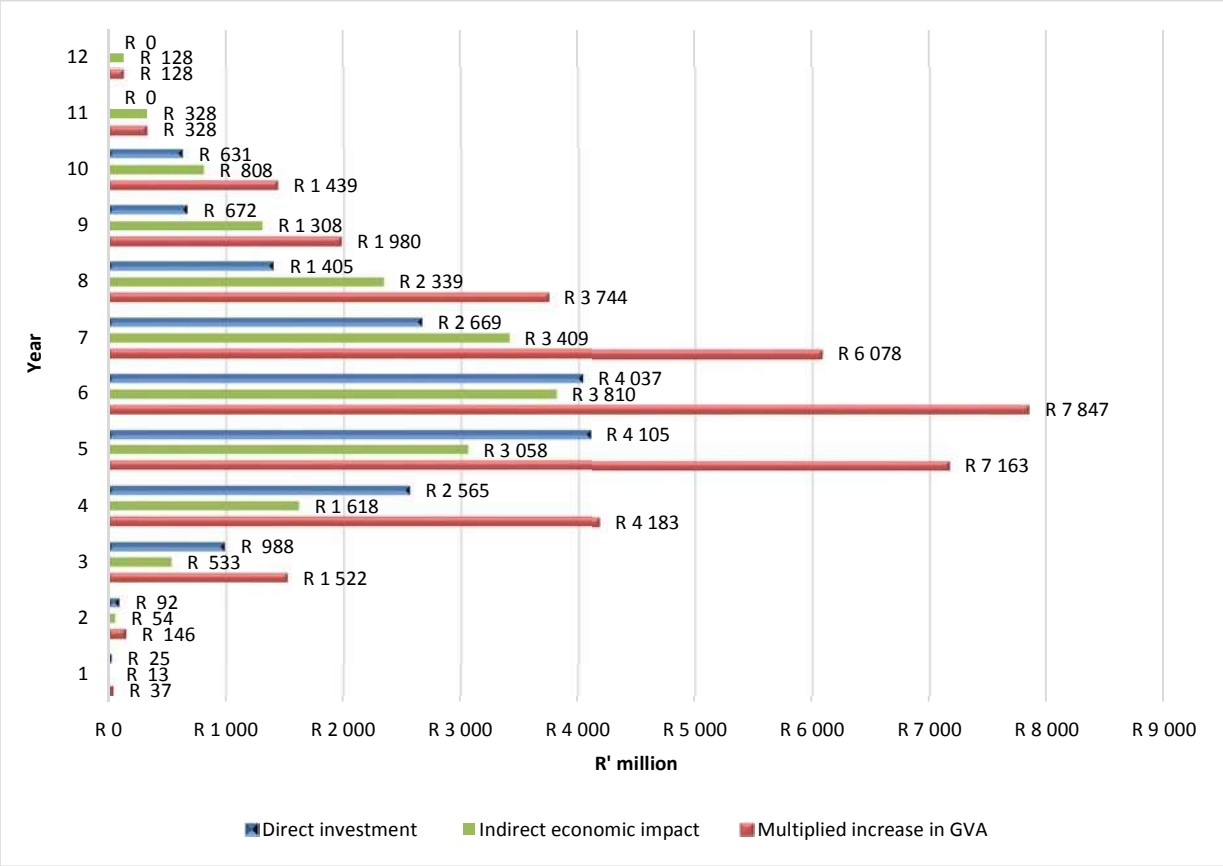


Figure 27: Direct and indirect impact of the Pipeline projects on the Stellenbosch economy over the duration of the construction period

11.3.5 Employment impact

Employment generated over the construction period of the Pipeline projects based on the applied growth trajectory, is premised on a ratio of Gross Value Added (GVA) per employee. Figure 26 illustrates the employment created per annum based on the extrapolation of the GVA per employee trend for the Stellenbosch economy. This is reflected in the change per annum (defined as the difference between the multiplied increase in employment on an annual basis in the secondary sector of the economy and employment in Stellenbosch Municipal area in 2015 as the base employment number.

Figure 28 illustrates that in year 1, which is the commencement of the introduction of bulk and external infrastructure, 1 630 temporary jobs are created based on the estimated capital expenditure. The latter would continue at various stages of the rollout of Pipeline projects and the employment is factored into applicable years based on the rollout assumptions. Once construction of top structures commences, more jobs are added, but it should also be noted that these employment opportunities would only exist if there was a strain on the labour market and no unemployment exists. It is therefore realistic to assume that the opportunities could be halved as persons move from one project to the next over the 10-year period.

Many temporary job opportunities would be added by the Pipeline projects to the existing employment of the Stellenbosch Municipal area, with direct and indirect jobs totalling 18 661 in year 6. As is evident in year 11 and 12, some jobs will endure for a further two years once construction is complete, before indirect opportunities would taper off.

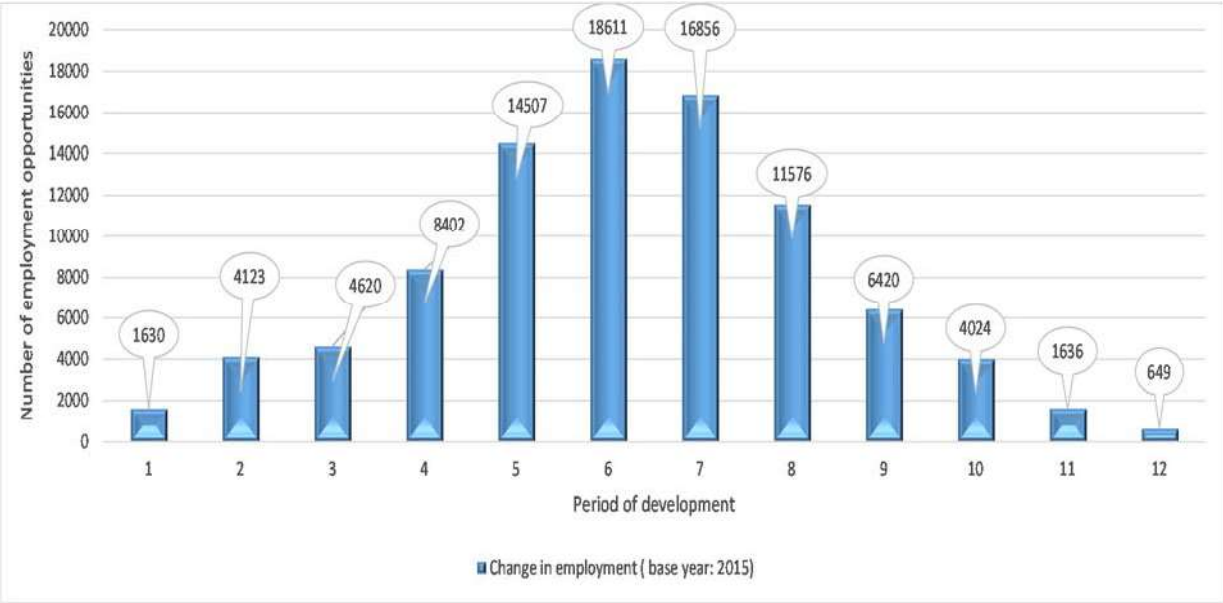


Figure 28: Change in annual employment resulting from the rollout of the Pipeline projects over 10 years

The direct employment related to the Pipeline projects is determined based on an estimated 12 workers of varying skills per house. These workers can work on two houses simultaneously and therefore the direct employment need is halved. Table 18 indicates the employment numbers for different skill levels at the highest requirement in terms of the rollout, i.e. year 6.

Table 18: Direct employment opportunities related to the peak year of the rollout of the Development Pipeline

Category of worker	Percentage allocation	Employment (Year 6)
Skilled	4%	555
Artisans (semi-skilled)	8%	1 031
Semi-skilled Labour	23%	3 092
Unskilled labour	46%	6 184
Finishing specialists (semi-skilled)	18%	2 458
TOTAL	**100%**	**13 320**

12. ALIGNMENT OF LIBERTAS DEVELOPMENT WITH RODE ADJUSTED FORECASTS AND SOCIO-ECONOMIC IMPLICATIONS

12.1 Alignment with housing typology of adjusted Rode forecasts

The scope of a proposed development project is placed in context of the adjusted forecasts of demand for housing based on the stated typology adopted by Rode for forecasting purposes. Also refer to the nature of the housing typology adopted in Section 4.1. Table 19 provides a comparison of the housing typology (with amended demand forecasts by 2036) and the scope of dwelling units associated with the Libertas development proposal. This is a snapshot and is directly comparable from a timing perspective as the forecasts relate to a planning term of 20 years for Stellenbosch Town and the project timeframe based on an envisaged completion and occupancy is similar.

Table 19: Comparison of the adjusted demand forecast of Rode and the development scope for Libertas development

Housing type	Amended Rode demand forecast	Libertas Project
Houses smaller than 80 m^2 (affordable)	9 277	
Houses larger than 80 m^2	2 793	1 575
Flats	2 402	
Townhouses	2829	
Total units	**17 301**	**1 575**

Source: Rode and Associates and own calculations

12.2 Alignment with annual demand forecasts

In order to realistically understand the Libertas project in the context of the adjustment to the housing unit forecasts prepared by Rode, several assumptions are applied to create the alignment with specific reference to the take-up, construction and occupation of dwelling units. The assumptions are as follows:

- Duration of the project culminating in the construction and occupancy of all dwelling units and other components in accordance with the following, which is indicative of each five year cycle applied in the analysis:
    - Year 1 – external services
    - Year 2 – internal services
    - Year 3 – selling and construction commences
- Sell-out of the project (number of years for the completion of construction and occupancy of all units);
- Phasing of the project with the introduction of components at different stages over the duration of the project;
- Costs of construction (reflect the current per m^2 costs for different dwelling types);
- Inflation projections;

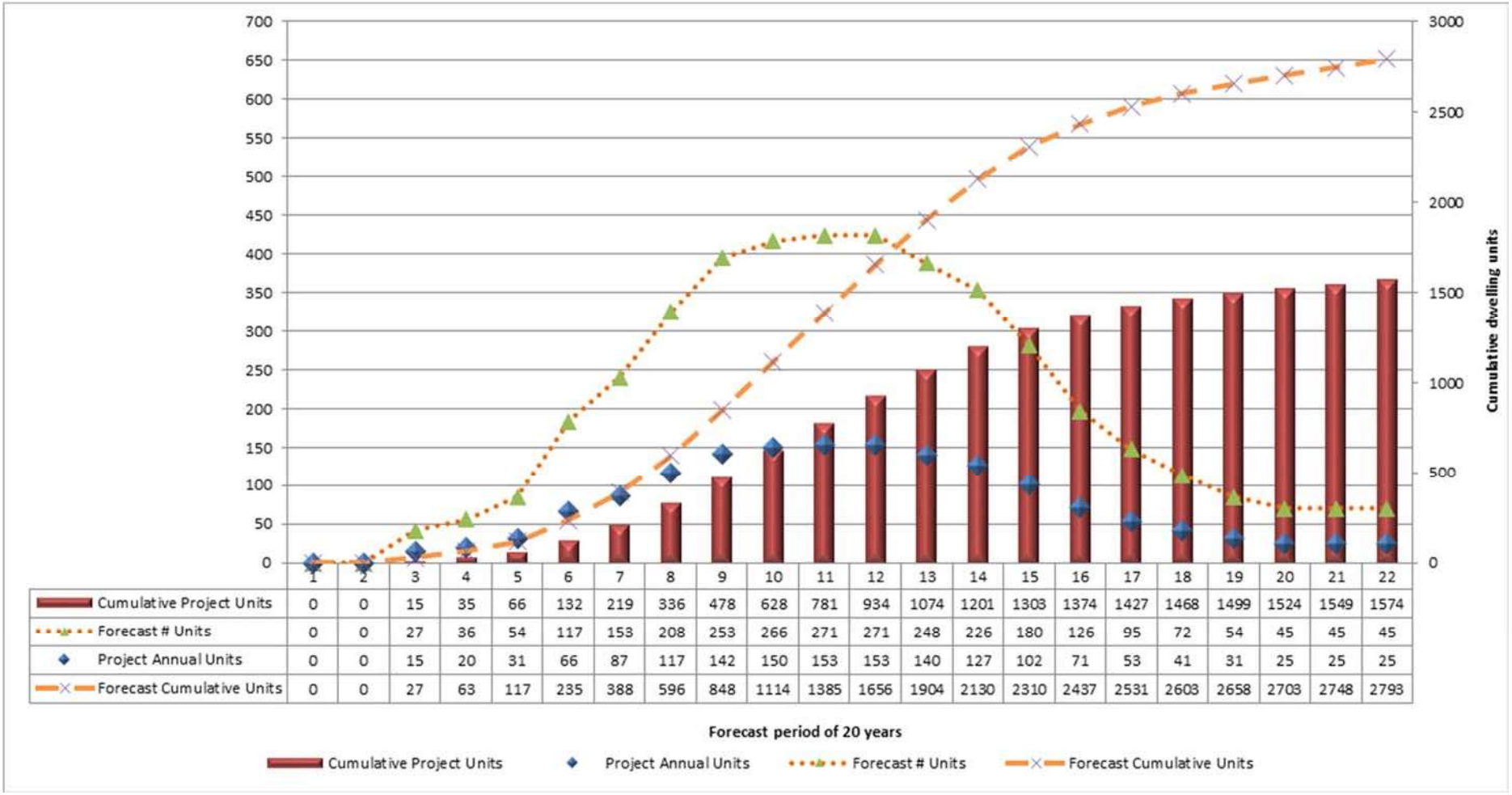
- In contract building cost escalations;
- Development charges applied by the Stellenbosch Municipality based on 2017 ratios; and
- Property rates applied based on the Stellenbosch Rates Policy and 2018 factors.

Figure 29 indicates the outcome from an application of the growth trajectory and reflects the annual and cumulative take-up of dwelling units over the envisaged duration for the completion of the entire Libertas project, i.e. all dwelling units are constructed with occupation. In addition, this is aligned with the demand forecasts prepared by Rode as adjusted, applying the same progressive growth trajectory displaying annual and cumulative number of units over 20 years.

An analysis of the data illustrated in Figure 29 focuses on the following timeframes using year 1 of the Rode adjusted forecast as the point of departure. Based on this premise, it is further assumed that all requisite approvals would be in place, with a further two years to introduce the external bulk and internal infrastructure for the first five-year cycle, where after the process of introducing services follows the next cycle. The development rollout over 20 years is aligned with the start of the forecast period envisaged in the urban development planning for Stellenbosch Town. Note that to ensure the validity of the analysis, it is necessary to compare the same scope (type) of housing envisaged for Libertas and that included in the adjusted demand forecasts for said houses prepared by Rode.

Demand for housing in the urban area of Stellenbosch Town is estimated (applying the principle stated above) at 2 793 units by year 20 for the same category of housing envisaged for Libertas. At the end of the 20-year roll-out period, the Libertas project would deliver 1 575 units, keeping all other thing equal and ignoring other development projects that have the same mix of residential housing as envisaged for Libertas.

It is important to understand the context of planning for housing demand in Stellenbosch Town over 20 years and how this fits with development proposals such as Libertas, hence the complete forecast period is illustrated in Figure 29. The illustration suggests that the cumulative units envisaged for the Libertas project at the end of 20 years, contributes 9,10% to the total cumulative number of units forecast over the 20 years of residential development planning based on the forecast for Stellenbosch Town.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Cumulative Project Units	0	0	15	35	66	132	219	336	478	628	781	934	1074	1201	1303	1374	1427	1468	1499	1524	1549	1574
Forecast # Units	0	0	27	36	54	117	153	208	253	266	271	271	248	226	180	126	95	72	54	45	45	45
Project Annual Units	0	0	15	20	31	66	87	117	142	150	153	153	140	127	102	71	53	41	31	25	25	25
Forecast Cumulative Units	0	0	27	63	117	235	388	596	848	1114	1385	1656	1904	2130	2310	2437	2531	2603	2658	2703	2748	2793

Figure 29: Annual and cumulative demand forecasts and the estimated occupancy timeframe envisaged for the Libertas development

12.3 Benefits to Stellenbosch economy and Stellenbosch Municipality

12.3.1 Development Charges (DCs)

DCs would accrue to the Stellenbosch Municipality based on the nature and scope of the Libertas development. The DCs normally accrue to a Municipality based on the commencement of a project phase. We also assume that the Municipality (and not the developer) will introduce the required bulk services, which in turn has implications for the Municipality's funds flow and any negotiation associated with the introduction of bulk services by the developer.

Given the anticipated time frame for the Libertas development, it is envisaged that DCs would be paid at intervals over the course of the rollout. For the purposes of the analysis we have used five-year intervals for upfront (prepaid) payments of the total DCs over the 20-year period of the development. Based on the current DCs levied by the Municipality (in 2017 terms), it is estimated that R147,4 million would be due and payable to cover the external bulk and service requirements for the project. The largest estimate of DCs is envisaged in Year 6 of the development period. Figure 30 illustrates the annual DCs and the five-year cumulative prepayments over the 20-year development period.

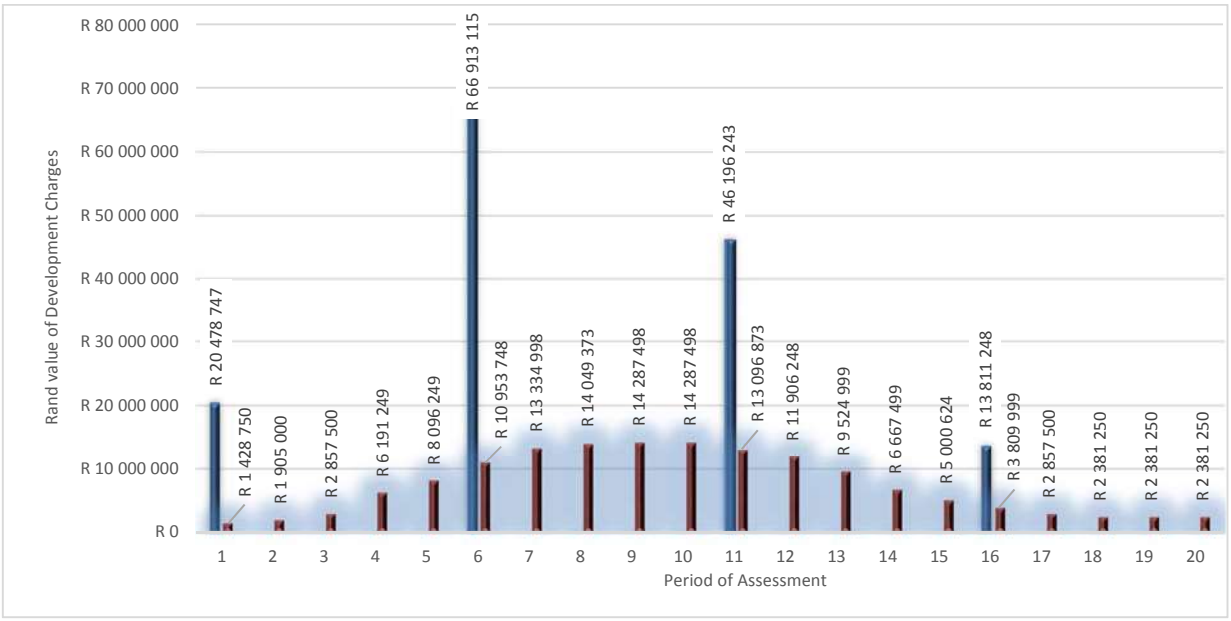


Figure 30: Illustration of the annual DCs and the five-year cumulative prepayments of the 20-year development period.

12.3.2 Total capital expenditure

The capital expenditure of and associated with the Libertas development refers to three components: the introduction or provision of bulk (external) services (subject to capacity constraints) by the Municipality, introduction of internal services by the developer and the construction of the dwelling units and other components. Figure 31 indicates estimates of the combined annual capital expenditure for the three components over the envisaged duration for the development of the proposed Libertas project.

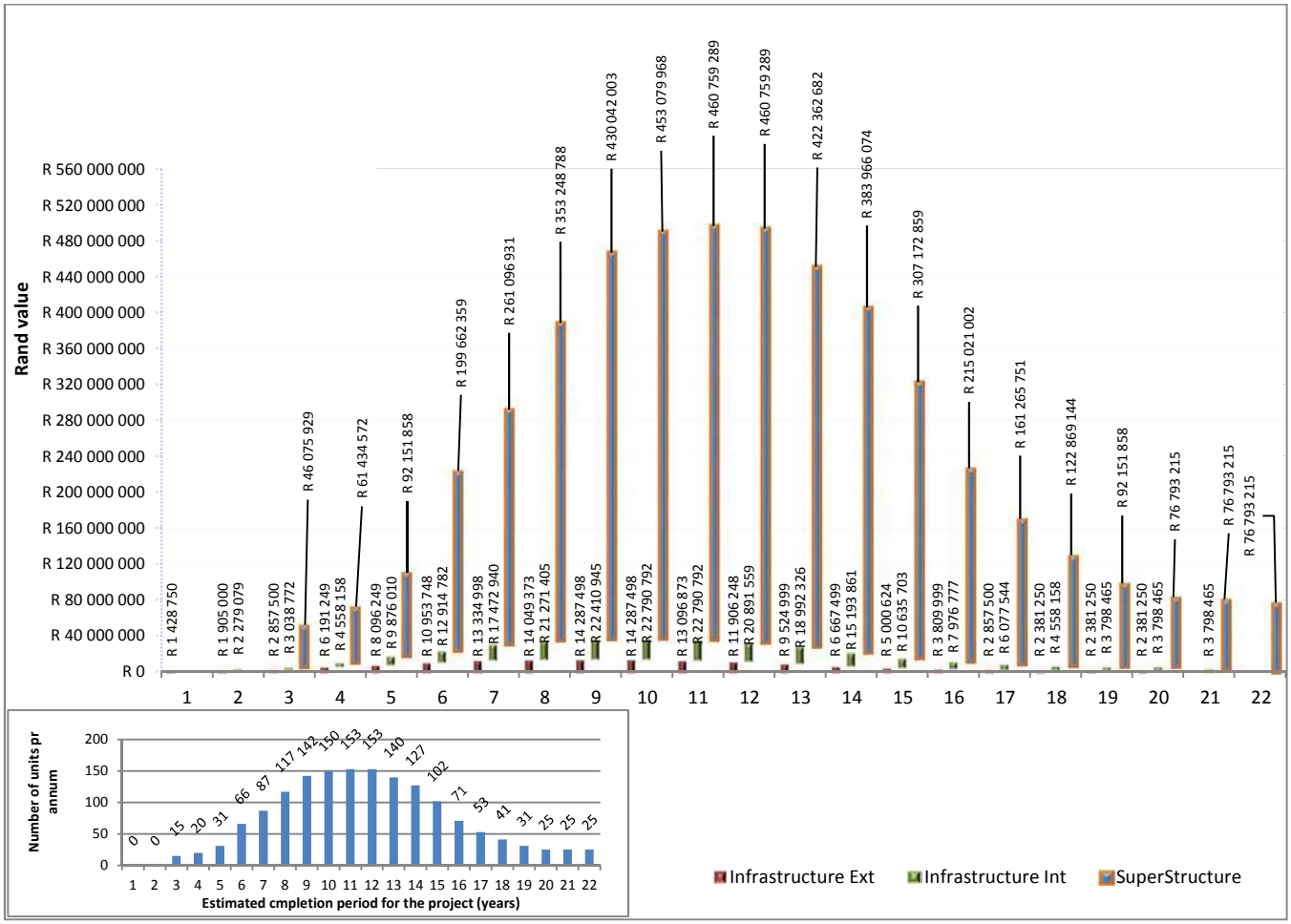


Figure 31: Annual envisaged capital expenditure for the timeframe envisaged for the completion of construction

The Libertas project has a one to two-year period for the introduction of any bulk and internal services and a 20-year development period for completion of the development and occupancy of the dwellings. Sales will commence once the planning and approval period is complete and the construction once the introduction of services is complete and certified.

Note that the construction period mimics the progressive growth trajectory for planning development in Stellenbosch Town over a period of 20 years. Based on this growth trajectory, the total investment in infrastructure (external and internal) and superstructure over the duration of the project, is estimated at R5 136 million in current terms. The spending on top structures for housing and building of offices, retail and an education facility is estimated at R4 753 million over a 20-year development period in current terms.

12.3.3 Property rates

The Municipality will levy property rates on the sale of a land portion and on the improved value. We have assumed for the purpose of this assessment, that property rates will apply to the completed dwelling unit or commercial component (if applicable) based on the envisaged duration of the project and the application of the growth trajectory. We determined the cumulative rates income over 20 years and applied an annual escalation of 8%. It is not possible to estimate the values of the properties going

forward, or to estimate the increase in the rates factor applied by the Stellenbosch Municipality for budgetary purposes. Also note that the rates are considered in current terms (2018).

Figure 32 illustrates the rates accruing the Municipality on annual and cumulative basis for the duration of the project applying the progressive growth trajectory and the stated escalation. Once the development is complete, a rates income of R25,1 million would accrue to the Municipality once construction is complete and occupation is taken per the adopted time frames. Over a period of 20 years, applying the escalation of 8% to the rates income, this would increase to R48,1 million once the development is complete with accumulation until the end of the forecast period of 20 years. Note that no increase in the value of the properties is assumed and only the escalation on the rates factor is taken into account and the rates are applicable to the housing component, while rates will also be levied from the commercial components.

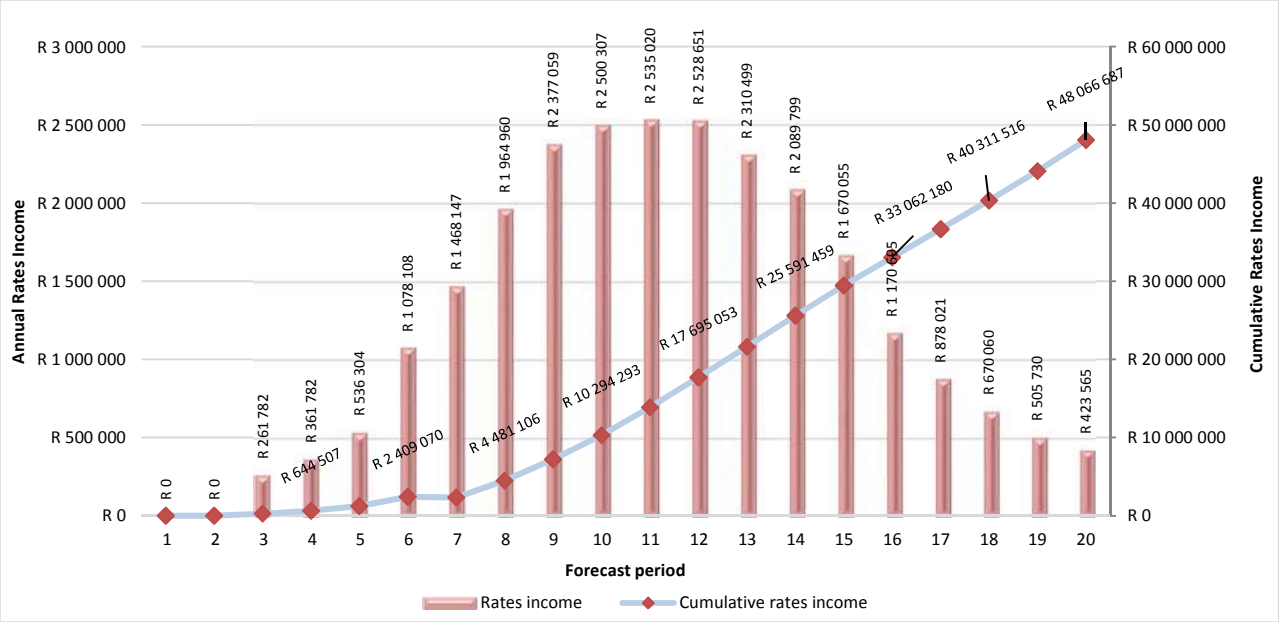


Figure 32: Property rates accruing to the Municipality on an annual and cumulative basis of 20 years

12.3.4 Economic impact

The economic impact is reflected by a direct investment into the bulk and external services, internal and site-specific services and the construction of top structures (housing units). The economic impact is realised through the multiplying effect of those funds through the Stellenbosch economy. Figure 33 illustrates the direct, indirect and multiplied economic impact based on the estimate of the total capital expenditure over the envisaged duration of the project. The impact does not abruptly end after 20 years but tapers off, where-after the economy achieves additional benefit from the occupation of the dwellings by residents and their ongoing spend.

Figure 33 indicates that the Libertas development would generate an economic benefit of R9 958 million over a 20-year development period, of which a large portion of the R 4 979 million direct investment (infrastructure and super structure) at the time and a portion of the indirect spending would accrue to the Stellenbosch economy. Note these figures are based on the impact over 20 years commencing once the introduction of bulk and internal services commence. Other areas of the Cape Winelands, Cape Metropolitan Area, Western Cape and other parts of South Africa would also benefit

from direct and indirect purchases during the construction period. Consequently, the direct investment impact considers the inter-regional effects and backward and forward linkages that exist between the Stellenbosch economy, Cape Town Metropolitan Area, the rest of the Western Cape and South Africa.

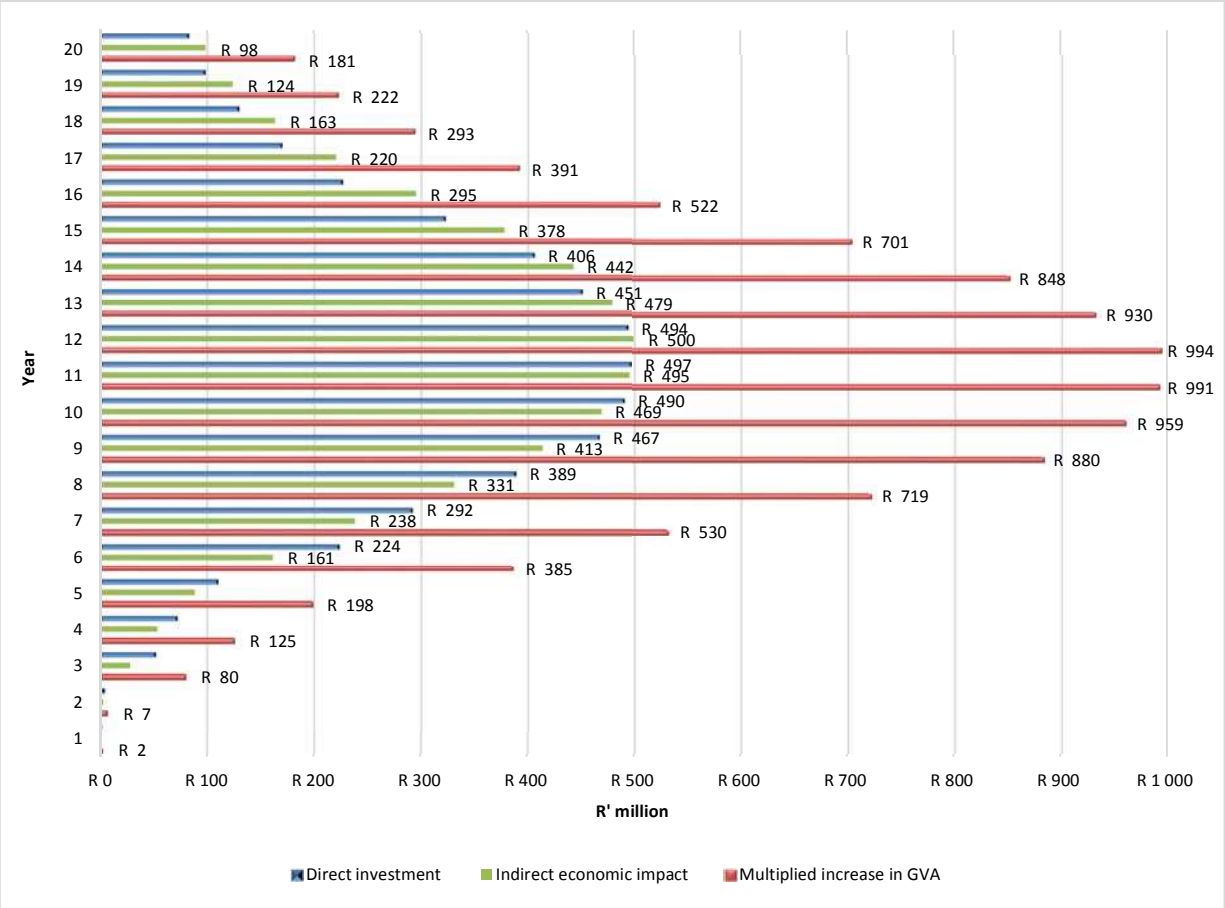


Figure 33: Direct and indirect impact of the Libertas project on the Stellenbosch economy and further afield over a period of seven years

12.3.5 Employment impact

Employment generated over the construction period of the Libertas development based on the applied growth trajectory is premised on a ratio of Gross Value Added (GVA) per employee for the Stellenbosch economy. Figure 34 illustrates the employment created per annum based on the extrapolation of the GVA per employee trend for the Stellenbosch economy. This is reflected in the change per annum (defined as the difference between the multiplied increase in employment on an annual basis in the secondary sector of the economy and employment in the Stellenbosch Municipal area in 2015 as the base employment number).

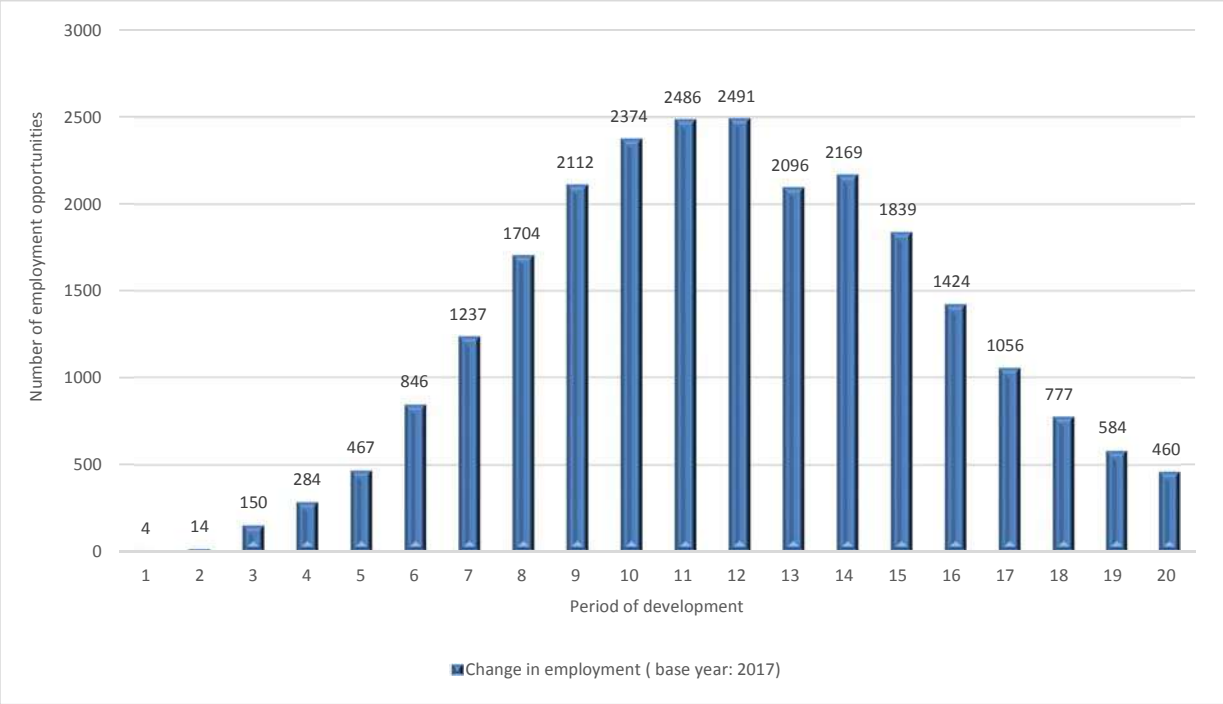


Figure 34: Change in annual employment of the secondary sector of the Stellenbosch economy resulting from the Libertas development

Figure 34 illustrates that in Year 1 and Year 2, 2491 jobs are created based on the estimated capital expenditure. Once construction of top structures commences, an average of 1 229 temporary jobs would be added to the existing employment of the Stellenbosch Municipal area on average of the duration of the development. Some jobs will endure for a further two years, i.e. in Year 20 and 21 once construction is complete as tapering off of indirect opportunities occurs.

13. FIT FOR PURPOSE

In order for the project to be fit for the purpose, broad market and socio-economic criteria need to be considered. Libertas should with some limited variance, fall within the demand forecasts for different housing units in Stellenbosch Town, must offer socio-economic benefits to locals and ensure the Municipality is able to consider the project from both a financial, policy and planning context. This report adopts an economic perspective related to supply and demand, and the need to deliver benefit to the local economy and jobs to people.

Figure 35 contributes to the illustration of the fit for purpose presented in Figure 1 by indicating the outcomes of the analysis and alignment with the premise of a fit for purpose. Fit for purpose implies whether or not the development project is able to tick the boxes. From an economic perspective, several criteria would apply, including the following:

- The project needs to ensure that potential demand is met from a supply perspective;
- The housing types fit with the need and emerging trends and the housing development framework of the Stellenbosch Municipality;
- The project does not result in a fund flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs);
- The local economy benefits from the development in terms of direct capital expenditure and backward and forward linkages between sectors; and
- Jobs, even on a temporary basis, are created and devolved to locals that are able to work on the project.

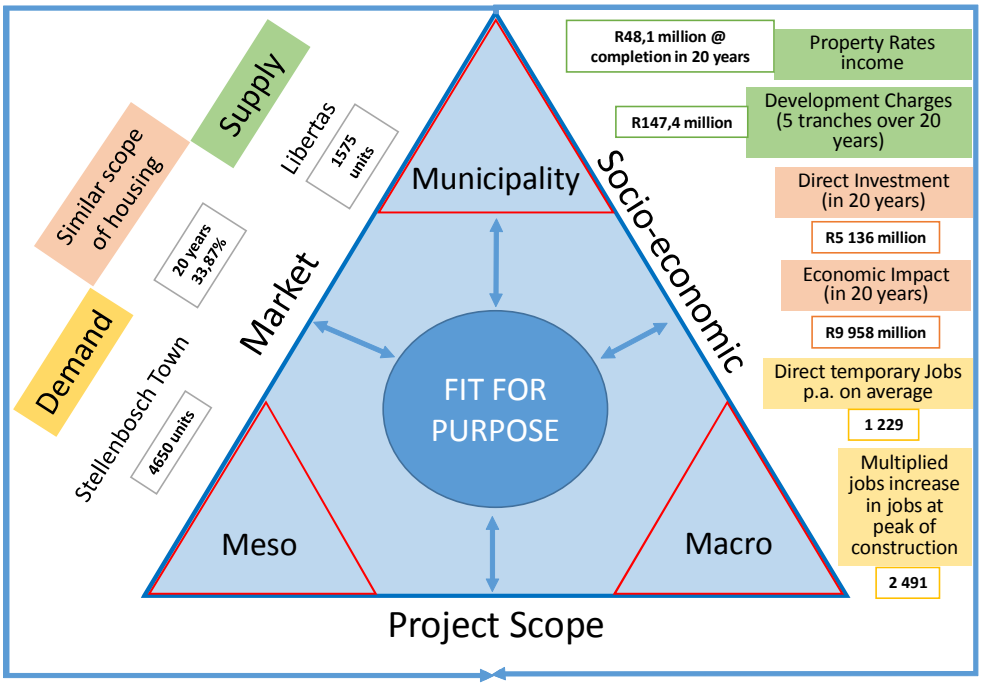


Figure 35: Market related and socio-economic contributions of the Libertas project in the context of the fit for purpose

In terms of demand and supply, the Libertas development adds 1 575 units of stock to the demand for housing, which based on the housing typology envisaged for the project, represents 33,01% of the total number of 5 622 units (or one in three units) once the development is complete and occupied. The development represents a direct investment of R5 136 million that will generate estimated Development Charges of R147,4 million in five tranches and property rates of R48,1 million for Stellenbosch Municipality over 20 years from residential uses. Over the duration of the construction period, an average of 1229 people would directly work on the project including the commercial components and the education facility. All of these benefits are estimates based on the development of 1 575 dwelling units, offices, retail and education facilities over the 20-year development period.

Note that there are no set benchmarks as each project is unique and has its own set of development objectives that result in a specific outcome. The question therefore arises whether or not the Libertas project is able to tick some boxes:

Criteria	Outcome
The project addresses housing demand from a supply perspective	✓
The housing types fit with the need and emerging trends in terms of size, affordability and market segment	✓
The project does not result in a fund flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs)	✓
The local economy benefits from the development in terms of direct capital expenditure and leakages are minimised	✓
Jobs are created on a temporary basis with an emphasis on unskilled local labour	✓

As indicated above, the Libertas project ticks the boxes based on the criteria used for assessment. Funding implications for the Municipality are flagged (indicated in orange), as well as the ultimate scope of housing types envisaged in the context of the environment and the housing policy framework of the Municipality.

14. KEY OUTCOMES

Libertas offers a scope of 1 575 housing units that addresses various emerging trends related to demand for housing of which the key trends are lifestyle, proximity, availability of key infrastructure, access and transport. The proposed housing is intended to attract millennials and persons that work in Technopark and the surrounding areas. Supplementary and complementary additions to the surrounding built environment include offices and retail as well as an education facility.

Higher priced houses have emerged as a trend in Stellenbosch over the period 2008 to 2017 and it appears that supply is unable to meet the demand in the higher price segment. If this trend continues, average equilibrium prices and price points will increase and due to the lag in provision of supply or curtailing supply together with the inelasticity of supply, no integration of various housing typologies in development will be possible. The only way to reduce the average equilibrium price for houses is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for different types of housing.

Based on the adjustments of housing demand for Stellenbosch Town, indications are that 464 houses smaller than 80 m^2, 140 larger than m^2, 120 flats and 141 townhouses (a total of 865 dwelling units per annum on average) are required to cover the forecast demand over the next 20 years. A total of 17 301 units form part of the demand over the next 20 years, of which 9 277 are houses smaller than 80 m^2, 2 793 houses larger than 80 m^2, 2402 flats and 2 829 townhouses.

Libertas forms part of a pipeline of projects envisaged by developers over the next 10 years. Although the pipeline does not necessary include all projects, indications are that total of 9 575 units is envisaged to be supplied over the following 10 years. A breakdown of the envisaged supply suggests that 29,87% of housing units supplied over 10 years accrues to dwelling units larger than 80 m^2, which are more aligned with middle to high-income groups, 42,27% to affordable housing (lower to middle-income groups), 16,06% to townhouses (middle-income group) and 11,80% to flats. Libertas represents about 16,44% of the total number of houses larger than 80 m^2 and 13,37% of the total number of housing units envisaged as part of the pipeline (excluding indigent houses of smaller than 80 m^2).

The Libertas project caters for the middle to high-income segment of the market and is aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

COMMENTS TO THE "2ND REVIEW OF THE 5TH GENERATION IDP 2022 – 2027": LIBERTAS FARM (REM FARM 1040, 1480, 371/2 & 374/2 STELLENBOSCH)

Volume 2:

1. COPY OF APPLICATION FOR DEVIATION AND REZONING
2. COPY OF COMMENTS PREVIOUSLY SUBMITTED TO THE MSDF

ANNEXURE 19

COPY OF APPLICATION FOR DEVIATION AND REZONING

REMAINDER FARM 1040, STELLENBOSCH
REMAINDER FARM 1480, STELLENBOSCH
PORTION 2 OF FARM 374, STELLENBOSCH
REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

APPLICATION FOR DEVIATION FROM COUNCIL POLICY AND REZONING FROM AGRICULTURAL AND RURAL ZONE TO SUBDIVISIONAL AREA



Client: Fleurbaai (Pty) Ltd

Applicant: First Plan Town Planners

Reference: FP/1020/991

Date: JANUARY 2023 (REV 3)

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

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19. MARKET DEMAND/SOCIO-ECONOMIC STUDY

REMAINDER FARM 1040, STELLENBOSCH
REMAINDER FARM 1480, STELLENBOSCH
PORTION 2 OF FARM 374, STELLENBOSCH
REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

APPLICATION FOR A REZONING FROM AGRICULTURE AND RURAL ZONE TO SUBDIVISIONAL AREA AND DEVIATION FROM COUNCIL POLICIES/BY-LAWS

EXECUTIVE SUMMARY

1. SUMMARY OF PROPERTY DETAIL

Table 1: Property details

Property description	• Remainder Farm 1040, Stellenbosch • Remainder Farm 1480, Stellenbosch • Portion 2 Of Farm 374, Stellenbosch • Portion 2 Of Farm 371, Stellenbosch
Property address	Adjacent to the R44, Stellenbosch
Application components/description	• An application for a Deviation from a Council Policy to allow development outside the urban edge as shown in the Stellenbosch Municipal Spatial Development Framework, 2019 • An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the Rezoning of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate a Conventional Residential Zoned portion (Portion 1), two Mixed Use Zones (Portions 2 and 3), Public Roads & Parking Zone and an Agricultural and Rural Zone (Remainder portions of the subject farms).
Site extent	• Remainder Farm 1040, Stellenbosch - 70.9579 ha • Remainder Farm 1480, Stellenbosch - 108.84 ha • Portion 2 Of Farm 374, Stellenbosch – 0.96 ha • Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery, 371 Stellenbosch – 0.9 ha
Title Deed Numbers	• Farm Fleurbaai No. 1040, Stellenbosch – T2011/1966

	• Farm Libertas No. 1480, Stellenbosch – T21113/2007 • Portion 2 Of Farm 374, Stellenbosch – T50628/1994 • - Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – T50628/1994
Surveyor General ▪ **Erf Diagrams**	▪ Remainder Farm 1040, Stellenbosch - LG11561/65 ▪ Remainder Farm 1480, Stellenbosch - LG5176/2005 ▪ Portion 2 Of Farm 374, Stellenbosch – D562/1898 ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – LG7838/54
Registered owner	▪ Farm Number 1480 – Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Farm Number 1040 - FLEURBAAI PTY LTD (Reg No. 1965/000852/07) ▪ Ptn 2 Farm Number 374 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)
Current zoning	Agriculture and Rural Zone
Current land use	Agriculture and vacant land with historical farmyard
Zoning Scheme	Stellenbosch Municipality Zoning Scheme By-Law, 2019
Overlay Zone applicable	No

SECTION B

BACKGROUND INFORMATION

2. BACKGROUND FACTS

The development proposal for Remainder Farm 1040, Stellenbosch, Remainder Farm 1480, Stellenbosch, Portion 2 of Farm 374, Stellenbosch and Portion 2 of Farm 371, Stellenbosch is the result of various engagements between the owners, the applicant (and supporting project team of specialists) with officials of the relevant departments of the Stellenbosch Municipality and the Provincial Government Western Cape.

As the local authority and Provincial Government Western Cape Land Use Management and Spatial Planning Sections are aware of the challenges and lengthy timeframes encountered with obtaining decisions for complicated planning applications, involving various specialist studies and approval processes, it was agreed on a phased application process for this proposed development. The main intention and aim of this approach is to address the fact that although this application is currently not aligned with the local authority's Municipality's Spatial Development Framework (MSDF), discussions during the required pre-application consultation meetings with the relevant departments of the municipality indicated that they are in agreement that there are sufficient merits in a deviation of the approved spatial policy justified by site specific circumstances which will be addressed in this report.

The agreed phased submission process and approach will inter alia address the fact that in many instances (although not prescribed by any law) the application for Environmental Authorisation (EA) in terms of the National Environmental Management Act, 1998 needs to be done at the beginning of the process. This process requires planning input and a statement confirming whether or not the application is in line with the approved Spatial Development Framework. Where it is not (although there may be site specific circumstances to justify a deviation) the EA is likely to be refused due to the fact that there in nonalignment with the MSDF.

To prevent such a delay, it was agreed with the Municipality that the application for the proposed development of the subject farms would follow the underneath phased process, consisting of various applications which would be submitted in different phases, the one following the other to ensure a well-informed process and decisions:

(i) Firstly an application for a **deviation from a Council Policy** (MSDF) and **rezoning of the subject farms to Subdivisional Area. This is the aim of the current application.**

This application will motivate a site-specific deviation from the Spatial Development Framework to allow for the inclusion of the subject properties within the urban edge. Although the development concept/proposal for the partial development of the subject farms will be described and motivated in this application, detailed Subdivision and Site Development Plans would be submitted at a later stage. This application is informed and accompanied by the following specialist studies.

- A Heritage input
- A Landscape Architectural input (High Level Landscape Framework and a Visual Analysis)
- A Visual Impact Study and Visual Statement
- A Natural Environmental Baseline Report
- Urban Design Principles
- Engineering Services (Electrical and Civil) confirmation reports
- A Preliminary Traffic Impact Statement (also incorporating NMT linkages)
- Market Demand/Socio-economic Impact Assessment

(ii) An application in terms of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) to the National Department of Agriculture, Land Reform and Rural Development

Once in principle approval has been obtained for the rezoning and the inclusion of the subject properties an application and motivation memorandum for consent to establish/enlarge the area of jurisdiction of the Stellenbosch Municipal Area and the subdivision of agricultural land would be submitted in terms of the Subdivision of Agricultural Land Act 70 of 1970 to the National Department of Agriculture, Land Reform and Rural Development.

(iii) The submission of the necessary environmental and heritage applications to the Western Cape Provincial Government

It is foreseen that various triggers within the regulations of the National Environmental Management Act, 1998 and the National Heritage Resources Act, 1999 would require the submission of a Heritage Impact Assessment and an Environmental Impact Assessment to the relevant Departments of the Western Cape Provincial Government. It is also foreseen that these studies would be accompanied by various specialist studies, e.g. an Aquatic Biodiversity Assessment, an Agricultural Assessment, Plant Species Compliance Statement, a Terrestrial Biodiversity

Compliance Statement, an Animal Species Compliance Statement, a Visual Impact Assessment and an Archaeological Assessment.

(iv) The submission of detailed Subdivision and Site Development Plans

As indicated above, the specialist studies accompanying the Environmental Impact Assessment and the Heritage Impact Assessment, and the comments received on these studies as well as further consultation with the relevant municipal services departments would then inform the detailed Subdivision and Site Development Plans.

The final design proposal would also be informed by site specific Form-Based Design Principles which would be prepared by the Architects/Urban Designers, *Urba*. These form-based design principles will also be supplemented by a volumetric, element-based code in which the possibilities of each development cluster is more accurately fixed prior to each opportunity being sold and designed.

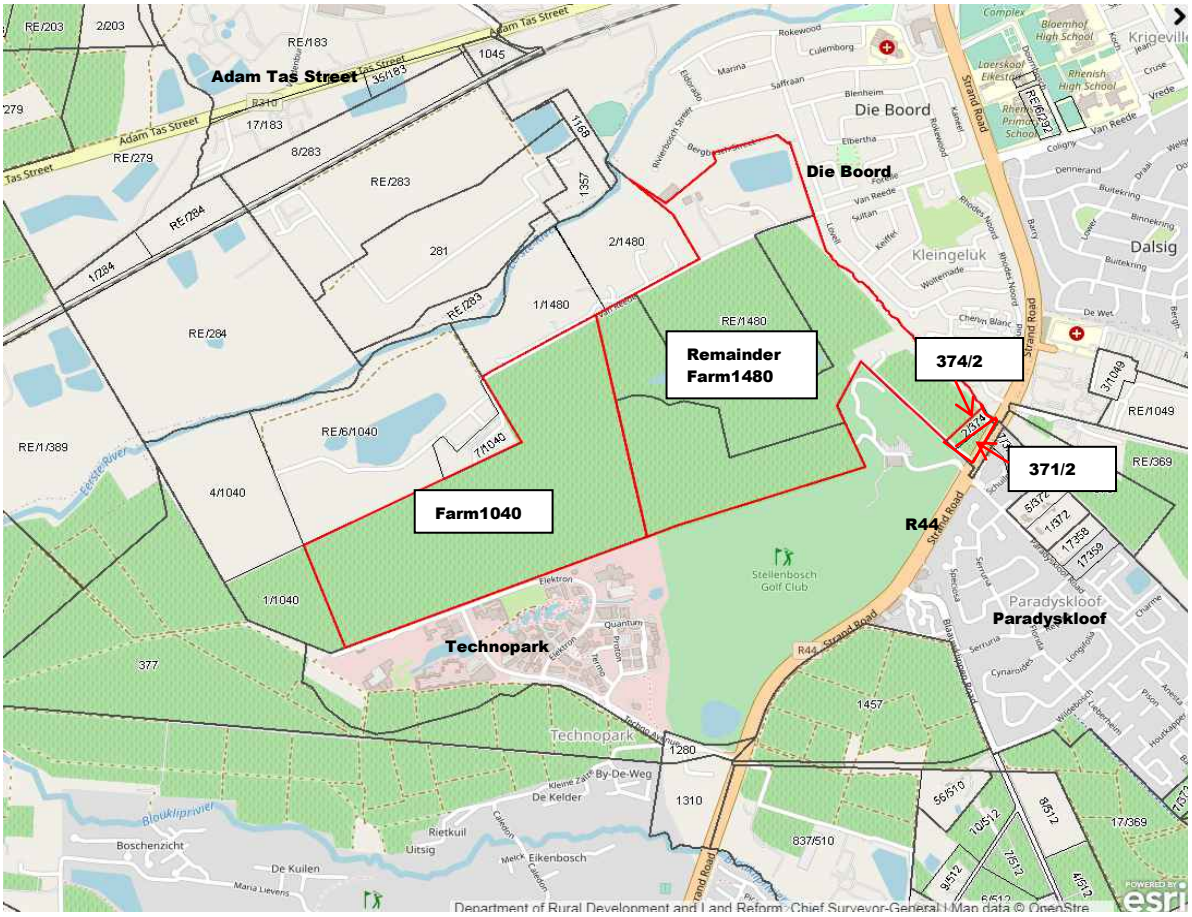


***Figure 1*: Location of the subject farms within the wider urban context**

The intention of this first phase application submission is thus to obtain approval for a deviation **from a Council policy** by including Remainder Farm 1040, Stellenbosch, Remainder Farm 1480, Stellenbosch, Portion 2 of Farm 374, Stellenbosch and

Portion 2 of Farm 371, Stellenbosch into the demarcated Stellenbosch urban edge as shown in the Stellenbosch Municipal Spatial Development Framework (2019). It also entails an application for the **rezoning** of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Remainder Portion 2 (A Portion Of Portion 1) of Farm Valley Lustery 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate a Mixed-Used development (±1 241 residential units, ±12 138 m² Retail/Office space and 9 408 m² Cultural/Institutional space and Agriculture/Rural land uses) comprising of three (3) portions on these farms.

The development proposal is based on an Urban Design Principles document by *Nuvorm* informed by development principles developed through a project team effort comprising of the following specialists and initial informing studies, as indicated earlier, to determine the context specific fit for development on the historic farm.

- A Heritage input
- A Landscape Architectural input (High Level Landscape Framework and a Visual Analysis)
- A Visual Impact Study and Visual Statement
- An Environmental Baseline Report
- Urban Design Principles
- Engineering Services (Electrical and Civil) confirmation reports
- A Preliminary Traffic Impact Statement (also incorporating NMT linkages)
- A Market Demand/Socio-economic Impact Assessment



Figure 2: ***Extract from the Urban Design Principles indicating the position of the proposed 3 development portions.***

Table 2 underneath is a summary of the different components of the proposed development and ***Figure 2*** on the previous page shows the position of the proposed footprints of the different precincts.

Table 2: Summary of the components of the proposed development

Portion 1 (Conventional Residential)	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Portion 2 (Mixed Use)	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Portion 3 (Mixed House)	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9 408 m²
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	12 138 m²
Cultural/Institutional	9 408 m²
Agricultural and Rural (Remainder of farms)	135.1ha

3. NATURE OF APPLICATION IN TERMS OF THE STELLENBOSCH MUNICIPALITY, LAND USE PLANNING BY-LAW, 2015

In the light of the above-mentioned background information, our client, Fleurbaai (Pty) Ltd, appointed ***First Plan*** **Town and Regional Planners** under power of attorney to prepare and submit the following application in terms of the Stellenbosch Municipal Planning Bylaw of 2015: (Refer to **Annexure 1**: **Power of Attorney/Company Resolution** and **Annexure 2: Application Form**).

3.1 An application for **deviation from a Council policy** by including Remainder Farm 1040, Stellenbosch, Remainder Farm 1480, Stellenbosch, Portion 2 of Farm 374, Stellenbosch and Portion 2 of Farm 371, Stellenbosch into the demarcated Stellenbosch urban edge as shown in the Stellenbosch Municipal Spatial Development Framework (2019).

3.2 An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the **Rezoning** of Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate a Conventional Residential Zoned portion (Portion 1), two Mixed Use Zones (Portions 2 and 3), Public Roads & Parking Zone and an Agricultural and Rural Zone (Remainder portions of the subject farms).

4. PRE-APPLICATION CONSULTATION

The development proposal is the result of various engagements between the owners, the applicant, and various departments of the Stellenbosch Municipality and the Provincial Government Western Cape. A final meeting where the current proposal was presented, and the nature of the land use application was confirmed took place on 7 May 2021. On 22 October 2021 a meeting with officials from the Stellenbosch Engineering Department, Lands Use Planning Department and the Spatial Planning Department confirmed the future status of Van Rheede Road as a Class 4 future link road to Techno Park and the proposed Western By-pass Road, as indicated in the Stellenbosch Roads Masterplan.

Please see the attached **Land Use Pre-Application Scrutiny Form** attached as **Annexure 3**.

SECTION C

SITE DESCRIPTION

5. DESCRIPTION OF THE AREA AND SURROUNDING LAND USES

5.1 Property description and locality

The subject site comprises of the following two Stellenbosch farms:

Farm name	Extent	Diagram
Remainder Farm 1040, Stellenbosch	70.9579 ha	LG11561/65
Remainder Farm 1480, Stellenbosch	108.84 ha	LG5176/2005
Portion 2 of Farm 374	0.96 ha	D562/1898
Portion 2 of Farm 371, Stellenbosch	0.90 ha	LG7838/54

The subject farms are located alongside some developed urban areas of Stellenbosch. The residential areas of Kleingeluk, Die Boord and Fairways are located towards the east and the Patrys Vlei development directly to the north. Techno Park, the Stellenbosch Golf Course, De Zalze Golf Estate and the new De Waldorf Lifestyle Estate are located south of the subject properties. Further towards the west is agricultural land.



Figure 3: ***Location of the subject farms showing surrounding urban development***

Figure 3 on the previous page is an aerial photograph showing the location of the subject property as well as the attached **Annexure 4**, **Locality Plan**.

The current access to the site is from Van Reede Road via the R44. The site is in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive linking it with the wider Cape Town area. The planned Techno Park Link Road will connect Adam Tas/Baden Powell (R310) with the R44 road, whereas the proposed development will connect to this Link Road on the southern side of the site which would further enhance accessibility to the site in future.

The subject site is in close proximity of various community facilities such as schools and medical facilities and also close to the Stellenbosch CDB and Stellenbosch University Campus.

5.2 Zonings

The Stellenbosch Municipality Zoning Scheme By-Law, 2019 applies. The subject farms are zoned for Agriculture and Rural Zone purposes. On the next page is a Zoning Plan extract from the Stellenbosch Zoning Plan showing the local and surrounding zonings. Also please refer to the attached **Annexure 5**, **Zoning Plan**.

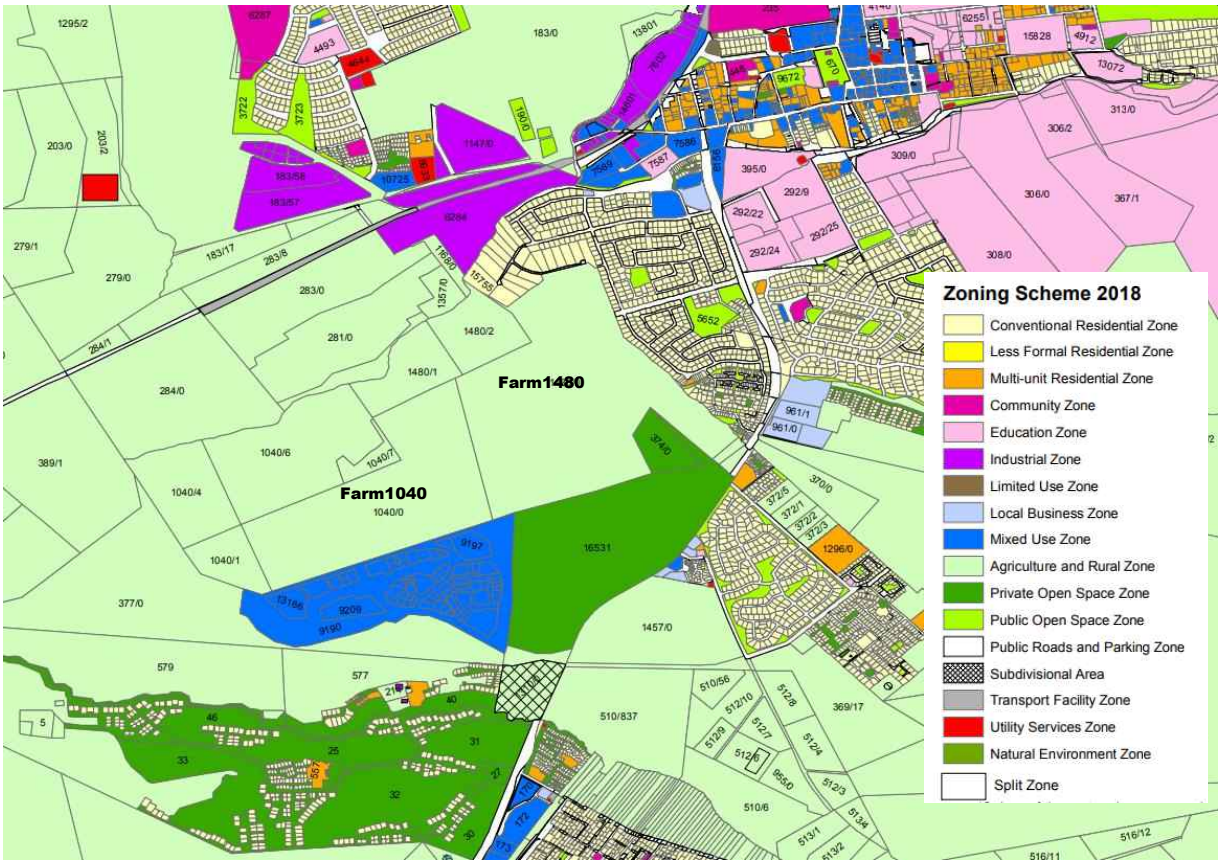


Figure 4: ***Zoning Map for subject sites and surrounding area***

The residential areas in Die Boord are primarily zoned for Conventional Residential Zone purposes while the Techno Park area has a Mixed-Use Zoning and the Stellenbosch Golf Club has a Private Open Space Zoning. The properties to the north and east are zoned for Agriculture and Rural Zone purposes.

5.3 Land uses

- **Surrounding land uses**

The land uses in the area are primarily in accordance with the zoning thereof. The residential areas of Patrysvallei, De Bosch and Die Boord towards the east are primarily lower density single residential properties containing primarily one dwelling unit per erf. The Patrysvlei development directly towards the north is an exclusive very low-density type of rural residential gated estate.

The Techno Park development abutting the subject site towards the south contains office blocks, some tertiary educational facilities, commercial land uses such as low scale restaurants/coffee shops and tourist facilities (Protea Hotel). The Stellenbosch Golf Course is a private open space. The De Zalze Golf Estate is a low density gated development while the new Waldorf Lifestyle Estate is a somewhat higher density gated development aimed at people older than 50 years.

On the next page is a plan (***Figure 4***) which gives an indication of the surrounding land uses. (Please refer to **Annexure 6**, **Land Use Plan**.)

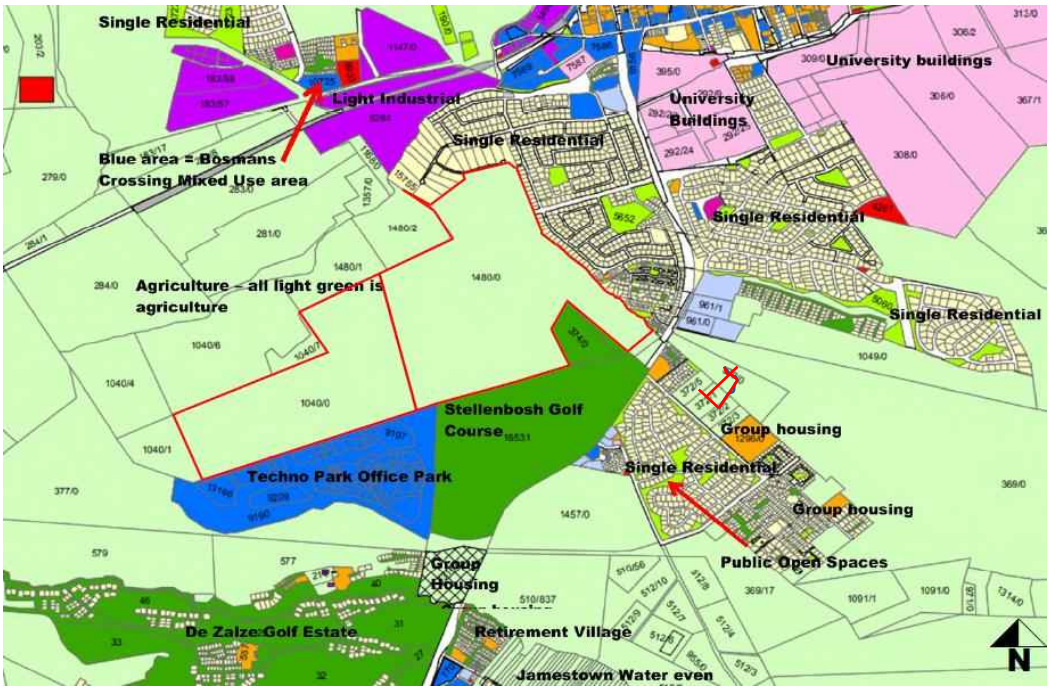


Figure 5: ***Plan showing the land use of the surrounding area (subject properties demarcated in red)***

- **Land uses on the subject farms**

The subject farms are partially used for agricultural purposes with the original manor house and outbuildings located on the northeaster portion of Remainder Farm 1480. On the next page is an aerial photograph showing the existing land uses on the farm.

A large portion of the site has been transformed for cultivation purposes. There are areas which have not been cultivated in the last ten years and therefore may contain natural vegetation. These areas have been identified in the Natural Environmental Baseline Report. No development is proposed within these areas and the existing natural vegetation which is primarily Swartland Granite Renosterveld would be protected and will form part of the natural landscape corridors proposed in the development concept.

Although the existing farm werf (Libertas) carries a high heritage significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. These structures do not form part of the current development proposal, but the upgrading of this historical farm werf will be addressed. Future linkages to the historic farm werf are addressed in the Urban Design Principles.



Figure 6: ***Libertas Farm Werf***

On the next pages are some photographs of the subject farms viewed from respectively Devon Valley, the R44, Polkadraai Road, Van Reede Road and Techno Park.



Figure 7: ***Subject farms viewed from the R44***



Figure 8: ***View from Polkadraai Road towards Stellenbosch***



Figure 9: ***View from Devon Valley showing the context of the subject site in relation to Stellenbosch. Note the Techno Park development hidden behind the windbreak***





Figures 10 and 11: ***Views of the subject farm from Elektron Road in Techno Park***



Figure 12: Van Reede Road



Figure 13: A portion of the adjacent Patrysvlei

5.4 Legal status

Copies of the **Diagrams** for the subject farms are attached as **Annexure 7** The subject properties are owned by:

Farm name	Title Deed number	Diagram
Remainder Farm 1040, Stellenbosch	T2011/1966	LG11561/65
Remainder Farm 1480, Stellenbosch	T21113/2007	LG5176/2005
Portion 2 of Farm 374, Stellenbosch	T50628/1994	D562/1898
Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery 371, Stellenbosch	T50628/1994	LG7838/54

Copies of the **Title Deeds** are attached as **Annexure 8**.

Conveyancer Certificates for the properties were prepared by Werksmans Attorneys. Please refer to **Annexure 9**: **Conveyancer Certificate.** It has been confirmed that there are no restrictive title deed conditions prohibiting the proposed development while the identified servitudes will be accommodated within future development proposals.

SECTION D

DEVELOPMENT APPROACH, DESIGN PHILOSOPHY AND DEVELOPMENT CONCEPT

6. DEVELOPMENT APPLICATION APPROACH/PHASES OF APPLICATION PROCESSES

This chapter will describe the development approach and design philosophy of the proposed partial development of the subject farms. As indicated earlier in the report, the development application process would happen in various phases and would require several applications which would have to be submitted both separately and subsequently to the relevant delegated authorities.

It is foreseen that above-mentioned Development Application Approach/Phases of Application Processes would happen as described in paragraphs 6.1 – 6.4 below. This process was agreed to by the Land Use Management Department (Planning & Economic Development) of the Stellenbosch Municipality and the Provincial Department of Environmental Affairs and Development Planning and confirmed during the pre-application consultation process.

6.1 An application for a Deviation of Council Policy and the Rezoning of the subject farms to Subdivisional Area

This is the purpose of the current application, and the intent thereof is to motivate a deviation from a Council policy (Municipal Spatial Development Framework) to allow for the inclusion of the subject properties within the urban edge and the rezoning of the subject farms from Agricultural and Rural Zone to Subdivisional Area. Although the development concept/proposal for the partial development of the subject properties would be described and motivated in this application, detailed Subdivision and Site Development Plans would be submitted at a later stage. The current application would be accompanied by **Urban Design Principles**, attached as **Annexure 10** informed by a Landscape Master Plan, a Heritage Statement, a Visual Impact Study and Statement, Engineering Reports, a Traffic Impact Statement and a Natural Environmental Baseline Report.

6.2 An application in terms of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) to the National Department of Agriculture, Land Reform and Rural Development

Once in principle approval has been obtained for the inclusion of the subject properties an application and motivation memorandum for consent to establish/enlarge the area of jurisdiction of the Stellenbosch Municipal Area would be submitted to the National Department of Agriculture, Land Reform and Rural Development.

6.3 The submission of the necessary environmental and heritage applications to the Western Cape Provincial Government

It is foreseen that various triggers within the regulations of the National Environmental Management Act, 1998 and the National Heritage Resources Act, 1999 would require the submission of a Heritage Impact Assessment and an Environmental Impact Assessment to the relevant Departments of the Western Cape Provincial Government. It is also foreseen that these studies would be accompanied by various specialist studies, e.g. an Aquatic Biodiversity Assessment, an Agricultural Assessment, Plant Species Compliance Statement, a Terrestrial Biodiversity Compliance Statement, an Animal Species Compliance Statement, a Visual Impact Assessment and an Archaeological Assessment to guide the details of future development. Please see the **Natural Environmental Baseline Report** prepared by Doug Jeffery Environmental Consultants attached as **Annexure 13** and a **Preliminary Identification of Heritage Related Statutory Constraints and a Heritage Response to the Development Proposal** prepared by the heritage consultant Liana Jansen attached as **Annexure 13**

6.4 The submission of detailed Subdivision and Site Development Plans

As indicated above, the specialist studies accompanying the Environmental Impact Assessment and the Heritage Impact Assessment and the comments received on these studies, further consultation with the relevant municipal services departments and conditions of approval imposed as part of the aforementioned applications and approvals, would then inform the detailed Subdivision and Site Development Plans.

The final design proposal would also be informed by site specific Form-Based Design Principles which would be prepared by the Architects/Urban Designers, Nuvorm. These form-based design principles will also be supplemented by a volumetric, element-based code in which the possibilities of each development cluster will be more accurately fixed prior to each opportunity being sold and designed.

7. COMPONENTS OF THE CURRENT APPLICATION

7.1 DEVIATION FROM A COUNCIL POLICY (STELLENBOSCH MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK)

The Municipal Systems Act (MSA), 2000 (Act 32 of 2000) requires in Section 25 that a Municipality adopt an Integrated Development Plan (IDP) as a single, inclusive, and strategic plan for the development of the municipality. In terms of Section 26(e) of the MSA a Municipal Spatial Development Framework (MSDF) is prescribed as a core component of the IDP.

The MSDF is the considered the main planning instrument in development planning of a municipality and consequently also an important input and required consideration in planning applications. It is important to note that the MSA and the associated Regulations on Municipal Planning and Performance Management (2001) also describes the intended character of such MSDF as ”containing policies” in obtaining it’s objectives and “basic guidelines” for a land use management system for the municipality.

In Section 12 (1)(d) and (2)(b) of the Spatial Planning and Land Use Management Act 2013 (Act No. 16 of 2013) (SPLUMA) the character of a SDF is further described as to [(1)(d)] “*guide planning and development decisions*…” and [(2)(b)] “… *guide and inform the exercise of any discretion or of any decision taken (on) land use and development of land…*”

The MSDF is accordingly in essence generally regarded as a guideline document. Contrary to the generally regarded status of policies and guidelines as non-statutory, the legislative prescripts of SPLUMA however elevates the status of the MSDF to a level of compulsory legislative compliance with a specific and narrow qualification to depart from the provisions of such MSDF if the subject application is not consistent with the MSDF.

Section 22(1) of SPLUMA prohibits a Municipal Planning Tribunal (MPT) from taking land use management decisions that are inconsistent with a Municipal Spatial

Development Framework (MSDF). This general rule is reinforced by the stipulation in SPLUMA that the Land Use Management Scheme adopted by a Municipality "*must give effect to Municipal Spatial Development Frameworks*". An exception to this general rule is however offered in Section 22 (2) of SPLUMA allowing for a departure from an MSDF if "*site-specific circumstances*" justify it.

Subsections (1) and (2) of Section 22 of SPLUMA thus respectively create a "general rule" and an "exception to the general rule". The two subsections must be read together to understand the power granted to the decision maker when considering a land use application and specifically if the application is inconsistent with the MSDF. Section 22 (2) offers both the applicant and the decision maker a degree of flexibility to depart from the general rule in deserving or appropriate cases.

Where there are site specific circumstances in a specific land development application, the decision-maker is obliged to consider those circumstances when deciding on the application. However, it should also be acknowledged that in terms of Section 42(1)(b) of SPLUMA, there are other relevant considerations to be considered as part of the decision-making process which enjoins a decision-maker to: "make a decision which is consistent with norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the Municipal Spatial Development Framework".

Although the relevant planning laws do not provide definite clarity on the concept of "*site-specific circumstances"*, there are some definite boundaries in the application of these terms within the realm of both the relevant legislative prescripts and land use planning practice. An application must therefore motivate to justify the deviation. In such instances the unique and exceptional circumstances which are relevant and present in the context of the application in question, may render the applicable guidelines inappropriate.

The National Department of Agriculture, Land Reform and Rural Development prepared a guideline document to assist with the evaluation of applications for deviations from a MSDF, called "*Guideline on the Determination of Site-Specific*

Circumstances in terms of Section 22(2) of the Spatial Planning and Land use Management Act, (Act No. 16 of 2013), 2021".

These guidelines defined site-specific circumstances as "*any land use related condition that is applicable to a specific land parcel. A site-specific circumstance is by nature an attribute or characteristic or condition which is adjudged unique to or exceptionally related to the land which is the subject of a land development application*".

This may include circumstances where:

- the land use was contrary (but ideally compliant) at the time of approval of the MSDF e.g., the MSDF, due to (say) a matter of scale, has not picked up an existing authorized commercial node;
- changed land use has occurred over time necessitating a different or alternative development approach e.g., commercial or industrial land uses have crept into a former residential area and which have not been picked up the drafters of the MSDF or local area plan;
- the land use changes that have taken place are not deliberate, unauthorised and/or encouraged by the applicant e.g., similar to the above example, the MSDF has not recognized previously approved developments which are now technically contrary to the MSDF;
- the land development application is justifiable, not necessarily in terms of the MSDF, but in terms of the uniqueness and special attributes of the development proposal or its immediate environs, (e. g. social, economic and environmentally justification).

A draft guideline document is also in the process of being prepared by the Provincial Government Western Cape which has not yet been approved. This document inter alia states that the circumstances pertaining to "site-specific circumstances" can vary infinitely for each individual case and there will not be predetermined aspects when it comes to determining whether or not a departure from an SDF is justifiable by site-specific circumstances.

Notwithstanding the successful finding of clear and justifiable site-specific circumstances in support of such planning application, it should still be the overarching principle that the resulting development or land use should not explicitly or implicitly be in conflict with or undermine the overall purpose, intent and objectives of the MSDF development agenda to the extent that it would warrant the review and amendment of the development strategy of the MSDF. In the underneath motivation for a deviation from the Stellenbosch Municipality the above is demonstrated.

This report motivates the justification for the proposed deviation in the light of the unique and exceptional circumstances which are relevant and present in the context of the subject property and which renders the current guidelines of the Stellenbosch MSDF inappropriate. The motivation specifically addresses how the development proposal and thus the deviation from the MSDF will promote integration with and reinforce the functioning of the existing town centre, limit development locations that facilitates increased vehicular travel demand, reduce the occurrence of mono-functional, stand alone, introverted and isolated development forms and due to the nature and design of the development proposal ensures that there would be no intrusion into this relatively sensitive cultural and natural environment an does not promote fragmentation and sprawl;

In this regard we would also like to again refer to some recent judgements which confirmed that planning decision makers should consider the specific circumstances of each application. Judge Rodgers stated in his judgement in the Booth court case (William Booth & 2 Others NNO vs Minister of Local Government, Environmental Affairs and Development Planning and the City of Cape Town) that "*blind or rigid adherence to pre-existing policy was, in our common law of review, viewed as a circumstance showing that the decision-makers had failed properly to exercise the discretion vested in him by the empowering provision*".

The judgement confirmed that the formulation and adoption of policy documents, particularly after a process of public participation and with external expert assistance, is a valuable tool of government. This is considered especially true in the sphere of land use and planning as a properly researched and formulated policy aids rational,

coherent and consistent decision-making. It further provides a large measure of useful predictability to the public.

Judge Rogers, however, referred to two other judgements (Johannesburg Town Council v Norman Ansley & Co and Kemp NO vs Van Wyk) in which it was concluded "*that an applicant seeking a favourable decision which departs from a known policy may, while acknowledging the value of the policy, explain why a departure in his particular case should be allowed and why the overall objectives of the policy will not thereby be impaired. In such a case the decision-maker must consider whether there are any circumstances which render the application of the policy to the applicant's particular case undesirable or improper, or to express the same essential point differently, which makes the applicant's case an exceptional one*".

The proposed deviation from the Stellenbosch MSDF, 2019 and the Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019) are addressed in sub-paragraphs 7.1.1 and 7.1.2 on the next pages referring to the site-specific circumstances applicable to the subject properties which serve as justification for the development proposal.

7.1.1 Stellenbosch Spatial Development Framework (2019)

The subject farms are indicated as “Open Green” in the 2019 Stellenbosch Spatial Development Framework (2019). It is also located outside the urban edge.

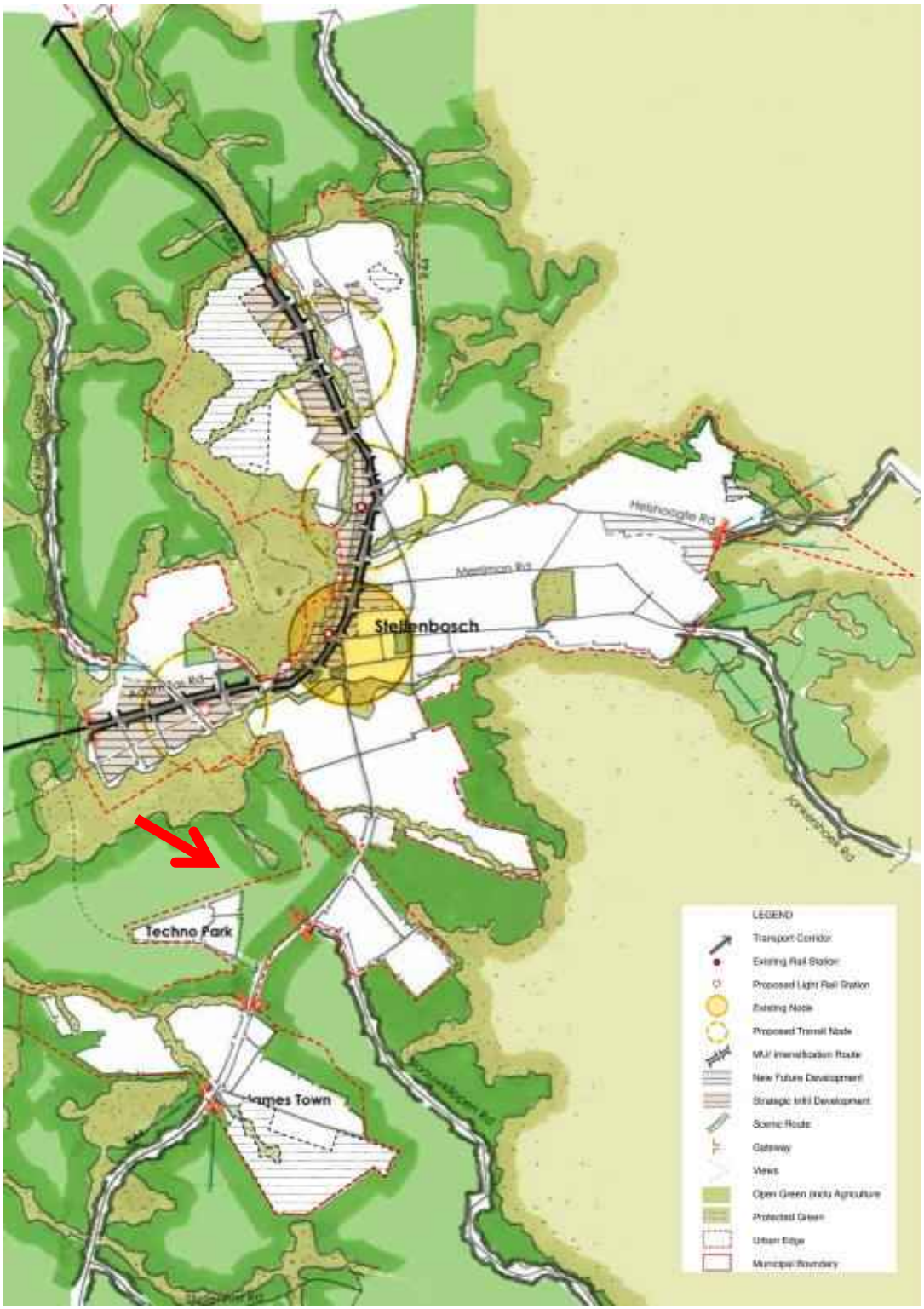


Figure 14: ***Extract from the Stellenbosch Spatial Development Framework. The red arrow shows the position of the subject farms.***

The intention of the identified urban edge is to contain the footprint of Stellenbosch town as far as possible while enable logical, small extensions. The MSDF and other relevant national and provincial spatial policies strive to create a compact settlement form while protecting a municipality's natural, cultural and agricultural assets. Urban development on the urban edge is in general likely to be focused on private vehicular use and caters exclusively for higher income groups (in gated developments). Such developments will often reduce the potential of initiatives to transform Stellenbosch town to offer a wider range of more affordable housing opportunities especially for younger and medium income residents working within the municipal area.

As a general principle the footprint of the Stellenbosch towns should be contained as far as possible within the existing urban edge, while enable logical, small extensions. There are, however, certain areas which are currently indicated in the MSDF as outside the urban edge, but which are bounded by developed areas and where there would thus be pressure for some form of development. In some cases there may be site specific circumstances which may make it desirable to consider limited development on these sites.

Urban edges could thus be adjusted, if it is proved that this would result in benefit to the overall settlement and community in multi-dimensional ways. If a developer/applicant can prove that a development proposal will be aligned to or benefit stated and agreed national, provincial, and local settlement development and management objectives, it should matter little whether the proposal is located outside the urban edge.

In evaluating such applications for incorporation of these sites within the urban edge and allowing some type of development the following needs to be taken into consideration:

- A development proposal needs to promote compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables public and NMT.
- The proposal needs to consider how it responds to and is integrated with public transport/ NMT and social facilities planning.
- The development proposal needs to be enterprising and transformative in that it is likely to stimulate desirable change within its broader precinct and context.
- The development proposal must expand housing opportunity for a broader range of groups.
- The development proposal must not "lock-out" desirable development and opportunity elsewhere by virtue of its location and scale (and through that attracting development energy in a direction not supported by the MSDF)
- The proposal must support inclusion, including providing a range of housing types and/ or opportunity for small/ emerging entrepreneurs.

- The proposal needs to make best use of existing structures on its site.
  Although indicated as "Open Green" in the MSDF and as "Green transitions" in the Stellenbosch Heritage Inventory, the subject farms are surrounding by urban development on all sides and the Municipality's. It is thus inevitable that there would always be some pressure for development.

  A further aspect which plays a role in this specific application is the proposed planned future road network in this area. The MSDF shows the proposed Techno Park Link Road as can be seen in ***Figures 14*** *(dotted red line)* and ***15***. This road link is to provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and the De Waldorf Development currently under construction.

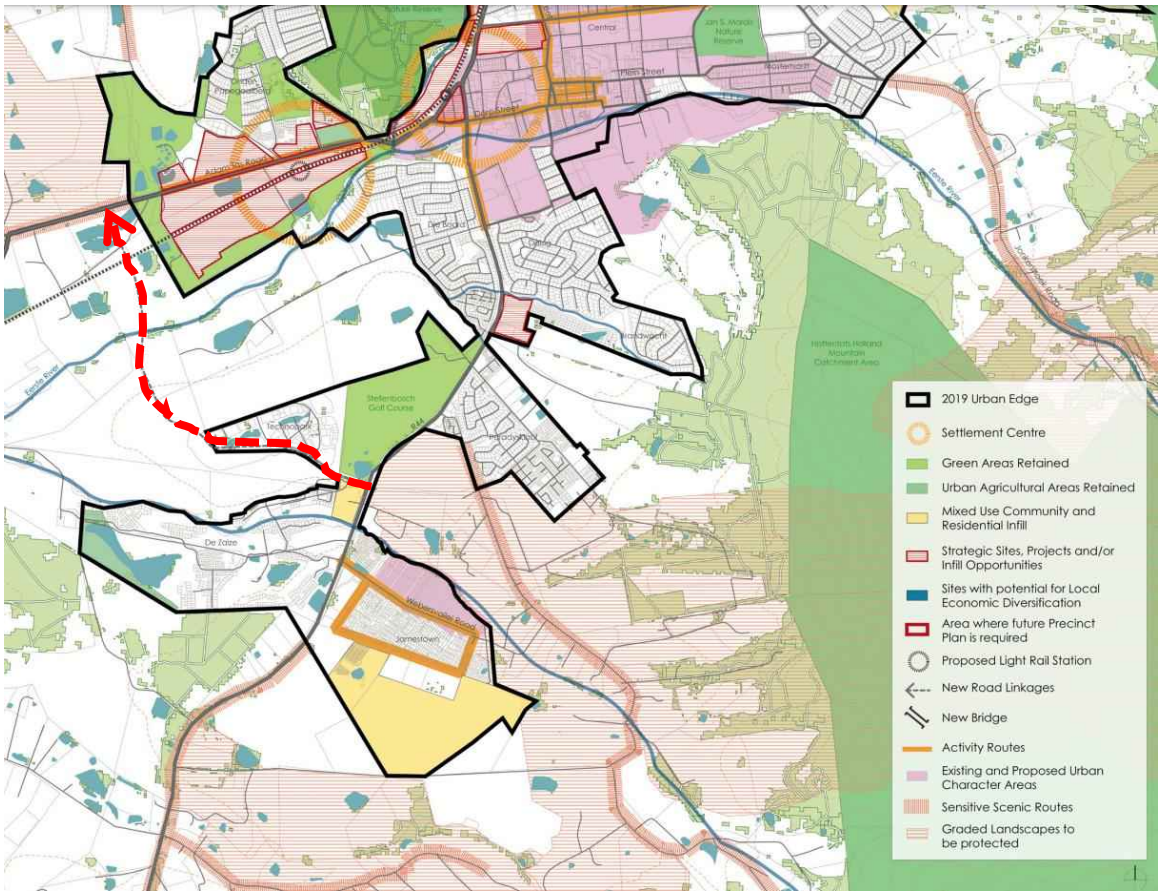


Figure 15: ***Extract from the Stellenbosch Spatial Development Framework showing the proposed Techno Park Link Road (dotted red line)***

The Stellenbosch Municipality's Draft Roads Master Plan, currently out for public comment, indicates Van Reede Road as a Class 4-road link between the Boord and Techno Park. See ***Figure 16*** on the next page. Also see **Annexure 15**, **Traffic Impact Statement**.



Figure 16: ***Future external road network in vicinity of the subject properties***



Figure 17: ***Stellenbosch Municipality's Draft Road Master Plan extract (with notes)***

Access is thus anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets.

Being classified as a Class 4-road in the Draft Roads Master Plan, the said road would thus be limited, i.e. no direct erf accesses will be allowed along the road. The cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following discussions with the Engineering Department of the Municipality, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the Engineering Department provided in principle support. (See **Traffic Impact Statement**, **Annexure 15**) The proposed alignment, in the context of the proposed development pockets, is schematically indicated in **Figure 18** below.



Figure 18: ***Proposed future road link delineation (Van Reede Road) between Die Boord and Techno Park traversing the subject property***

The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

Due to the proposed delineation of this link road, the proposed extension of Van Reede Road and the existing urban development at Technopark it can be accepted that there would be pressure for infill development between this new road link and the existing urban developments of Stellenbosch and thus the eventual amendment of the demarcated urban edge in this area.

This view was confirmed by Mr Bernabie de la Bat of the Spatial Planning Section at a meeting on 22 October 2021, arranged with the Municipality's Engineering, Land Use Management and Spatial Planning Sections, to discuss the future alignment and status of Van Reede Road. At this meeting he indicated that although development outside the demarcated urban edge is in general not supported, it should also be noted that the future expansion of Stellenbosch is limited by geographical factors and the position of existing suburbs. It is thus not considered desirable to for example develop further towards the Helderberg area and that infill development within the areas surrounded by urban development such as the subject farms is considered a better option.

Mr De la Bat further indicated that from a spatial planning point of view, it is considered more desirable to rather develop a total farm such as the subject site, than portions of several farms on the urban edge. Due to the specific location of the subject farms between existing urban developments, namely Die Boord and Technopark as well as the future extension of Van Reede Road as a class 4 link road to Technopark and the proposed future Western bypass, it has always been envisaged as a possible future development area of Stellenbosch. He is of the opinion that the visual impact of the proposed development on the Stellenbosch Cultural Landscape and from the identified scenic routes would be relatively low, except for certain areas, e.g. next to Technopark and a small portion next to the R44 as confirmed in the Visual Impact Study and Visual Statement submitted with this application. More detailed mitigation measures to lessen visual impact will be addressed in the more detailed Visual Impact Assessments for the proposed development and individual precincts which will be submitted during a later phase of the application process.

It is considered important to ensure that the nature of any development on the subject farms, which have cultural and heritage value, should benefit the wider Stellenbosch community and be in accordance with the principles set out earlier, e.g. it being a compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables and link with public and existing NMT networks, offering housing opportunities for a broader range of groups while acknowledging and

protecting the heritage and cultural value of the site. Such development should also not compromise the impetus for the development of other identified development nodes such as the Adam Tas Corridor.

The opinion is held that the current development proposal complies with the above as:

- The design of this development proposal, which will be limited to three precincts on the subject farm, of which the location and footprints thereof have been informed by various specialist studies which includes urban design, heritage (cultural landscape analysis), visual screenings and landscape/environmental inputs, has been explained earlier. The proposed development concept would ensure that a substantial component of the farms will remain agricultural and the existing green systems and the cultural and heritage significance thereof would be protected and enhanced.

- The proposed development and the detailed design proposals for the individual precincts would further be guided by strict Urban Design Principles which would be informed by further specialist studies such as a Heritage Impact Assessment, Visual Impact Assessment and an Environmental Impact Assessment.

- Provision has been made for linkages from the proposed development precincts and green areas with the proposed non-motorised transport network of Stellenbosch, the current and proposed green network of the wider Stellenbosch township area, the adjacent developed urban areas (Die Boord and Technopark) as well as the wider Stellenbosch township. This has been addressed in detail in the design proposal and Urban Design Principles to ensure that more people would have access to this important heritage and cultural asset which is currently not accessible to residents of Stellenbosch.

- The mixed-use activities (commercial, retail, institutional and educational) would be of a local nature, e.g. smaller offices and local shopping facilities which would allow opportunities for smaller scale entrepreneurs and businesses. This will also limit additional traffic through adjacent areas such as Die Boord.

- The approved Stellenbosch 2017 Integrated Human Settlement Plan has a target of ±18 775 residential units to cater for the current housing backlog. This municipal plan aims to guide and facilitate the development processes involved for housing projects aimed at informal settlement upgrade, social housing, formalized home ownership, employer housing and GAP housing. A key proposal was to utilize municipal land provided at reduced cost for formal home ownership in order to cross-subsidize other housing types. A cohesive effort has been made with Provincial and National Departments of Human Settlements to declare Stellenbosch a Restructuring Town with Restructuring Zones where economic, social and ecological sustainability are

promoted while improving the lives of communities through rental housing programs. This achievement will accelerate the processes and supply of housing development aimed at the lower income residents.

There is, however, a scarcity in formal guiding policies and plans specifically aimed at addressing the current and future housing demand for the middle to higher income households, which are predominantly attracted by the booming services sector. Developments, focused on providing much needed residential opportunities on this side of the economic spectrum, derives predominantly from the private sector on privately owned land. The IDP makes provision for possible amendments to the MSDF to accommodate for this need through the identification of infill and development areas. The subject property can be deemed desirable spatially as it will not perpetuate ad hoc or leapfrog development.

The Stellenbosch Municipality appointed Rode & Associates to draft a Stellenbosch Municipality Urban Development Strategy (UDS). The purpose of the report is to assist Council in understanding the Municipality's current urban context and to formulate strategies for urban growth and development. The UDS identified the subject property as a transformation zone; i.e. a transformation zone is an area where coordinated public and private sector investments are prioritised for urban intensification and expansion – see ***Figure 19*** on the next page. The Urban Design Strategy indicates the following adjusted demand for housing within Stellenbosch. "A total of 17 301 units forms part of the estimated demand over the next 20 years, e.g. 9 277 houses smaller than 80 m², 2793 houses larger than 80 m², 2402 flats and 2 829 town houses." Please refer to **Annexure 18**, **Market Demand/Socio-Economic Study**.

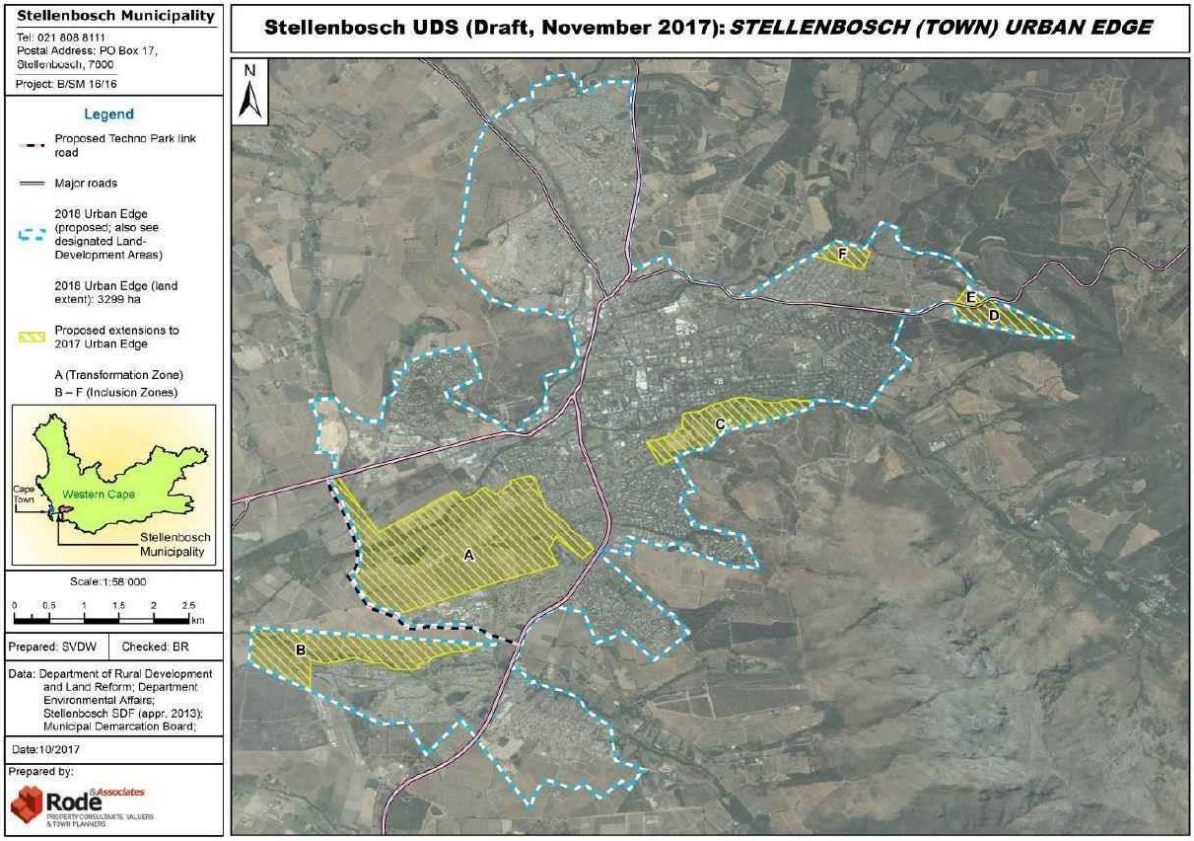


Figure 19: ***Extract of the Draft Stellenbosch Urban Development Strategy***

The development proposal would offer a range of housing opportunities which would primarily cater for a market segment for which there is little housing stock available within Stellenbosch and which is not the target market for e.g. the Adam Tas Corridor development.

Provision is made for 1 241 units of a medium density, non-suburban type distributed within three precincts A, B and C. These are interspersed with other uses. The units are predominantly either of duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average of 70 m² GBA per unit. The balance of 26 units or 2.1% found in precincts A and C are larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m² GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA a market value between R4 and R 12 million. These figures thus correlate well with the recommendations in terms of housing demand by type as outlined by the Urban Design Strategy.

As indicated earlier in the report, notwithstanding the absence of an approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the general need for inclusionary housing in an attempt to uplift and empower

previously disadvantaged individuals and/or families. In their endeavours to contribute to such efforts, it is their goal to formalise land tenure to families within the existing informal farm village on the subject property. Tenure options will be negotiated with the relevant families and the outcome and provisions to be agreed, will form part of the final subdivision applications still to be submitted and approved by the various authorities.

- The proposed development will have significant socio-economic benefits for Stellenbosch in the form of new employment opportunities, taxes, infrastructure upgrades, traffic improvements and new housing opportunities as well as commercial and community facilities. Please refer to **Annexure 18**, **Market Demand/Socio Economic Study**.

  The MSDF also addresses future transport planning. The Stellenbosch Municipality Comprehensive Integrated Transport Plan is a conceptual public transport network supporting the MSDF. It proposes the establishment of additional transport routes to address the backlog of an incomplete road network. These additional routes, such as the proposed new link roads would provide for a more effective distribution of traffic which would benefit broader communities as well as to the traveling public through all modes of transport (including public transport and NMT). It is also acknowledged that the proposed Techo Avenue Link Road will form the western boundary of Stellenbosch and help define a new compact urban form for Stellenbosch, containing future development.

  The proposed development of of the subject property is thus considered to be in line with the objectives of the Stellenbosch Municipality Spatial Development Framework for sites of this nature.

7.1.2 Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019)

Stellenbosch has a deep history and a rich and varied heritage. The Stellenbosch Winelands is a distinct and unique landscape with global significance in terms of natural and cultural typologies. The unique characteristics of its scenic quality are the dramatic mountain backdrops and the pattern of settlement of individual farms along the rivers. The Cape Dutch architectural style is unique to South Africa, as is the Fynbos vegetation.

Agricultural areas, particularly those under vineyards and orchards, thus attribute scenic value and character to the region, which is valued by both the local inhabitants and visitors. This is a significant contributor to the value of the area as one of South Africa's premier tourist destinations. It is therefore imperative that all land use

decisions should enhance the integrity of both the natural and the cultural environment as an important form of capital.

The National Heritage Resources Act (Act 25 of 1999) (NHRA) requires all municipalities to undertake or update inventories of the heritage resources in the area of their jurisdiction within 10 years (Sect. 9(3)(c)). Such a Heritage Inventory has been finalised for the Stellenbosch Municipal Area and has been approved by Heritage Western Cape.

Underneath (***Figure 20***) is an extract form the Stellenbosch Heritage Inventory describing the settlement typology of the area:

Stellenbosch Winelands	**Settlement Typology**	**Scenic Beauty (Land Form)**
	Settlement along rivers, individual farms with blocks of vineyards on each farm property. Each farm typically has a main farmhouse and workers' cottages in a row or a cluster.	Dramatic mountains as armature with rolling hills. Settlement at the confluence of rivers and routes on the valley bottoms

Figure 20: ***Extract from the Stellenbosch Heritage Inventory***

The Heritage Inventory is accompanied by a Heritage Management Plan which contains general principles derived from the heritage vision for the Stellenbosch Winelands, namely conserve/maintain, enhance, regenerate and intervene. From these principles a set of conservation systems and development criteria were developed for each of the identified "Landscape and Townscape Units" within the municipal area. It set out the minimum criteria that all proposals must satisfy in order to ensure that heritage significance is protected and through which the Municipality, landowners, and potential developers are informed about the heritage significance of each landscape unit, its context and components, and an indication of the degree of change that may be contemplated for each place in order to retain its particular character, and thereby its heritage significance.

The subject farms fall within Landscape Unit C15 (that stretches from Technopark towards the Eerste River), a well-defined landscape feature on the southwestern edge of Stellenbosch with vineyards and early farm complexes. The main heritage

aim for this unit is to conserve and enhance the existing character of this landscape unit that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape. Where sites have been degraded, manage and regenerate these heritage environments into the future, to become more inclusive.

This Landscape Unit is located within the town-scale "green transition system", which aims to maintain the clear division between townscape and surrounding rural landscape and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.

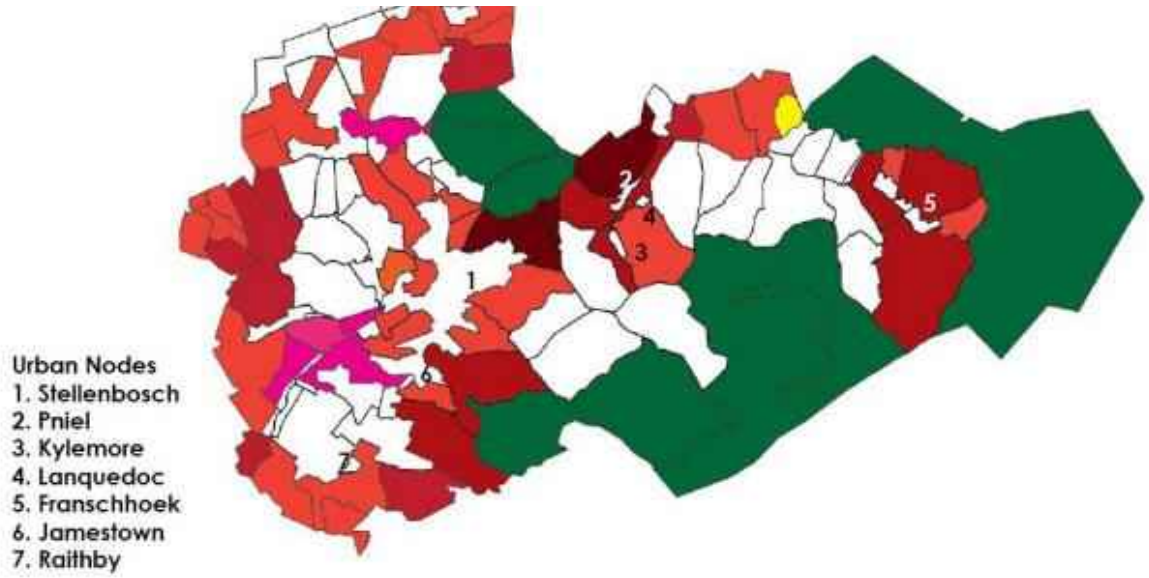


Figure 21: ***Extract from the Stellenbosch Heritage Inventory showing the "Green Transitions" (town and municipal scale) – green areas***

Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape cannot be supported.

None of the above is proposed. The submitted the design proposal is a collaboration between the urban designers/architects, the heritage/visual impact consultants, and the landscaping architects as well as an initial input form environmental consultants to ensure that it takes cognisance of the principles and recommendations of the Heritage Management Framework.

It is accepted that the only way development could be considered on the subject farms is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric and adheres to all the indicators of the landscape. The opinion is held that the described development proposal is such a design concept and that the development proposal offers many opportunities by which the principles of the Heritage Management Framework for this area can be promoted, namely:

- Urban Design Principles, informed by more detailed heritage, environmental and landscape studies as well as furthermore detailed engineering reports will guide the future detail design of the development.

- Rather than proposing development over the whole farms, the development proposal defines four precincts of which the footprints, scale and massing have been determined and set by the above principles and specialist inputs. The remainder of the farms will be retained for agricultural purposes. The proposed development will further be guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural and historical landscape as per the principles of the Heritage Management Framework.

- As part of the concept development, a visual study and landscape character analysis of the site has been completed. Please refer to the **Visual and Landscape Character Analysis** and the **High Level Landscape Framework** prepared by TERRA Landscape Architects which is attached as **Annexure 13** and a **Visual Impact Study and Visual Statement** by FILIA, attached **Annexure 14.**

  TERRA Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. These included comments raised by the heritage consultants and the Development Criteria as per the Stellenbosch Conservation Management Framework in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIB (heritage area).

- The rural quality of the area and the particular layout of the historical werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

- The development concepts aim to steer away from a low density, one-dimensional and suburban (mostly gated) development approach that has become the norm in the extensions towards the south of the historic core. The design proposal thus aims to consciously erasing the site boundaries to give a holistic impression of fit. The

higher density of the development is offset by access to the large remaining portion of the farm.

- A non-motorised network weaves through the total site to support a walking, jogging and cycling on the greater site and beyond and which links Techno Park and Die Boord via the remainder of the farm. It will also offer an opportunity to open the agricultural fields for recreation for more Stellenbosch residents.

  Access across this piece of land will thus be beneficial to more individuals than a single landowner. The Urban Design Principles provides details regarding the recreational use of this space internally as well as linkages with external areas. This would be addressed in more detailed in the later Site Development Plan submission phase where the more details design proposal will have be informed by further specialist studies such as an Environmental Impact Assessment, containing specialist studies such as a Heritage Impact Assessment, a Visual Impact Assessment.

  The proposed motorised and non-motorised transport networks have been informed by the existing historical pattern of the vineyards as well as the historical wagon route which crossed the subject farms.

- Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into a category 'Enhance' in which remedial action will be better than leaving it as is. The upgrading of the historical farm werf (manor house and associated buildings) is planned as a later stage of the current development proposal. A specific Site Development Plan informed by the Heritage Impact Assessment with inputs from a heritage architect will be prepared with recommendation about restoring and adaptable reuse of this complex and wider access to this significant heritage resource.

  The opinion is thus held by the heritage practitioner of the project team, Liana Jansen, that the design team presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development positively responds to the Development Criteria as per the Stellenbosch Conservation Management Plan (2019). The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further heritage concerns. If necessary, this will be addressed in consultation with the design teams during the detail design phases.

The **Preliminary Identification of Heritage Related Statutory Constraint** and the **Heritage Response** to the proposed development as well as a later (November 2021) **Assessment of the proposed Libertas Development on the Stellenbosch Cultural and Visual Landscape** are attached as **Annexure 13.**

These documents should also be read together with the **Landscape Character Study** of TERRA+ (contained in **Annexure 14**) and a **Visual Impact Study and Visual Statement** by FILIA, attached as **Annexure 15.**

7.2 APPLICATION FOR REZONING FROM AGRICULTURAL AND RURAL ZONE TO SUBDIVISIONAL AREA

7.2.1 DEVELOPMENT PHILOSOPHY

It is recognised that a town's urban form is dictated by biophysical factors such as topography, flood lines, infrastructure, major transport routes, etc. which may lead to an irregular form with tentacles and nodes. However, there will always be the natural inclination to follow a compact and regular form, striving towards optimum proximity and connectivity.

Although the subject site is currently indicated as outside the demarcated urban edge of the Stellenbosch Municipal area in the Stellenbosch Municipal Spatial Development Framework (2019), the subject property is ideally located close to the town's central business district and can be regarded as a logical infill development opportunity, as its most western boundary will more or less follow the natural western edge of the town as already dictated by De Zalze and Techno Park (and the proposed Techno Park Link Road). As indicated earlier in the report, this view is supported by the Spatial Planning Section of the Municipality.

This reality calls for a nuanced but clearly articulated and presented response in context and one that leaves no space for ambiguity in the way built form may fit into this historical and ecologically sensitive landscape. Integrative and interdisciplinary but mostly tangible and visually accessible urban design would provide the tools to achieve this through strategic and demonstrable three-dimensional design.

The Urban Design Principles, which will be discussed in paragraph 8, will thus attempt to strike a balance between retaining the special character of the farms, being identified in the Stellenbosch Heritage Inventory and Management Plan as part of the "Green Transitions" of the Stellenbosch Municipal area and limiting the development to certain footprints (Precincts) on the subject farm as a result of the inputs received from the various specialists on the project team.

Underneath is a summary of the aim of the urban design concept as well as the methods to achieve it.

Table 3: Urban Design Intent

	AIM	**METHOD**
(i)	A responsive, enquiry by design approach with no preconceived rights in mind.	Do not commence designing from a typical floor area/unit count perspective. Research/ demonstrate appropriate contextual fit at the highest possible level with demonstrable commitment towards using ecological and heritage concerns to build responsively and appropriately in this context.
(ii)	A predominantly topographical-, ecological- and heritage driven response with a high level of commitment towards achieving contextual fit and a proud legacy.	Front load, prioritise and resource these opportunities and constraints, even before any official EIA process commences. Engage in a wider debate early in the process and with specific reference to visual impact and the historic homestead
(iii)	Prioritisation of an accessible development which combines demonstrated development rights with public amenity that benefits the wider community.	By not limiting the conceptualisation of opportunities to the cadastral site boundaries, but see access to the redeveloped farm as a lateral opportunity for wider participation and enhanced public amenity/recreation. The design concept would clearly demonstrate this.
(iv)	Selective pockets of development informed by detailed research rather than seeking blanket rights across the full cadastral extent.	By acknowledging the fact that great discretion is required in what and how one builds on this site and that it all likelihood needs to be something that sensitively straddles urban and architectural by creating hybrid conditions.
(v)	Up-front three dimensional/volumetric fixing of all built form and statutory/compulsory adherence during subsequent developments (not superficial	Urban Design Coding would be used which would provide for the statutory fixing of built form envelopes 'in-place'. The logic of where and how each and every three-dimensional envelope is placed is deducted from the context specific arguments developed in (1) to (iv) above. Over and above the envelope fixes, guidance would extend into integrated landscape and material use.

The Stellenbosch Municipality is currently busy with the Adam Tas Corridor/ARC study. This project will provide high density residential opportunities in central

Stellenbosch. The Fleurbaai / Libertas development project will complement the Adam Tas Corridor initiative by providing alternative housing opportunities in close proximity to central Stellenbosch; i.e. a combination or medium to high density development as well as more family orientated plots as it cannot be expected that all families must reside in high-rise apartment blocks.

The development proposal thus aims to introduce limited and sensitive new development closely aligned with the principles introduced in the Stellenbosch Municipality's IDP Report dated April 2020, namely:

- To promote spatial integration and connectivity
- Facilitate people orientated development with maximum density, a mix of uses, non-motorised transport and public transport solutions
- Create walkable environments
- Financial sustainability Infrastructure - light and replicable
- Support place making, identity and sense of place
- Designed to be inclusive and developmental in nature by supporting flexible growth

From an environmental perspective and specifically from a visual impact perspective the success of a proposed development is not primarily related to the number of units but to the holistic footprint and fit of the total development in the extended landscape. A balance was thus sought between respecting the natural landscape and heritage character of the site and proposing an optimal footprint. This would be achieved through an iterative, principles-driven design process, by sculpting three-dimensional form in the landscape rather than merely subdividing the land into erven.

Once the footprint of the proposed development has been accepted, the detail design would be filtered through a set of Site Development Plans as well as other specialist studies such as the EIA and HIA with specific reference to the findings and recommendations of the Visual Impact Assessment. This will ensure the required level of synergy and balance that is required to protect both the natural and heritage landscape and the individual asset values of properties.

The proposed partial/conditional extension of urban development is considered in line with international principles of best practice. Rather than applying for subdivision/land splitting over the whole farm, the proposal defines three (3) development precincts while maintaining the "green transitions"/agricultural character of the remainder of the farms and historical farmyard while also addressing linkages with the already developed abutting areas and the green system of the town.

7.2.2 URBAN DESIGN PRINCIPLES AND APPROACH

- **Design Principles**

The site offers the opportunity to become an economic growth catalyst within the greater municipal region. The aim of the high level **Urban Design Principles** (**Annexure 10**) prepared by *Nuvorm* is to demonstrate the merits of a discretionary and responsive development on a historic farm immediately outside the existing urban edge of the Stellenbosch town.

The urban design concepts are informed by the underneath seven principles developed through a project team effort in terms of addressing issues of context specific fit on the historic Libertas Farm:

(i) Densify in clusters and with an appreciation of the specifics of the historic farm, rather than adopting a blanket sub-divisional approach. The specifics are a combination of cultural landscape and established natural features.

(ii) Extend the response to features and systems that are located or originates outside the site in recognition of the fact that cultural and ecological landscapes are not confined by artificial and often invisible site boundaries.

(iii) Incorporate optimal affordable housing (in the form of low rise, medium density housing as the dominant land use type and in support of the objectives of the SDP and IDP), supported by other functions but retain a bias in favour of housing. See this as an opportunity to compliment Techno Park, rather than competing with it.

(iv) Initiate typologies that offer opportunities for continuity of enclosure in the form of urban rooms rather than individual and competing form dotted throughout the landscape. Vary typologies in terms.

(v) Set up a logic by which the design of the spaces between the buildings are conceived as urban rooms and with care taken to prevent it becoming a car and parking dominant environment, with a focus rather on a people friendly and walkable environment.

(vi) Don’t be obsessed with views from within units on the north facing and sloping site. Rather engage in a trade-off that facilitates the creation of a range of people friendly spaces between buildings and at the interface between buildings and landscape and/or natural features

(vii) Make resolution of specific challenges such as the future of the historic homestead, with access to the Eerste River and the future of the farm workers’ housing the subject

of dedicated studies and proposal to follow, but in the context of the integrating framework presented here.

- **Layered Approach**

  The proposal follows a layered approach in which the team indicates how identifiable conditions each generate what is believed to be an appropriate response. An iterative, interdisciplinary approach was followed which resulted in a proposal in which 'the whole is greater than the sum of the constituent parts'.

  The following layers informed the concept design proposal: the **Visual and Landscape Character Analysis** and ***High Level Landscape Framework*** *by* Terra Landscape Architects **(Annexure 13)** and the ***Preliminary Identification of Heritage Related Statutory Constraints*** and a ***Heritage Response to the Development Proposal*** **(Annexure 13)** and shows the existing situation and how it would be affected by the development proposal.

- **Tree Structure**

  This analysis indicates the prevalence of thickets of continuous and linear tree infrastructure along the riverbed and into the areas surrounding the site. This provides an opportunity for it to be reinforced and extended into new developments that is not exclusively vineyard.

  The proposed tree structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site.



Figure 22: ***Existing Tree Structure***

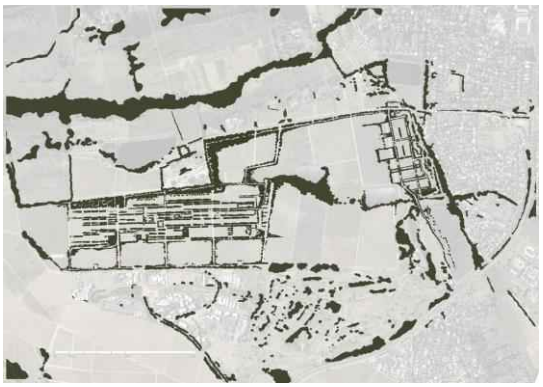


Figure 23: ***Proposed Tree Structure***

- **Agriculture (Vineyard Structure)**

  The existing vineyards provide a historic structure with recognizable breaks. This offers an opportunity for this logic of breaks to be incorporated into the design, as well

as having retention of vineyards contribute to the character and retention of the legacy of the historic farm.

A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi-rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Techno Park as well as against the R44 scenic route as one of the many vineyards experienced as one enters Stellenbosch.



Figure 24: ***Existing Vineyard Structure***



Figure 25: ***Remaining Vineyard Structure***

- **Natural/Ecological Corridors**

The natural/ecological open space corridors that cross into and over the site are easily recognizable and should be protected and reinforced by the development proposal.

The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site. This became an important informant towards identifying pockets of developable land that does not encroach on the open system.



Figure 26: ***Ecological Corridors***

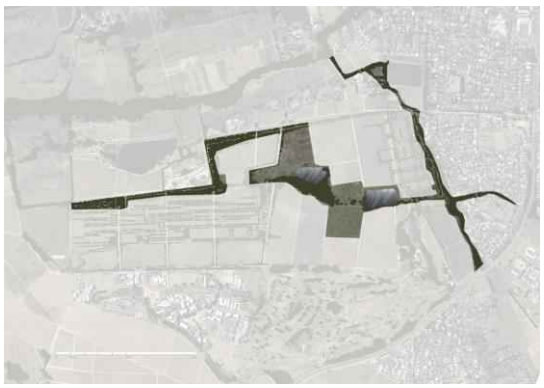


Figure 27: ***Reinforcing Ecological Corridors***

- **Internal Formal Green Structure**

  The site benefits from an ecology of small wetlands, retained water bodies and rivulets feeding into the adjacent Eerste River. Apart from recognizing and protecting these in their own right, it offers an opportunity for integration with development proposals and to support contact with nature within a wider walkability network.

  The primary network of trees and the identified ecological corridors, provide points of connection for a secondary, development-specific street- and tree network.



Figure 28: ***Existing water bodies and streams***



Figure 29: ***Proposed Informal Green Structure***

- **Roads Structure**

  The existing and proposed road network feeds into the site from two ends. From the east via Die Boord and from the west via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged.

  The proposed internal roads- and street network extends from the existing connection through Die Boord in the east and the proposed Link Road towards the west. The internal network is consciously meandering and of limited width to support a semi-rural character and prevent rat-running through the site, whilst accommodating a public transport shuttle service.



Figure 30: ***Existing Road Structure***

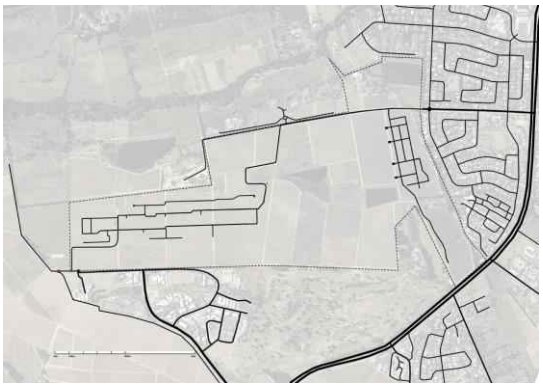


Figure 31: ***Proposed new internal Road Structure***

- **Building Typologies/New Built Form**

  Apart from the historic homestead that is of specific merit, the existing build form surrounding the historic farm is generally of a disappointing, mono-functional character not in keeping with contemporary urban design best practice. The aim should be to rebalance this through higher density combined with a mixed of uses and carefully considered three-dimensional built form. A form-based coding document will be prepared as a step in the approval process.

  New built form provides optimal density in three primary clusters nested within the logic of the wider open space system. Each of these clusters will have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network. The holistic approach is to improve walkability/cyclability within the total site. These connections extend into Techno Park.

  The **proposed building typologies** within the proposed development are demonstrated in the Urban Design Principles Document. The overall architectural design would, however, be based primarily on the guidelines of the **Stellenbosch Urban and Rural Conservation Overlay Zone**, and the following have been proposed by the Urban Design Team:

(a) Building height may not exceed 3 storeys/10 m from natural ground level to top of flat parapet or 3 storeys/12 m to mid apex of a typical 30 degree sloped roof . This will be fixed via three dimensional, built-form code prior to SDP approval.

(b) on the balance of the land unit (outside the 15 meters measured from a public road) the height of a building may not exceed 5 storeys or the maximum number of storeys permitted in the base zone, whichever is the lowest;

(c) the Municipality may withhold its permission if any increase in height of a structure would, in the opinion of the Municipality, interfere with the growth of any mature tree within the road reserve, or if it would necessitate the undesirable pruning or removal

of that tree or its branches; this will be addressed in the built form code with input from the landscape architect but generally not relevant to redeveloping a site that is currently mostly free of trees.

(d) the Municipality may enforce a street building line for a basement set back from the street boundary if, in the opinion of the Municipality, the structure will interfere with the root system and growth of any mature trees within the abutting public road; this will be addressed in the built form code with input from the landscape architect but generally not relevant to redeveloping a site that is currently mostly free of trees.

(e) face brick may not be visible from a public road; but flush-jointed and painted brickwork permitted.

(f) no pre-cast concrete walls of any kind, no barbed wire fencing or flat pressed industrial steel fences may be used which are visible from a public road.

(g) water tanks, solar panels, antennae and such similar attachments may not be visible from a public road; Water tanks in perforated brick enclosures.

(h) the following colours shall be used unless otherwise approved by the Municipality:

(i) plastered walls shall be white or off-white; but flush jointed and painted accepted.
(ii) outside woodwork, if painted, shall be green, brown or black; but white and grey also permitted.
(iii) piping and guttering shall be painted the same colour as the background.
(iv) roofing, if visible shall be black or thatch colour. (0) white and grey also permitted.

(i) notwithstanding the permitted land uses in the base zone, the following land uses shall be a consent use application and may be refused if in the opinion of the Municipality it will have a detrimental impact on the character of the street or area:

(i) motor showrooms, public parking areas and parking garages.
(ii) plant nurseries.
(iii) supermarkets, shopping centres (only small-scale retail proposed).

(j) The Municipality may also impose conditions on how buildings and land use activities should be positioned in relation to the public road or a public open space to mitigate negative impact. This will be addressed in the form based code, with proposed basket of rights overlay

(k) Notwithstanding the requirements of section 22 related to parking ratios, the Municipality may waive or reduce parking ratios and/or loading requirements on a land unit in this overlay zone or may impose a requirement for the provision of non-motorised transport provision in lieu of the provision of parking. Such alternative requirements shall be agreed to in writing and shall be deemed to be alternative development parameters applicable to the property. Parking extent will be integrated into the 3D form-based code to follow.

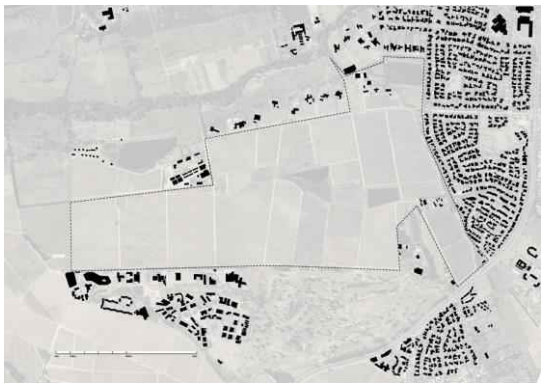


Figure 32: ***Existing Built Form***

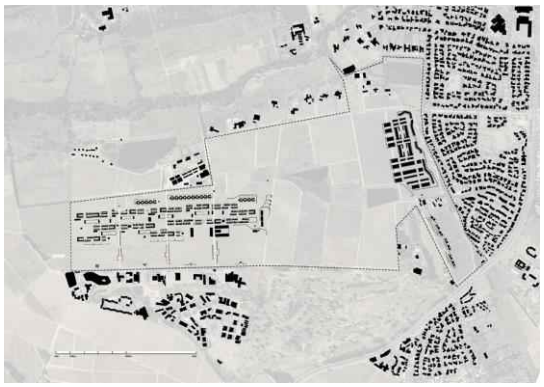


Figure 33: ***Proposed new Built Form***

7.2.3 DEVELOPMENT PROPOSAL (DESCRIPTION OF THE DEVELOPMENT PORTIONS)

Three Development Portions (1 – 3) are proposed as shown on the ***Figure 34*** underneath.

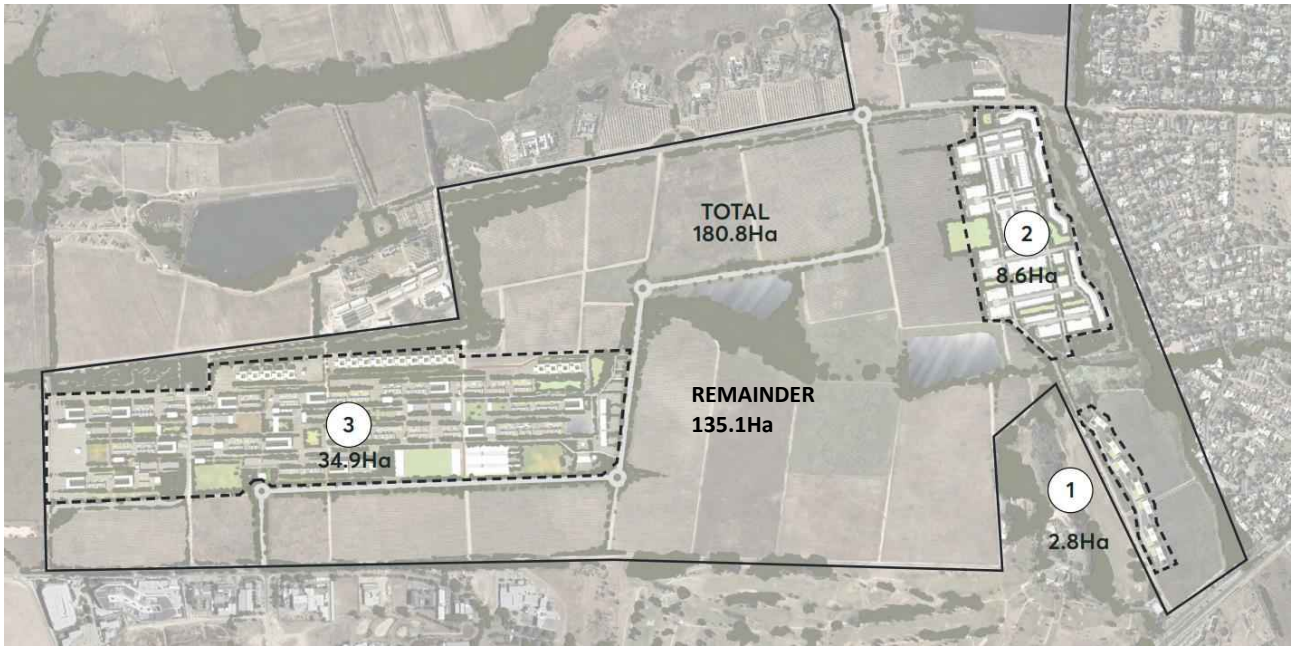


Figure 34: ***Map with Proposed Development Portions showing the areas to remain agriculture***

- Portions 1 and 2 are low rise medium density Residential typologies with some mixed land uses (Retail/Office and Cultural/Institutional)
- Portion 3 is a low-rise medium density courtyard Residential typology with mini apartment blocks with some mixed land uses (Retail/Office and Cultural/Institutional)

On the next page, ***Figure 35*** is a Zoning Plan depicting the proposed new land uses and the remainder of the farm which would stay agricultural. The **Zoning Plan** is also attached as **Annexure 11**.



Figure 35: ***Zoning Plan***

Underneath, ***Table 4***, is a summary of the land use mix of the proposed development.

Table 4: Summary of the land use mix of the proposed development

Portion 1 (Conventional Residential)	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Portion 2 (Mixed Use)	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Portion 3 (Mixed Use)	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9 408 m²
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	12 138 m²
Cultural/Institutional	9 408 m²
Agricultural and Rural (Remainder of farms)	135.1ha

The proposal entails to limit the footprint which would be controlled by Urban Design Principles for each Portion. These developments are further guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural landscape. The Urban Design Principles thus provides a detailed land use mix of each of the Precincts. The different land use mixes for the three Precincts are described underneath:

- **PORTIONS 1 AND 2**

Proposed development Portions 1 and 2 will abut the existing Die Boord residential area.

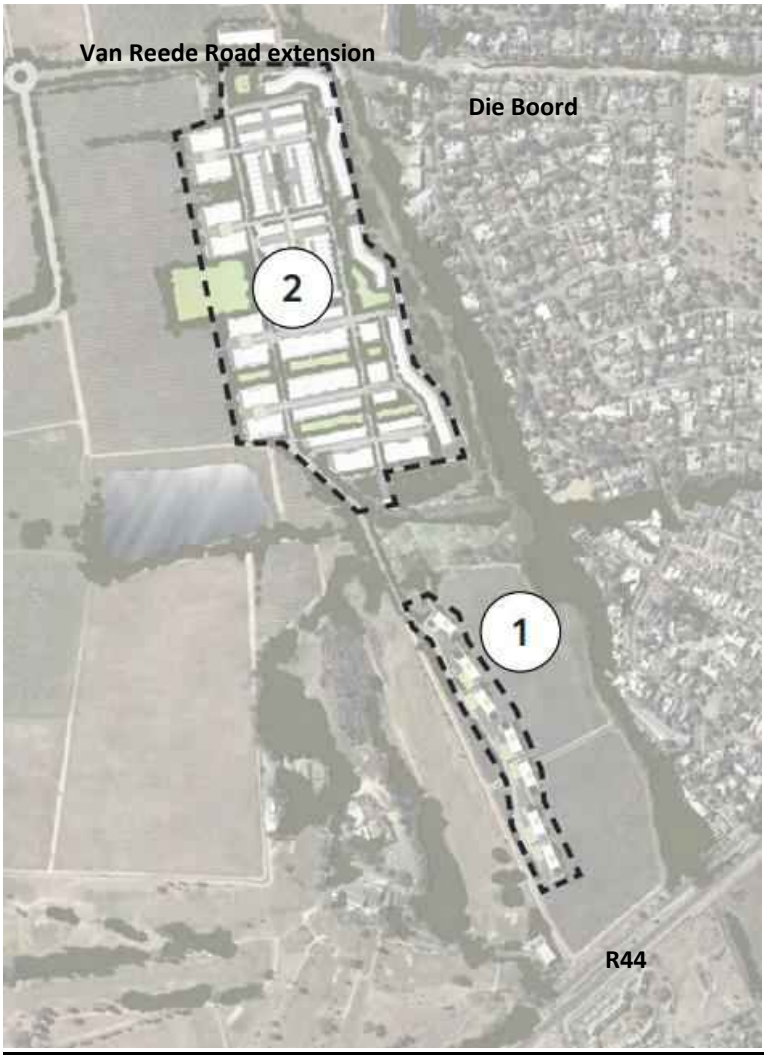


Figure 36: ***Portions 1 and 2***

PORTION 1

Portion 1 (see ***Figure 35***) is a proposed contour-following single residential typology which makes provision for 7 housing units.

PORTION 1 Land Use Mix (Total area of 3 780 m²)		
Category	**Total**	
Housing	7 units	Floor Area Ratio: 0.25 Units/ha: 4.6 Height: maximum 2 levels

The proposed Portion 1 will be located on the eastern side of the site. It would be located within a narrow strip of vineyards which continue from the workers cottages along the contour towards the R44. A small strip of buildings is currently proposed on the slope where the current road traverses.

PORTION 2

Portion 2 (± 48.5 ha) is a low-rise medium density courtyard residential typology with mini apartment blocks interspersed. Some mix land uses are also proposed – namely retail/office and cultural/institutional.

PORTION 2 Land Use Mix (Total area of 48.5 ha)		
Category	**Total**	
Housing	510 units	Floor Area Ratio: 0.42 Units/ha: 22.4 Height: maximum 3 levels
Retail/Office	1 472 m²	
Cultural/Institutional	To be confirmed	

Portion 2 has been specifically located next to the existing Die Boord residential area to extend this typology and localise higher density development to leave the majority of views to only include vineyards. In this section of the site, this type of development is considered appropriate in scale and height. The final height mix would be determined by the HIA and Visual Impact Assessment. Underneath are some images demonstrating the proposed residential typologies for Portions 1 and 2.

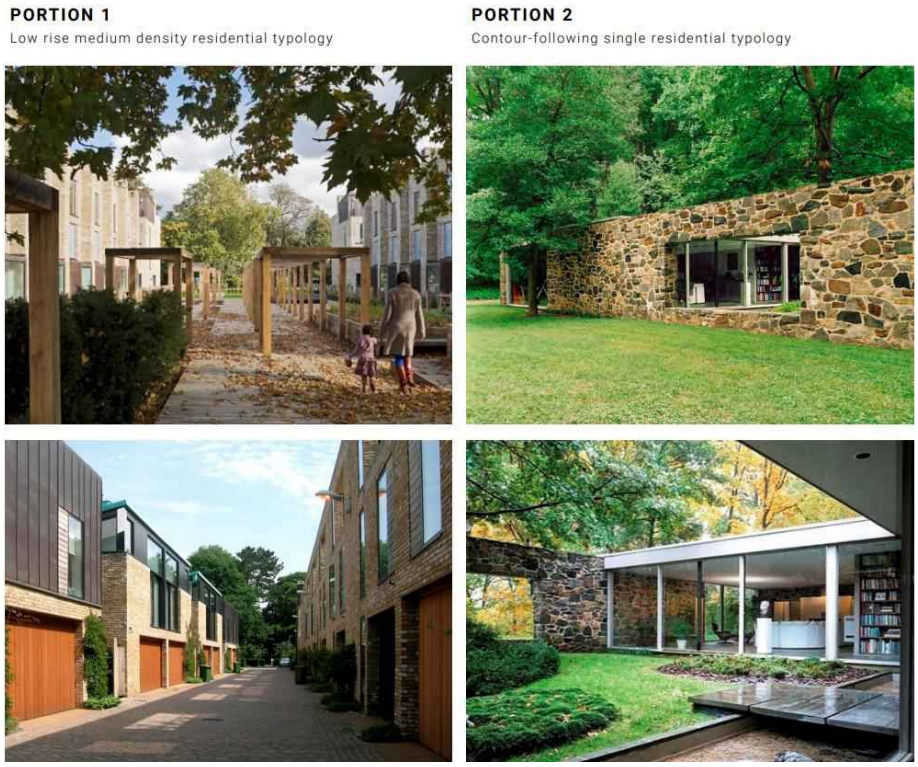


***Figure 37*: Proposed residential typologies for Portions 1 and 2**

- **PORTION 3**

Portion 3 (65.9 ha) is a low-rise medium density courtyard residential typology with mini apartment blocks with some mixed land uses (Retail/Office and Cultural/Institutional).



***Figure 38*: Portion 3**

PORTION 3 Land Use Mix Summary (Total area 65.9 ha)		
Category	**Total**	
Housing	724 units	Floor Area Ratio: 0.27 Units/ha: 22.4 Height: maximum 3 storeys
Retail/office	10 666 m²	
Cultural/Institutional	9 408 m²	



Figure 39: ***Image showing the nature of the building typologies for Portion 3 namely a low rise medium density courtyard residential typology with mini apartment blocks interspersed (maximum height of three levels)***

This proposed low rise medium density village has been moved lower down the slope to leave the highly visible upper slopes of the rise uninterrupted. It visually extends from the already developed Fleurbaix node, but is interspersed with parks to reduce visual impact. The final height mix would be determined by the HIA and Visual Impact Assessment.

8. ROAD CONNECTIONS WITHIN THE PROPOSED DEVELOPMENT

Road connections within the proposed development are conceived as being of two types. The first type is the main, higher order mobility connections. Access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing the subject property, will also be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets. This future extension of Van Reede Road is classified as a Class 4-road in the draft Roads Masterplan of the Municipality..

The second type is the internal road structure links amongst the three Precincts and internally within these Precincts. The internal road links will be addressed in more detail in the next phases of the development application. The visual impact of the

proposed road network system will be addressed later in this report. Also see paragraph 10 which provides more detail regarding access and road structures as addressed in the Traffic Impact Statement.

8.1 NMT Proposals as described in Urban Design Principles document

A non-motorised network weaves through the total site to support a healthy lifestyle of walking, jogging and cycling on the greater site and beyond and which links Techno Park to Die Boord via the remainder of the farm and proposed Precincts. The Urban Design Principles also stress the importance of non-motorised transport as identified in the Stellenbosch MSDF and as also pointed out in the Heritage Input and Landscaping Reports.

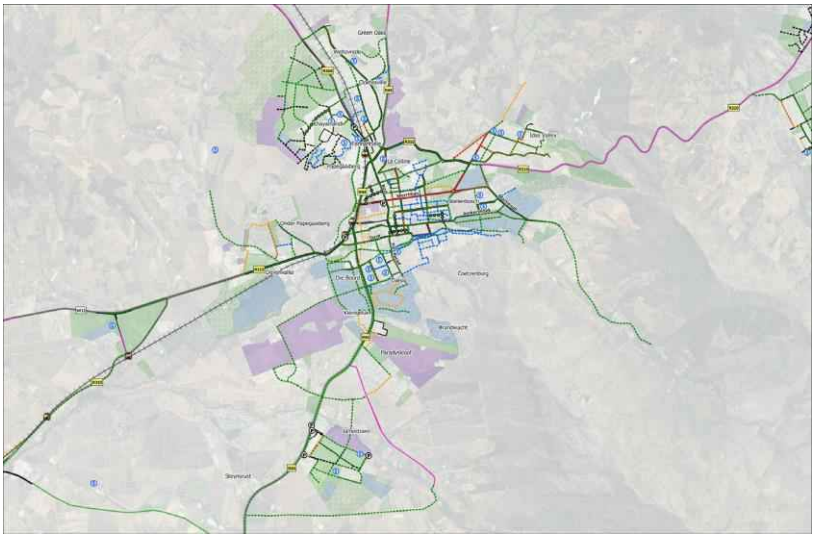


Figure 40: ***Stellenbosch Municipality NMT Masterplan: Existing & proposed pedestrian and cyclist infrastructure***



Figure 41: ***Proposed Non-motorised Transport Network***

1) Possible connection to the Adam Tas Corridor (through neighbouring properties)
2) Possible connection to Hottentots-Holland mountains (through neighbouring properties)
3) Pedestrian route along stream
4) Proposed recreational routes through site
5) Pedestrian links to Techno Park

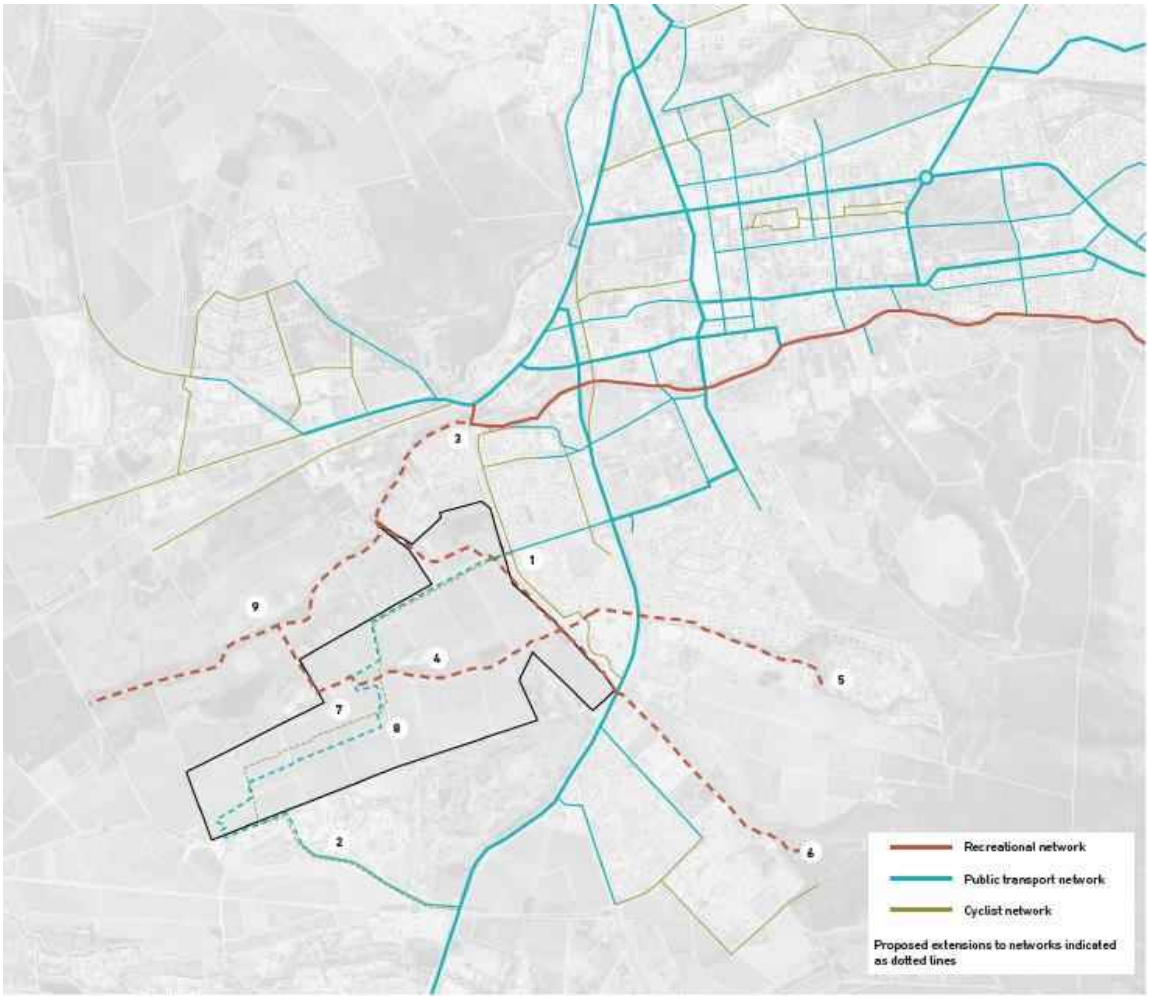


Figure 42: ***Proposed transport integration scheme including pedestrian, cyclist & public transport networks, based on the Stellenbosch Municipality integrated public transport plan***

1) Termination of proposed MNT network including cycle network at end of Van Reede Street
2) Termination of proposed MNT network including cycle network at in Technopark
3) Conceptual extension of recreational route system along Eerste River
4) Extension of recreational route through Libertas farm
5) Conceptual extension of recreational route through Brandwacht to Hottentots Holland mountains
6) Conceptual extension of recreational route through Paradyskloof to Hottentots Holland mountains
7) Extension of dedicated cycle route through Libertas farm connecting Die Boord with Techno Park
8) Extension of public transport route through Libertas farm connecting Die Boord with Techno Park
9) Conceptual extension of recreational route system from Libertas farm to route along Eerste River

9. LANDSCAPING AND VISUAL ANALYSIS

As part of the concept development, a visual study and landscape character analysis of the site has been completed. Please refer to the **Visual Impact Study and Visual Statement, Annexure 14** and the **High-Level Landscape Framework** attached as **Annexure 15**.

Terra Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. These included comments raised by the heritage consultants and the Development Criteria as per the Stellenbosch Conservation Management Framework in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIB (heritage area).

The rural quality of the area and the particular layout of the historical werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place. The following landscape recommendations and guidelines which respond to the complex web of social, cultural and ecological informants have informed the design proposal:

- Acknowledges typology of heritage remnants and facilitates ecological connectivity
- Agricultural patterning - acknowledges typology of heritage remnants and maintains semi-rural aesthetic
- Sequence of important nodes along eastern drainage edge
- The vineyards along the R44 is contact of agricultural pattern in urban setting
- Essential to re-establish and re-connect the eroded landscape patterns
- Re-connect to the ecological corridor
- Recognise the importance of the historical werf in the re-connection of the site to the Eerste River
- Future development to recognise the werf typology in layout and landscape response
- Retain a clear line of site from the werf to the site context
- Linear development on western portion of the site must use the contours to establish development pattern
- Possible higher intensity development along eastern edge
- Interstitial spaces - supports social and recreational opportunity

Underneath, ***Figure 43***, is the Composite High Level Landscape Framework Plan diagram indicating the different areas within the proposed development.



Figure 43: ***Composite High Level Landscape Framework Plan***

1) Entrance Avenue
2) Historic Landscape Patterns Embedded ecology and green systems - Development as per Urban Design Framework
3) Embedded ecology and green systems - Development as per Urban Design Framework
4) Connection to broader green network and ecology
5) Increased indigenous tree planting and fynbos planting -increased diversity and green connection
6) Embedded ecology and green systems - Development as per Urban Design Framework

10. TRAFFIC IMPACT STATEMENT

A **Traffic Impact Statement** was done by UDS Africa for the proposed development. A copy of this report is attached as **Annexure 16.**

10.1 Current access

Access to the subject property is currently obtained via Van Reede Road. The first section of the said access road, to the west of the existing Die Boord residential area, is currently a servitude providing access to the abutting properties – see ***Figure 44*** below.



Figure 44: ***Current Access – Right of Way (ROW) Servitude (yellow)***

10.2 Traffic generation

Access to the subject property is currently obtained from the extension of Van Reede Road, which intersects the R44 from the west, as indicated in the Urban Design Principles. Future access is anticipated to be via the said section of Van Reede Road to the R44, and via Techno Avenue/Neutron Road, which will provide further access to the R44, as well as to Adam Tas Road via the future Techno Park Link Road.

A Trip Generation Analysis was done, taking into consideration the proposed land uses as set out in the Urban Design Principles. This analysis confirms that the potential peak hour trip generation, based on the available development information at this stage, compares well with the previous EMME modelling conducted for former development proposals on the subject farms. Based thereon, it is anticipated that sufficient capacity would exist to accommodate the proposed development with the proposed Techno Park Link Road (between Techno Park and Adam Tas Road) in place.

According to preliminary comment received from Stellenbosch Municipality: *Infrastructure Services (Roads, Transport, Stormwater & Traffic Engineering)* on the proposed development, there would be capacity for development, without

overloading the road network, once the extension of Van Reede Road and the western link between Techno Park and Adam Tas Road are in place.

Detail on road reserves, road layouts/cross-sections, intersection lane layouts, etc. will be addressed during further design stages.

10.3 Future Road Network

It is well known that traffic in and through Stellenbosch is heavily congested during peak times. To address this, minor improvements have been implemented/are currently being implemented where funding is available.

These improvements to the current road network have been implemented/are currently being implemented where funding is available. The most recent road upgrades in the vicinity of the subject property are a) the duelling of Techno Avenue (between the R44 and Proton Street) which includes the upgrade of the R44/Techno Avenue intersection to increase stop-line capacity (three through lanes along the R44 at the intersection with additional turning lanes), and b) the extension of Schuilplaats Road in Paradyskloof to intersect Trumali Road, with the changing of the existing unsafe median break at the R44/Paradyskloof Road intersection to a butterfly-intersection (which accommodates right-turn With the abovementioned upgrades implemented and operational, relief can be expected during peak times for the next few years.

Traffic modelling, by way of the EMME modelling software, was previously conducted for a development concept on the subject property at that stage (base year 2019). The said concept included residential pockets accommodating about 460 units, a pocket accommodating about 15 000 m² Gross Leasable Area (GLA) offices, and a mixed-use pocket of about 110 000 m² GLA consisting of retail, offices, residential and educational.

The said modelling assessed three (3) scenarios, the first with access via Van Reede Road and the existing Techno Park road infrastructure, the second including the addition of the link to Adam Tas Road, but excluding the link bypassing Techno Avenue and Neutron Road, and ultimately, the third scenario including the full Techno Park Link Road (between the R44/Techno Avenue and Adam Tas Road). These scenarios are schematically indicated in ***Figure 46***on the next page:

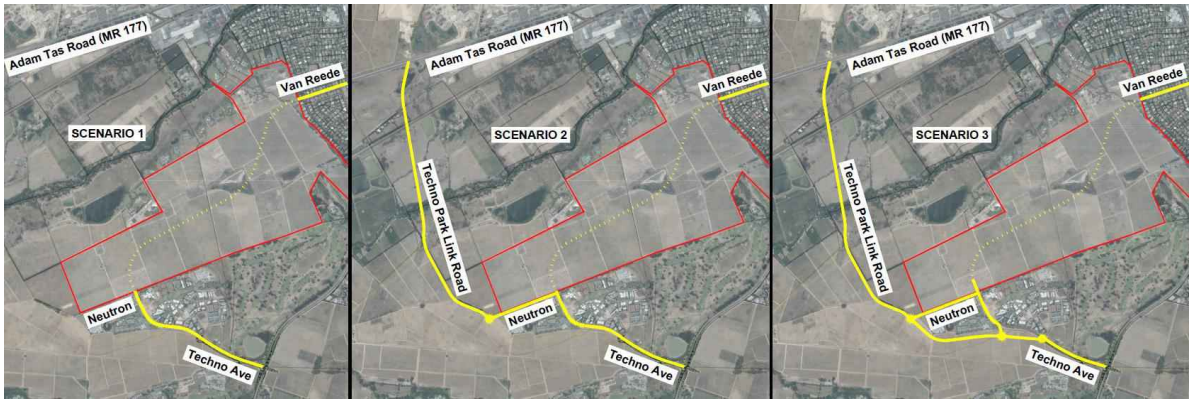


***Figure 46**: Modelling of alternatives for the western bypass road*

The conclusion of the modelling was that a potential development of the mentioned extent would be possible with the Techno Park Link Road between Techno Park and Adam Tas Road in place – an extract of the AM peak hour volumes is indicated in ***Figure 47*** below.

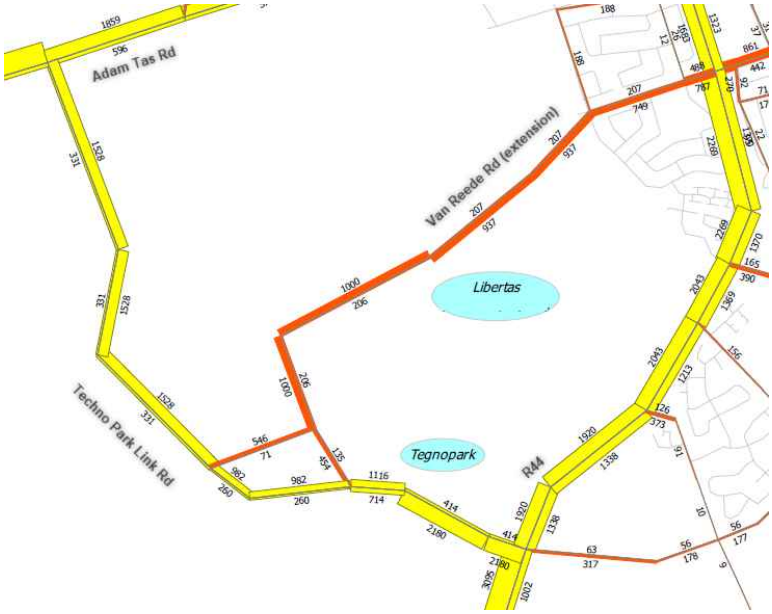


Figure 47: ***EMME modelling conducted for previous development concept on the subject property, including Techno Park Link Road (between Techno Park and Adam Tas Road)***

The Techno Park Link Road (as second access to Techno Park) was thus identified as being required, and to be implemented by Stellenbosch Municipality by ± year 2022. The ultimate future road network in the area, as identified in the Municipality's Draft Roads Master Plan, includes some additional link roads and potential bypass roads to reroute existing pass-by traffic around Stellenbosch, as opposed to traveling through Stellenbosch as is currently the situation.

It is proposed that the identified Techno Park Link Road will provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and soon the De Waldorf Development currently under construction. It is anticipated that the intersection of the Techno Park Link Road with Adam Tas Road would most likely be a signalised intersection.

The proposed Eastern Link Road is to provide access to Stellenbosch CBD as alternative to the R44. The road intersects the R44 opposite Techno Avenue, at the existing access to the Blaauwklippen Farm, and links with Stellenbosch CBD. The majority of the alignment is a Proclaimed Provincial Main Road (Main Road 169).

The abovementioned roads are also included in the Stellenbosch Municipality's Draft Roads Master Plan, currently out for public comment. The final alignment of these roads is currently being finalised whereafter the required legal processes will follow. According to correspondence (1 December 2017) from Stellenbosch Municipality to Western Cape Government (WCG): Department of Transport and Public Works, during the approval process of the Capitec Head Office recently constructed in Techno Park, planning of the Techno Park access link to Adam Tas Road is being planned, the alignment fixed, and "*will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m*", which "will be more than enough to cover the construction costs for the link road". The approval letter for the Capitec development received from WCG (26 February 2018), refers to the implementation of the second access to Techno Park to be implemented by Stellenbosch Municipality within a period of four years as condition. With this updated development proposal for the subject farms, which is noticeably smaller than the previous proposal, the possible Development Contributions payable can be expected to be considerably lower than the figure quoted above.



Figure 48: ***Extract from Stellenbosch Municipality Draft Road Master Plan (with notes from traffic engineers)***

10.4 Proposed Development Access/Roads

Access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets. According to information, Van Reede Road is classified as a Class 4-road.

The Draft Roads Master Plan previously referenced, also indicates the road traversing the subject property as a future Class 4-road. Based on this classification, access to the said road would thus be limited, i.e. no direct erf accesses will be provided along the road. According to the available minimum guidelines of Stellenbosch Municipality, access spacing of 65 metres (opposite approaches) and/or 80 to 90 metres (adjacent approaches) are applicable along a Class 4-road. Access to any proposed or future precincts should thus adhere to these guidelines, details of which will be addressed during further design stages. Similarly, the cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following discussions with the Municipality's Engineering Department, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the engineering department provided in principle support. The proposed alignment, in the context of the proposed development pockets, is schematically indicated in ***Figure 49*** underneath. The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.



Figure 49: ***Proposed road link between Die Boord and Techno Park traversing the subject property***

10.5 Parking

Parking will be addressed during further design stages but will be provided in line with the requirements of Stellenbosch Municipality Zoning Scheme By-Law, 2019.

10.6 Public- and Non-Motorised Transport

Although details on the individual and overhead Site Development Plans will be addressed during further design stages, it is anticipated that public transport embayments will be required along the road traversing the subject farms, especially at the intersections of the accesses to the development clusters/pockets.



Figure 50: ***Stellenbosch Municipality's NMT Master Plan extract (with notes)***

Similarly, accommodation for non-motorised transport (NMT) is anticipated to be required along at least the road traversing the property. The NMT provided traversing the site will also be linked to the surrounding facilities in line with the proposals included in the NMT Master Plan of Stellenbosch Municipality. An extract of the said plan is indicated above (***Figure 50***), with the green lines traversing the subject property (between Van Reede Road and Techno Park) indicating proposed Class 2-NMT routes:

As per the abovementioned NMT Master Plan Report, the following is applicable to Class 2 routes: "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". Proposal for pedestrian and cycle routes are included in the Urban Design Guidelines.

10.7 Visual impact assessment of proposed road layouts (specifically with regard to the alignment of the future Van Reede Road link)

Following meetings held with the Engineering and Land Use and Spatial Planning Departments of the Municipality in 2022, the project team investigated several options to enable a road to traverse the subject site (connecting Die Boord and Techno Park).

In the 2021 URBA proposal, the sub-precincts were linked by a narrow meandering road, where access and circulation within the development proposal relied mostly on

the existing roads, with the aim of maintaining and strengthening the existing landscape patterns. Various access points negated the need for a central circulation route, allowing all roads to be reduced in scale and order, which resulted in no one major traffic link between Techno Park and the Libertas development.

As the Municipality's Engineering Department are in support of the through road (which will be a class 4 road with two lanes - one per direction) as shown in the Draft Road Management Plan of the Municipality, Filia Visual was tasked with undertaking a brief study to identify the suggested route with lowest visual impact. This study forms part of the **Visual Impact Study and Visual Statement** attached as **Annexure 15**.



Figure 51: ***Initially, Filia Visual was tasked with assessing 5 road alignment options, illustrated above (Smit, 2022,; Sources: URBA, 2022)***

Indicative "Simulation" graphics were generated to understand the position of various road layouts when viewed by the public. The findings of assessing the visual impact of the proposed road layout options are set out in detail in Paragraph 4.3(a), pages 18 – 22 of the Visual Impact Study and Visual Statement.

Observations and findings from the initial comparative road alignment study can be summarised as follows:

- The visual impact of the five proposed routes (A – to D indicated on Figure 51) are identical from the entrance at Sub-Precinct B up to the second circle.
  - Traffic circles would represent a node of higher visibility along the proposed routes but are expected to be less visually intrusive than a traffic lights.
  - The use of traffic circles rather than traffic light intersections is supported pending the findings of the Simulations anticipated in the VIA.

- In terms of overall visibility, based on site topography and the nature of the receiving environment:
  - A would be the most visible option;
  - B and C are comparable;
  - D and E are comparable, and will have slightly lower impact than B and C.

- The placement of the portion of the route that is identical to all the proposals could be improved if the route avoids cutting through the agricultural areas midslope. If possible, the route should hug the northern boundary, following the existing road until it must turn south to run along the eastern edge of Sub-precinct A.

- Proposals that route the new road through any portions of Sub-precinct A will generally have a lower visual impact because the buildings and vegetation of the proposed development will absorb the roadway, streetlights etc. visually from the vantage point of sensitive viewers (the Scenic route, specifically).
  - Routing any road along the southern edge of Sub-precinct A would be similarly screened from the Scenic route and other sensitive receptors to the north.

- In reference to the above, all of the options are routed through Sub-precinct A at some point, so their potential visual impact is dependent almost entirely on how the section between the southern edge of Sub-precinct A and the northern edge of Technopark is routed.

- Any roadway that runs perpendicular to the site contours and crosses the “buffer area” at the crest of the hill (between Sub-precinct A and the northern edge of Technopark) will be visible from Adam Tas Scenic route and increase the visual impact of the proposed development overall, especially at night due to streetlights (static, continuous light source) and car headlights (moving, short duration but noticeable).

  The “buffer area” illustrated in ***Figure 52*** on the next page is considered the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban). According to the Heritage practitioner, this buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side 2

  .



Figure 52: ***Graphic illustrating the "buffer area" which the visual and heritage assessments identified as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)***

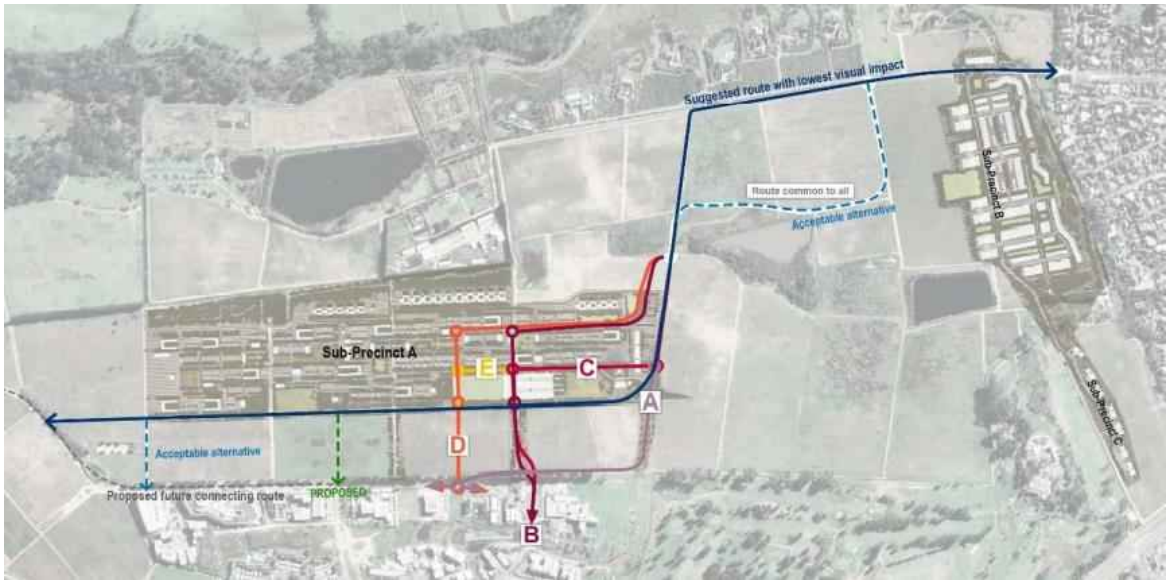


Figure 53: ***Graphic illustrating the suggested route with lowest potential visual impact and two acceptable alternatives form a visual impact point of view. It also indicates by means of the green dotted link, the preferred link from a traffic access point via Technopark (Smit, 2022; Sources: URBA, 2022 and UDS Africa, 2022)***

Currently all the route proposals include a portion of the proposed road that crosses the "buffer area". Therefore, none of the five proposed routes were supported outright by the visual specialist. The "buffer area" illustrated in ***Figure 53*** is the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape (as described in Appendix 3: Conservation Systems of the CMP) and the scenic significance of protected landscape features that maintain the relationship

between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban).

The green dotted line indicated through the "buffer area" in ***Figure 53*** is the preferred link to Technopark, identified by the traffic engineers, taking into consideration existing roads and road intersections as well as sight distances.

The current road proposal for the future alignment of Van Reede Road will thus be of a higher order, and although it still meanders through the landscape somewhat and will largely support the semi-rural character, this is likely to become an important route connecting the various Stellenbosch urban areas to one another. The preliminary Impact Study and Visual Statement thus concluded that the visual impact of the overall development is likely to increase as a result of the proposed road alignment over the visually sensitive "buffer area". The development criteria do however only specify that buildings in the "buffer area" should be avoided and the future more detailed Visual Impact Assessment which would be part of the later submissions will make specific recommendations regarding mitigating the visual impact of the road over the "buffer area". The current visual study indicates that it would be possible to mitigate the impact of the road connection over the "buffer area"

11. AVAILABILITY OF MUNICIPAL SERVICES (CIVIL AND ELECTRICAL)

11.1 CIVIL ENGINEERING SERVICES

A Civil Services Availability Report was prepared by Integrate Structural and Civil Engineering. A copy of the **Engineering Services Report** (18 May 2021) is attached as **Annexure 17**. This report also addresses storm water management on the site.

Meetings were also held with the Engineering Department at the Stellenbosch Municipality on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply and sewerage.

Integrate Structural and Civil Engineering has investigated the proposed development layout and engineering constraints of the site and are satisfied that the site is suitable for the intended development from an engineering point of view.

The internal and external civil infrastructure will be designed to comply with the minimum standards contained in the "Guidelines for Installation of Engineering Services in Residential Areas", also known as the "Blue Book", as well as, standards and requirements of the Department of Water Affairs (DWA), the Stellenbosch Municipal Guidelines and Standards, and the Provincial Roads Engineer.

- **Site Geomorphology and Geology**

  A comprehensive Geotechnical Investigation will be undertaken by Professional Geologists and the findings will guide the foundation and structural design of the buildings as well as the design of the Civil Infrastructure.

- **Internal Roads**

  Internal roads will be surfaced with a combination of tar, paving and cobbling to suite the architectural theme. The road widths will be determined by the expected generated traffic and traffic calming measures will be implemented throughout to create an environment safe for pedestrians and cyclists.

- **Potable Water**

  Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply system to serve the proposed development.

  It was confirmed that adequate spare capacity exist in the Raw Water Supply, Water Treatment, Potable Water Storage and Conveyance Systems to supply the development. The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 120 / A, Bulk Water Supply Layout.

  The Annual Average Daily Demand (AADD) of the proposed development is calculated as 1,04 M l /day with an Instantaneous Peak Flow of 57 l/ s . The development will be supplied by two pressure zones from the Paradyskloof Reservoir with a TWL of 191,8 MSL and the Papegaaiberg Reservoir with a TWL of 137,1 MSL

- **Sewerage**

  The Annual Average Daily Wet Weather Flow (AADWWF) of the development is calculated as 0,94 Ml / day .

  Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external sewerage system to serve the proposed development.

  It was confirmed that adequate spare capacity exists in the External Bulk Sewage Conveyance System as well as the Sewage Treatment Works to serve the proposed development.

The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 130 / A, Bulk Sewer Connections.

The connection points are described as follows;

- The existing malfunctioning Baltron Sewage Pumpstation in Technopark will be abandoned and effluent will be diverted to connect with the proposed internal reticulation under gravity.
- A gravity connection will be made onto the existing Kleingeluk Gravity System.
- A gravity connection will be made to onto the existing Die Boord Gravity System.
- A new Pumpstation will be built on the lowest portion of the site to serve portions of the development that cannot gravitate to either the Kleingeluk or Die Boord gravity systems. The rising main will cross the Eerste River, either by attachment to an existing bridge crossing or via trenchless crossing at depth and will be installed in the existing servitude registered for the recently installed 355 mm dia De Zalze Sewer Rising Main. The approximate performance figures of the proposed pumpstation is as follows;
- Peak Incoming Flow: 35 l/ s
- Pumping Rate: 45 l/ s
- Starts / Hour: 5
- Rising Main Diameter: 250 mm

The performance figures will be finalized once the development proposals have been fixed.

- **Storm Water**

Stormwater run-off up to the 5 year storm event from hardened areas will be collected via catch pits and inlet grids and conveyed via a combination of open concrete channels and underground concrete pipework. The existing farm dams will be utilized as retention ponds to not exceed the predevelopment runoff rates, intercept solids and provide water polishing prior to release to the Eerste River. Adequate escape avenues exist for storms exceeding the 5-year event.

11.2 Electrical Services capacity and availability

An **Electrical Capacity Report**, dated 17 May 2021, was prepared by CKR Consulting Engineers addressing the impact of the proposed amendments. A copy thereof is attached as **Annexure 18** to this report.

Based on the above calculations for the current development proposal done by Urban Design Principles dated May 2021 an Estimate of 5.8MVA will be needed for the development which will be done in different phases.

Stellenbosch Municipality has confirmed on 13 October 2020 that they have 1MVA available form Golf Substation for the first phase of the development, once formal Electricity applications are made planning will start to upgrade this figure.

SECTION E

COMPLIANCE WITH DECISION CRITERIA OF SECTION 42 OF THE STELLENBOSCH MUNICIPAL PLANNING BYLAW, 2015

12. COMPLIANCE WITH SECTION 42(1)

12.1 Procedural requirements

The application complies with all the prescribed procedural requirements which were confirmed at the pre-application consultation meetings.

12.2 Compliance and consistence with the National, Provincial and Municipal Spatial Development Frameworks and Policies

Section 42(1)(b) requires that a proposed development should be consistent with the norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the municipal spatial development framework: Compliance with the Stellenbosch Municipality Spatial Development Framework and other local spatial policies is motivated below.

12.2.1 Provincial Spatial Development Framework

The National Planning Commission (NPC) proposes a national focus on spatial transformation given the enormous costs imposed by existing spatial divides. It recognises that achieving this is a complex long-term process. The NDP's human settlement targets are: More people living closer to their places of work; better quality public transport; and more jobs in proximity to townships. To achieve these targets it advocates strong measures to prevent further development of housing in marginal places, increased urban densities to support public transport, incentivising economic activity in and adjacent to townships; and engaging the private sector in the gap housing market. The NDP also targets the development of a more inclusive and integrated rural economy. Its rural strategy is based on land reform, agrarian transformation, livelihood and employment creation, and strong environmental safeguards.

The Provincial Spatial Development Framework of the Western Cape is based on the following guiding principles:

- **Spatial Justice**

A socially just society is based on the principles of equality, solidarity and inclusion. Inclusionary settlements focus on the public realm rather than on private enclaves; support civic interaction and equitable access throughout the public environment; and make urban opportunities accessible to all. Past spatial and other development imbalances should be redressed through improved access to and use of land by disadvantaged communities.

The development proposal will be a mixed-use development containing a combination of retail, office, cultural and educational land uses as well as a wide range of housing opportunities.

Provision is made for 1 241 units of a medium density, non-suburban type. These units will be distributed within three precincts A, B and C. These are interspersed with other uses. The units are predominantly duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average of 70 m² GBA per unit. The balance (± 26 units or 2.1%) will be accommodated in precincts A and C and will be larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m^2 GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA will average at a market value between R4 and R 12 million.

Irrespective of the absence of an approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the general need for inclusionary housing in an attempt to uplift and empower previously disadvantaged individuals and/or families. In their endeavours to contribute to such efforts, it is their goal to formalise land tenure to families within the existing informal farm village on the subject property. Tenure options will be negotiated with the relevant families and the outcome and provisions to be agreed, will form part of the final subdivision applications still to be submitted and approved by the various authorities.

- **Sustainability and Resilience**

Land development should be spatially compact, resource-frugal, compatible with cultural and scenic landscapes, and should not involve the conversion of high potential agricultural land or compromise ecosystems. Resilience is about the

capacity to withstand shocks and disturbances such as climate change or economic crises, and to use such events to catalyse renewal, novelty and innovation. The focus should be on creating complex, diverse and resilient spatial systems that are sustainable in all contexts.

Although the subject site is currently zoned for Agricultural and Rural Purposes and shown as outside the demarcated urban edge of the Stellenbosch Municipal area, as indicated in the Stellenbosch Municipal Spatial Development Framework (2019), the subject property is bordered by urban development to the west and south. The proposed delineation of the future Techno Park Link Road (between Techno Park and Adam Tas Road) as well as the fact that the site is ideally located close to the town's central business district and community facilities such as schools and open spaces can be regarded as site specific circumstances to consider the site as a logical infill development opportunity, as its most western boundary will more or less follow the natural western edge of the town as already dictated by De Zalze and Techno Park.

Deviation from the provisions of the MSDF will be motivated in more detail in Section 14.3.1. In general it can be stated that the development proposal for the partial development of the Fleurbaai/Libertas Farms attempts to strike a balance between retaining the special character of the farms, being identified in the Stellenbosch Heritage Inventory and Management Plan as part of the "Green Transitions" of the Stellenbosch Municipal area and a sensitive development taking cognisance of this much valued local heritage resource by limiting development to four (4) precincts on the subject farms.
Densification will be in clusters and with an appreciation of the specifics of this site with high cultural and historical significance, rather than adopting a blanket sub-divisional approach. The specifics are a combination of cultural landscape and established natural features.

The footprints, nature and scale of the footprints of these precincts as well as the broader design concept have been informed by various specialist studies, of which the most important is the initial heritage, landscape and environmental inputs, to ensure the future sustainability and resilience thereof. The detail design of the development would further be informed by an Environmental Impact Assessment and a Heritage Impact Assessment which it is foreseen would also include a Visual Impact Assessment.

- **Spatial Efficiency**

Efficiency relates to the form of settlements and use of resources - compaction as opposed to sprawl; mixed-use as opposed to mono-functional land uses; residential areas close to work opportunities as opposed to dormitory settlement, and

prioritisation of public transport over private car use. When a settlement is compact higher densities provide thresholds to support viable public transport, reduce overall energy use, and lower user costs as travel distances are shorter and cheaper.

The Stellenbosch Municipality is currently busy with the Adam Tas corridor/ARC study. This project will provide high density residential opportunities in central Stellenbosch. The Fleurbaai/Libertas design proposal will complement the Adam Tas Corridor initiative by providing localised alternative medium to higher density residential development as well as localised commercial and community opportunities within an area of logical infill in close proximity to central Stellenbosch and Techno Park. This development would provide housing opportunities for a mark segment for which there is currently very little housing stock available within the Stellenbosch municipal area.

The development would be a mixed-use development limited to four compact fixed precincts on the subject farms. Due to the higher density nature of the development it would make future public transport options more viable. The design concept thus makes provision for internal and external non-motorised linkages to the remainder of the farms (remaining agricultural and green component) as well as to the bigger Stellenbosch area and surrounding green network of the town. It also allows for external linkages to the wider Stellenbosch and surrounding area.

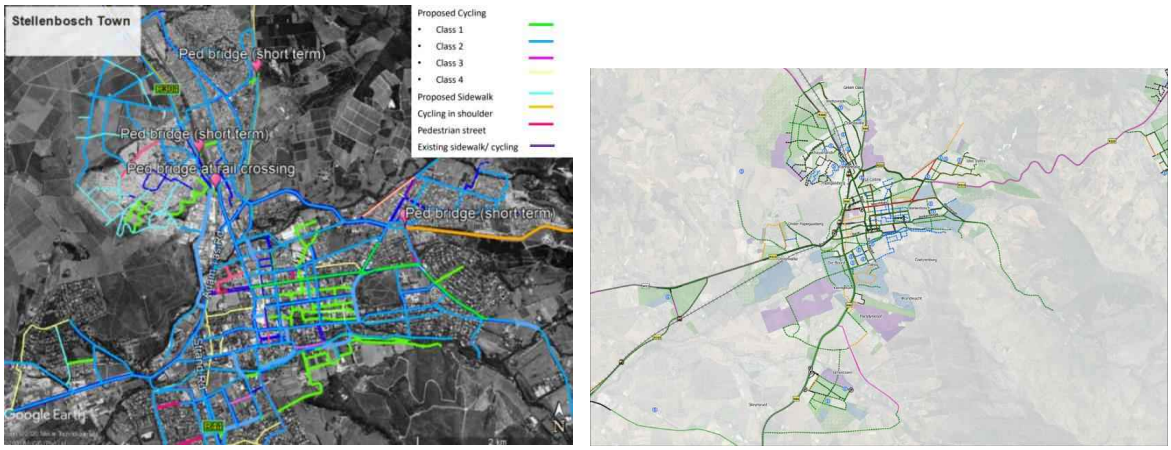
The proposed development concept would thus promote spatial efficiency.

- **Accessibility**

Improving access to services, facilities, employment, training and recreation, and safe and efficient transport modes is considered essential. Accessibility is also defined by convenient and dignified access to private and public spaces for people with impaired mobility. Good and equitable access systems must prioritise the pedestrian, as well as provide routes for bicycles, prams, wheelchairs and public transport. An accessible system will offer a choice of routes supporting these modes and safe connections between places and communities. Visual access implies direct sight lines or unfolding views, signs or other visual cues, and being able to see other people - all of which help in negotiating places.

The proposed development will have a mixed-use character which would improve access to inter alia employment opportunities. Although close to existing community and education facilities, it will also accommodate such facilities as existing facilities are currently at capacity in Stellenbosch. It would at the same time offer a wider choice of residential opportunities for individuals and families who struggle to find affordable housing within the central Stellenbosch area.

As indicated in the Urban Design Principles, the Visual en Landscape Character Document and the Traffic Impact Statement, the proposed development would also offer a wider permeability network in the form of a non-motorised network which weaves through the total site to support a healthy lifestyle of walking, jogging and cycling on the greater site and beyond and which links Techno Park to Die Boord via the remainder of the farm and proposed Precincts. It also links with the municipality's non-motorised transport network as proposed in their draft Non-Motorised Transport Plans.



Figures 54 and 55: ***Extracts from Stellenbosch Municipality Draft Non-Motorised Transport Masterplan***

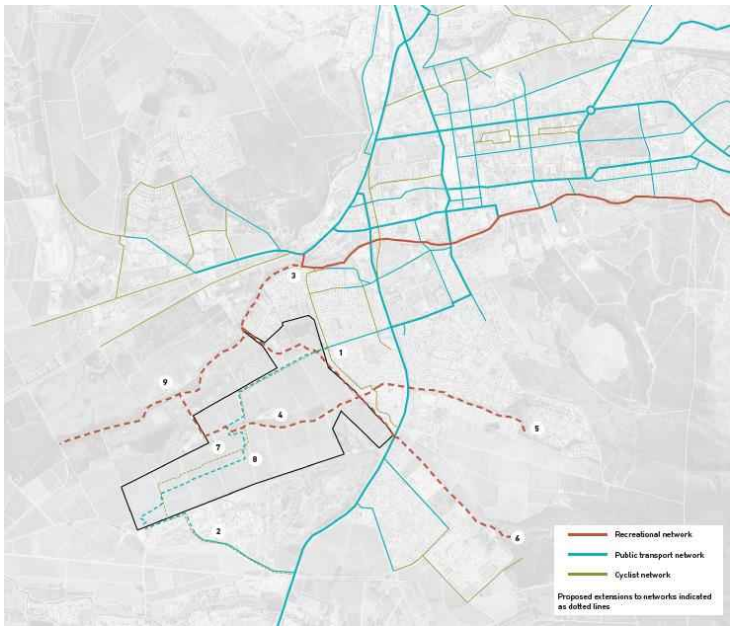


Figure 56: Extract from the Urban Design Principles indicating the proposed NMT network and its connection with the proposed Stellenbosch NMT network

- **Quality and Liveability**

The quality of an environment directly contributes to its liveability. A q quality-built environment is one that is legible, diverse, varied and unique. Legible built

environments are characterized by the existence of landmarks such as notable buildings and landscaping, well- defined public spaces, as well as navigable street networks. Diverse built environments offer a variety of opportunities, experiences and choice. The more varied a place, the more it is distinguishable because of the individual qualities that make it distinctive from other places. Liveable settlements balance individual and community facilities and display a logic of order and random incident.

The development proposal is based on a set of urban design principles which inter alia requires the initiation of typologies that offer opportunities for continuity of enclosure in the form of urban rooms (containing mixed land uses and housing opportunities in a range of price classes) rather than individual and competing form dotted throughout the landscape.

The main thrust of the compilation of the development proposal has been based on reducing the aesthetics (visual impact) of the proposed development in the surrounding landscape which has much cultural and historical value in the Stellenbosch context. The form-based design approach would greatly enhance the quality of this development which would be sensitively placed within identified precincts in this “green transition area’ as identified in the Stellenbosch Heritage Inventory.

Urban form will be enhanced and enforced by a form-based code approach as explained earlier in this report. This design approach would serve to create acceptable parameters in terms of footprint and typologies that are appropriate to the site. Once the footprint is accepted in terms of environmental legislation, the design needs to be filtered through a set of site-specific form-based codes for each cluster and each unit within this. This will ensure the required level of synergy and balance that is required to protect both the “green transition area” character of the subject farms and the individual asset values of future individual properties.

12.2.2 Western Cape Land Use Planning Guidelines Rural Areas (March 2019)

The Western Cape Guidelines for Rural Areas has been prepared to promote sustainable development in appropriate rural locations throughout the province and to protect agriculture as a primary land use in the rural landscape. Norms for the subdivision of agricultural land were established following a consultative process. The objective of these guidelines is to provide clarity to all role players and partners (public and private) on the type of development that is appropriate beyond the current built-up areas, suitable locations where it could take place, and the desirable form and scale of such development.

Guidelines are provided for development adjacent to existing urban settlements and outside the identified urban edges. It is indicated that when considering the desirability of development proposals in such areas the following inter alia needs to be taken into consideration.

- Accessibility and public transport availability, and access for the disabled.
- Infrastructure provision and cost and long-term maintenance costs.
- Environmental impact (e.g. waste management).
- Agricultural impact.
- Visual impact, especially on the rural landscape.
- Historical settlement patterns and form.
- Natural landscape and topographical form as design informants.
- New buildings and structures should conform to the massing, form, height and material use in existing settlements.
- When accommodating development in existing settlements, the following principles should be adhered to:
  - Maintain and enhance public spaces.
  - Reinforce the close relationship of settlements to the regional route structure.
  - Integrate new development into the settlement structure.
  - Respect socio-historical and cultural places.

These requirements and guidelines have all been addressed in the design proposal as motivated in this report. It has been informed by various specialist studies including engineering reports, environmental baseline input as well as landscaping and heritage inputs. Urban Design Principles have been prepared which provides information regarding the desirable massing, form, height and material use in the proposed development which took cognisance of the historical settlement and historical architectural patterns on the site and wider Stellenbosch area, the visual impact of the development from various viewpoints and using the natural landscape and topographical form as design informant. A substantial portion of agricultural land will be retained and the existing green structure on the farms will be extended and enhanced. Much thought has been given to linkages within the development through specifically the promotion of non-motorised transport as well as linkages with the wider township area and green spaces of Stellenbosch while simultaneously enhancing accessibility to the farms which is not currently the case.

This development would not impede the implementation and development of identified development nodes such as the Adam Tas Corridor. The Adam Tas Corridor aim to promote connections between the more effluent and less affluent areas in Stellenbosch and making housing opportunities and community facilities in the central area of Stellenbosch more accessible to lower income groups. While this is considered to be a priority it should also be recognised that there is currently very

little affordable housing opportunities available for the middle and higher middle-income groups in the Stellenbosch area and these people and their families often need to reside elsewhere while they have to spent a substantial amount of time and money to daily commute to their works places in the town. Please refer to **Annexure 19**, **Market Demand/Socio-Economic Study**.

12.3 Municipal Policies

12.3.1 Stellenbosch Municipality Spatial Development Framework (2019)

As this application is not fully compliant with the current proposals of the 2019 Stellenbosch MSDF a component of this application is to apply for a deviation from Council Policy and to motivate site specific circumstances why such a deviation would not be detrimental to the Stellenbosch Municipal area. This has been addressed in detail in Paragraph 7.1 of this report.

12.3.2 Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019)

As certain components of this application are not fully compliant with the current proposals of the Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019) a component of this application is to apply for a deviation from Council Policy. This has been addressed in detail in Paragraph 7.1 of this report and it was motivated why the specific design proposal, informed by various specialist studies by a heritage practitioner, a landscape architect and a visual analyst, will not have a detrimental impact on the heritage and landscape asset of the town. .

12.3.3 Stellenbosch Comprehensive Integrated Transport Plan (2016 - 2020) and the Stellenbosch Municipality Roads Master Plan (2018 Update)

The Stellenbosch Comprehensive Integrated Transport Plan makes proposals for the improvement of the major road network in and around the town of Stellenbosch including a western “by-pass” road intended to relieve traffic congestion in the town and to provide an alternative route for through traffic.

The motivations for the Techno Park Link Road proposal are inter alia:

- The Stellenbosch Roads Masterplan (2012) as well as the updated 2018 document indicate that the section of the R44 between Paradyskloof and the van Reede Street intersection and Adam Tas Road between the junctions with the R44 and Merriman Street are operating above their capacity. The congestion in the peak period on these critical sections of the road network means that the traffic comes to a virtual standstill.

- Additional road capacity is required and critical intersections along the Adam Tas Corridor need to be upgraded due to saturated peak hour traffic.

- There is also a significant proportion of through trips (in excess of 10%) between Paarl and Somerset West that use the road.

- The corridor provides access to the commuter rail service at the Stellenbosch and Du Toit Stations. The stations are accessed by public transport and a high volume of pedestrians that must cross the Adam Tas Corridor on the way to the town centre, giving rise to pedestrian / vehicle conflicts.

- Due to the traffic congestion on the Adam Tas Corridor, traffic seeks alternative routes through the historical part of the Stellenbosch town on roads that are not intended to carry high volumes of traffic.

- The congestion on the R44 leads to a number of unintended consequences such as: - Wasted time - Increased operating costs (fuel) - Raised pollution levels

- The net effect is that the reduced accessibility impedes any further development which is in conflict with the stated SDF goals. The Stellenbosch Municipality's intention is to promote "the right type of development at the right places". The right type of development is such that it can be supported by public transport, meaning densification along public transport corridors rather than urban sprawl. The right places are those that do not threaten the historical heritage part of the town. If nothing is done the pressure to redevelop the historical part of the town will intensify. Alternatively, random satellite developments may occur as developers explore cheaper alternatives, not necessarily supporting the stated SDF goals

  The proposal for the western bypass road is also included in the Stellenbosch Municipality's updated Draft Roads Master Plan (2018), currently out for public comment. This document also recommends the following with regarding to the western bypass road:

  - 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.

- Planning for the funding of the road projects must commence to ensure that the short and medium term priority listing can be achieved.

- This updated Roads Master Plan 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.

It is thus clear that the proposed western by-pass road is a priority for the municipality. The proposed development's development contributions would assist in the funding of these much needed road upgrading.

As motivated earlier, the construction of this road would also contribute to the site specific circumstances for deviation from the urban edge policy of the municipality Due to the proposed delineation of this link road and the existing urban development at Technopark, it can be accepted that there would be pressure for infill development between this proposed new road link and the existing urban developments of Stellenbosch and thus the eventual amendment of the demarcated urban edge in this area. Due to the nature of the proposed development and the proposed Urban Design Principles and coding approach the proposed development would benefit the wider Stellenbosch community and be in accordance with the spatial principles set out in the relevant legislation and spatial policies, e.g. it being a compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables and link with public and existing NMT networks, offering housing opportunities for a broader range of groups while acknowledging and protecting the heritage and cultural value of the site.

12.4 Public interest

Approval of the proposal will have a positive socio-economic impact in regard to providing additional employment opportunities during the construction period and thereafter. Please refer to **Annexure 19**, **Market Demand/Socio-Economic Study**.

12.5 Impact on existing rights and obligations

The impact of the proposed development on the immediately abutting properties is not considered negative and due to the design approach and layout thereof it can be successfully absorbed within the natural, cultural and scenic landscape of the surrounding area without any negative impact thereon. The proposed use will also not impact on the health or wellbeing of neighbours. It will also provide security and

stability for farm workers through the offered opportunity of inclusive housing and tenure for them.

12.6 Impact on the external engineering services

An initial Services Availability Report, an Electrical Capacity Report and a Traffic Impact Assessment confirm that there is suitable bulk infrastructure available in the area for the amended proposed development subject to certain upgrading.

12.7 Impact on safety, health and wellbeing of community

The subject property is currently not accessible to the general public. The proposed development will create opportunities for more people to utilise and have access to this historic and cultural asset of Stellenbosch. A non-motorised transport network which will include pedestrian and cycle links to the green open systems will contribute to the health and wellbeing of the wider community.

12.8 Impact on Environment

The impact on the environment has been addressed in a desktop **Natural Environmental Baseline Report** done by Doug Jeffery Environmental Consults, attached as **Annexure 13** to this report. An Environmental Baseline Study (EBS) helps to determine existing environmental conditions in an area, defining significant resources that may require protection from development or other forms of transformation. This sequentially assists in predicting and evaluating potential environmental impacts prior to any development.

According to the GIS data used, a small Critical Biodiversity Area and an Ecological Support Area are identified on the site. The site contains a natural drainage corridor and may contain localised wetland areas (Figures 2 & 5 in the report). Further, NFEPA wetland areas were identified but these wetlands are associated with the artificial dams located on site. A freshwater specialist will need to conduct a site investigation to confirm the presence of wetlands in this area of the site and the final plans for the subject property should take any confirmed wetland areas into account.

The original vegetation type of the site is Swartland Granite Renosterveld. The majority of the site has been transformed for agriculture purposes. From this desktop investigation, however, it is apparent that there are areas, identified in this report, that have not been cultivated in the last ten years and therefore may contain natural vegetation. It is recommended that a botanical specialist investigate the site to determine the status of the natural vegetation.

This report shows that the identified potentially sensitive vegetation areas coincide with the drainage line and wetland patches and are located in a discrete area of the site as identified in figure 4 of this report.

According to the Stellenbosch Municipality Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas.

The total site considered in this report is approximately 180 ha in extent. The identified potentially sensitive areas are restricted to less than 20 ha. Considering the limited area identified as potentially sensitive, these areas should be easily avoided by proper planning and layout design considering the size of the total property. From a Natural Environmental perspective there is no reason why this site should not be considered for development.

A more detailed environmental study would be done, if required in terms of the National Environmental Act, 1999, for the more detailed development proposal.

SECTION F

REASONS FOR SUPPORT

13. SUMMARY OF MOTIVATION/REASONS FOR SUPPORT

- The development proposal includes reference to sufficient site-specific circumstances to motivate a departure from approved policy and in so doing complies with the criteria for decision making and desirability as set out in Section 42 of the Stellenbosch Municipality Land Use Planning By-Law of 2015.

- The development proposal is in line with the land use development principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014).

- The proposal allows for a broader range of housing opportunities in accordance with the guidelines and objectives of the Stellenbosch Integrated Development Plan, the Municipal Spatial Development Framework, the Stellenbosch Urban Development Strategy and the Integrated Human Settlement Plan.

- The development proposal is the result of inputs by various specialists which includes a Heritage input, a Landscape Architectural input, Visual Statement, an Environmental Baseline Report, Engineering Services (Electrical and Civil) confirmation reports and a Preliminary Traffic Impact Statement (also incorporating NMT linkages).

- The scale and nature of the proposed amended development proposal is considered to be compatible with the character of the surrounding area as being confirmed by the Heritage Report.

- The development proposal will not negatively impact on the heritage and cultural significance of the site as the recommendations of the Stellenbosch Municipality Heritage Inventory and Management Framework have been taken into consideration.

- The development is guided by an Urban Design Principles and would be further informed by form based codes for individual blocks and buildings which would ensure a high quality urban environment most suitable for this specific site.

- The development contributions will assist with the building of the proposed Techno Park Link Road which would be beneficial to the wider Stellenbosch community.

- The proposed development will create employment opportunities and thus socio-economic upliftment.

- There will be no negative impact on the bio-physical environment as identified in the Environmental Baseline Report as environmentally sensitive areas will be incorporated and enhanced in the proposed green structure of the development.

- Once the principle of development has been approved, further specialist studies would be conducted such as a Visual Impact Assessment, Heritage Impact Assessment and additional Environmental Studies.

SECTION G

CLOSING STATEMENT

14. CONCLUSION

It is the opinion of *FIRST PLAN* that sufficient motivation has been given for site-specific circumstances to deviate from approved policy and it can therefore be argued that this application should be considered to be in line with the criteria for decision making and desirability as set out in Section 42 of the Stellenbosch Municipality Land Use Planning By-Law of 2015. The development proposal should therefore also be viewed as in line with the land use development principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014).

15. RECOMMENDATION

Due to the above-mentioned ***FIRST PLAN* Town and Regional Planners** therefore believes that the approval of the proposed development will ensure the sensitive and desirable development of limited areas of the subject properties.

It is therefore submitted herewith that there is no evidence that this proposal will impede on anybody's rights as it will lead the way for the optimum use and enhancement of the subject properties to the long-term benefit of all parties concerned.

The relevant decision body of the Stellenbosch Municipality is therefore respectfully requested to support this application for approval.

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

Verw/Ref: FP/1020/991 30 January 2023 :Date/Datum

For Attention: Mr Robert Fooy
Land Us Management: Department: Planning & Economic Development
3rd Floor, Stellenbosch Mall
Andringa Street
Stellenbosch 7600

Dear Mr Fooy

REMAINDER FARM 1040, STELLENBOSCH, REMAINDER FARM 1480, STELLENBOSCH, PORTION 2 OF FARM 374, STELLENBOSCH AND REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

APPLICATION FOR DEVIATION FROM COUNCIL POLICY AND REZONING FROM AGRICULTURAL AND RURAL ZONE TO SUBDIVISIONAL AREA

I refer to your e-mail dated 26 August 2021 to Gideon Roos as well as a further meetings and discussions on 22 Oktober 2021 and 14 December and various telephonic discussions.

Please see our underneath response to the issues you raised in your feedback:

	COMMENT	RESPONSE
1	The first section of the report must contain a motivation that specifically addresses reasons as to why a Site-Specific Deviation from the Stellenbosch MSDF should be considered and supported.	The Town Planning Motivation Report has been revised as such. This section refers to the National Department of Agriculture, Land Reform and Rural Development "Guideline on the Determination of Site-Specific Circumstances in terms of Section 22(2) of the Spatial Planning and Land use Management Act, (Act No. 16 of 2013), 2021" as well as the draft document of the Provincial Government Western Cape. It was also discussed with Ms Chantel Hauptfleisch of the Spatial Planning Section of the Municipality.

2	The second part of the application must deal with the Rezoning portion of the application and the points raised in the underneath Section 3 must be included as part of the motivation with the relevant precinct plans providing the relevant information required to inform the reader as to what is proposed.	The Town Planning Motivation Report has been revised as such. See underneath paragraph 3 with regard to addressing the listed items.
3	A general overview must be provided with which addresses underneath is required.	
3.1	Main access roads to and in the development	The TIA prepared by UDS Africa was updated (January 2023) to provide more information regarding the main access roads to the proposed development, please see paragraph 4.3. Access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets. Van Reede Road is classified as a Class 4-road. The Municipality's Draft Roads Master Plan previously referenced, also indicates the road traversing the subject property as a future Class 4-road. Based on this classification, access to the said road would thus be limited, i.e. no direct erf accesses will be provided along the road. According to the available minimum guidelines of Stellenbosch Municipality, access spacing of 65 metres (opposite approaches) and/or 80 to 90 m (adjacent approaches) are applicable along a Class 4-road. Access to any proposed or future precincts should thus adhere to these

		guidelines, details of which will be addressed during further design stages. Detail on the road width, lane layout, etc. of this road will be determined during further design stages. The **revised TIS** is attached as **Annexure 16** to the town planning motivation report. The proposed future alignment of Van Reede Road over the subject properties is the result of investigations done by the project traffic engineers, an input from the heritage consultants and a visual assessment done to address the impact thereof on the landscape. A preferred alternative was presented to the Municipal Engineering Department who supports it. The more detailed Visual Impact Assessment, which will form part of a later phase of the application, will address mitigating measures to lessen the impact on the most visually sensitive portion of the farm – namely the link to the existing road network in Technopark via the so called "buffer area" at the crest of the hill where development is discouraged. This is addressed in detail in the Town Planning motivation report and the Visual Impact Study and Visual Statement submitted with the application.
3.2	Precincts that are to be created.	"Precinct D" which was shown on the previous plans has been removed from the development proposal due to the perceived negative visual impact thereof. The three proposed development portions (1 – 3) are described in Paragraph 7.2 of the town planning report which has been revised as requested.
3.3	Main Services available	Services Reports confirming availability of main services were prepared and submitted with the application. A **Civil Services Availability Report** was prepared by Integrate Structural and Civil Engineering. A copy of the Engineering Services Report (18 May 2021) is attached as

		Annexure 17 to the town planning submission documentation. This report also addresses storm water management on the site. An **Electrical Capacity Report**, dated 17 May 2021, was prepared by CKR Consulting Engineers addressing the impact of the proposed amendments. A copy thereof is attached as **Annexure 18** to the Town Planning Submission Documentation.
3.4	The Management of the Open space and Nature areas.	A Master Home Owner Association will be established for the proposed development which will be responsible for the management of the public open spaces. The remainder of the farm will still be utilized for agricultural purposes. The details in this regard will form part of later applications as explained earlier.
3.5	A broad discussion of impact that the proposal will have on the existing character of the area.	An **Assessment of the Proposed Development on the Stellenbosch Cultural and Visual Landscape** has beenwas done by the heritage consultant, Liana Jansen. This document is part of **Annexure 13** of the Town Planning Submission Documentation. This report has been revised as a result of the revised road proposal.
4	Visual Impact of the various components specifically from the Polkadraai Rd.	A revised **Visual Impact Study and Visual Statement** was prepared by Filia Visual which inter alia addresses the visual impact of the various components on Polkadraai Road and from elsewhere. It also addressed the proposed new alignment of Van Reede Road. This document is part of **Annexure 15** of the Town Planning Submission Documentation.
5	Each development must be discussed in detail if you intend to submit detailed subdivision plans and the following points should be discussed:	
	• Land uses proposed • Access roads and NMT • Density / Bulk • Height of buildings proposed (only been done for Precinct A) • Density / ha • Architectural Styles / typical	Preliminary information in this regard is given in the Town Planning Submission Documentation and revised Urban Design Principles (January 2023). It was, however, agreed with the municipality at various pre-application meetings that the application for the proposed development of the subject farms would follow a process consisting of various applications which would be submitted in different phase, the one following the other to

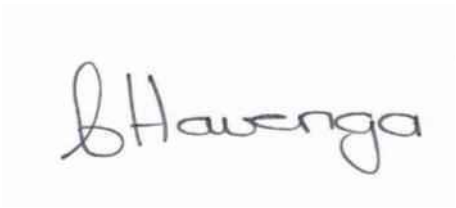
	house typology proposed if any, etc • Visual impact mitigation • NMT and public transport facilities if any.	ensure a well-informed process and decisions , namely: (i) Firstly an application for rezoning of the subject farms to Subdivisional Area. This is the aim of the current application. This application will also motivate a site-specific deviation from the Spatial Development Framework to allow for the inclusion of the subject properties within the urban edge. Although the development concept/proposal for the partial development of the subject farms will be described and motivated in this application, detailed Subdivision and Site Development Plans would be submitted at a later stage. This application is informed and accompanied by the above mentioned specialist studies. (ii) An application in terms of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) to the National Department of Agriculture, Land Reform and Rural Development Once in principle approval has been obtained for the rezoning and the inclusion of the subject properties an application and motivation memorandum for consent to establish/enlarge the area of jurisdiction of the Stellenbosch Municipal Area and the subdivision of agricultural land would be submitted in terms of the Subdivision of Agricultural Land Act 70 of 1970 to the National Department of Agriculture, Land Reform and Rural Development. (iii) The submission of the necessary environmental and heritage applications to the Western Cape Provincial Government It is foreseen that various triggers within the regulations of the National Environmental Management Act, 1998 and the National Heritage Resources Act, 1999 would require the submission of a Heritage Impact

		Assessment and an Environmental Impact Assessment to the relevant Departments of the Western Cape Provincial Government. It is also foreseen that these studies would be accompanied by various specialist studies, e.g. an Aquatic Biodiversity Assessment, an Agricultural Assessment, Plant Species Compliance Statement, a Terrestrial Biodiversity Compliance Statement, an Animal Species Compliance Statement, a Visual Impact Assessment and an Archaeological Assessment. (iv) The submission of detailed Subdivision and Site Development Plans As indicated above, the specialist studies accompanying the Environmental Impact Assessment and the Heritage Impact Assessment and the comments received on these studies as well as further consultation with the relevant municipal services departments would then inform the detailed Subdivision and Site Development Plans. The revised **Urban Design Principles** and **Zoning Plan** (attached as **Annexures 10 and 11** to town planning report) provides information regarding the following for each of the e Precincts: • Land uses proposed • Access roads and NMT • Density / Bulk • Height of buildings proposed • Density / ha • Architectural Styles / typical house typology proposed if any, etc • Visual impact mitigation • NMT and public transport facilities
6	The consolidation of the various portions applicable.	It is intended to submit a consolidation application, if required, once the exact footprints of the individual development portions have been established. This will thus be done at a later stage after e.g. the required environmental and heritage processes.

7	Treatment / management of public open space area etc	A Master Home Owner Association will be established for the proposed development which will be responsible for the management of the public open spaces. The remainder of the farm will still be utilized for agricultural purposes. The details in this regard will form part of later applications as explained earlier.
8	Integration of development with its surroundings	An **Assessment of the Proposed Development on the Stellenbosch Cultural and Visual Landscape** has been done by the heritage consultant, Liana Jansen. This document is part of **Annexure 13** of the Town Planning Submission Documentation and address the integration of the development with the surrounding landscape context. A **Traffic Impact Statement** attached as **Annexure 16** to the Town Planning Submission Documentation address the integration with the motorised and non-motorised transport network of the municipality.
9	Diverse housing opportunities if any. (Affordable housing opportunities / SocialHousing opportunities etc)	A variety of housing opportunities is proposed. The detail in this regard would form part of later phases of the application process as explained earlier.

I trust that the above information and the revised Town Planning Submission Documentation have addressed your questions adequately. If you require any further information, please do not hesitate to contact the authori.

Yours faithfully



CHRISTINE HAVENGA

ANNEXURE 1:
POWER OF ATTORNEY AND TRUST RESOLUTIONS

FLEURBAAI (PTY) LTD
REGISTRATION NUMBER 1965/000852/07
("the Company")

WRITTEN RESOLUTION OF THE DIRECTORS ON 07 JULY 2021, ADOPTED IN ACCORDANCE WITH THE MEMORANDUM OF INCORPORATION OF THE COMPANY AND THE COMPANIES ACT NO. 71 OF 2008 ("COMPANIES ACT")

RESOLVED THAT

1. POWER OF ATTORNEY: FIRST PLAN TOWN PLANNERS

The company will sign a Power of Attorney to appoint First Plan Town Planners to apply, on behalf of the company, for the rezoning to subdivisional area and a deviation from a council policy, in respect of the following property:

Remainder Farm 1040 Stellenbosch

to en able the property to be developed/used for the following purposes:

Mixed uses, multi-unit residential units, private open spaces, private roads, utility services, agricultural activities and educational.

2. AUTHORISATION

John Conrad Burke, ID number 7911235144087, in his capacity as Chief Operations Officer of the Company be and is hereby authorized and directed from time to time to execute and deliver all documents, agreements or other writings, whether under the corporate seal of the Company or otherwise, as may be necessary or advisable, and to sign for and in the name and on behalf of the Company all such documents and writings and to take all such steps as in his or her opinion may be necessary or advisable for the purpose of giving effect to this resolution, and any documents pertaining to this resolution.

James Mason

N VAN DER WESTHUIZEN
DIRECTOR

JW MASON
DIRECTOR

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

POWER OF ATTORNEY
REGISTERED OWNER'S CONSENT FORM

I/WE FLEURBAAI PTY LTD (Reg No. 1965/000852/07)

Name of Registered Owner

THE REGISTERED OWNER(S) OF THE FOLLOWING PROPERTY(IES):

Remainder Farm 1040 Stellenbosch

HEREBY CERTIFY THAT AUTHORITY HAS BEEN GRANTED TO:

FIRST PLAN CC (Reg no. 2000/002213/23)

TOWN & REGIONAL PLANNERS

Name of Applicant

TO APPLY FOR:

REZONING TO SUBDIVISIONAL AREA AND A DEVIATION FROM A COUNCIL POLICY

IN RESPECT OF THE ABOVE-MENTIONED PROPERTY(IES) TO ENABLE THE PROPERTY(IES) TO BE DEVELOPED/USED FOR THE FOLLOWING PURPOSE(S):

Mixed Uses, Multi-Unit Residential units, Private Open Spaces, Private Roads, Utility Services, Agricultural Activities and Educational

THE UNDERSIGNED THEREFORE NOMINATES, CONSTITUTES AND APPOINTS THE APPLICANT WITH POWER OF SUBSTITUTION TO BE THE REGISTERED OWNER'S LEGAL REPRESENTATIVE/AGENT AND TO ACT IN THE NAME, PLACE AND STEAD OF THE REGISTERED OWNER IN THE ABOVE REGARD. POWER OF ATTORNEY IS ACCORDINGLY HEREBY GRANTED TO THE APPLICANT TO SIGN ALL CORRESPONDENCE IN RESPECT OF MATTERS REFERRED TO ABOVE.

OWNER'S NAME	John Conrad Burke
OWNER'S SIGNATURE	
DATE	07 / 07 / 2021

Audit trail

TITLE	FLEURBAAI - RESOLUTION & POA
FILE NAME	Resolution_...ty) Ltd.pdf and 1 other
DOCUMENT ID	f2d3eb0a57ad4cec6947c1a9f1134105fe75622b
AUDIT TRAIL DATE FORMAT	DD / MM / YYYY
STATUS	● Completed

Document history

SENT	**07 / 07 / 2021** 14:23:34 UTC+2	Sent for signature to Nico van der Westhuizen (nico@foundationcapital.co.za), James Mason (james@kalander.co.za) and Conrad Burke (conrad@foundationcapital.co.za) from marike@finleys.co.za IP: 102.39.53.142
VIEWED	**07 / 07 / 2021** 14:27:34 UTC+2	Viewed by Conrad Burke (conrad@foundationcapital.co.za) IP: 102.39.53.142
SIGNED	**07 / 07 / 2021** 14:27:50 UTC+2	Signed by Conrad Burke (conrad@foundationcapital.co.za) IP: 102.39.53.142
VIEWED	**07 / 07 / 2021** 14:29:57 UTC+2	Viewed by Nico van der Westhuizen (nico@foundationcapital.co.za) IP: 41.13.243.102

TITLE	FLEURBAAI - RESOLUTION & POA
FILE NAME	Resolution_...ty) Ltd.pdf and 1 other
DOCUMENT ID	f2d3eb0a57ad4cec6947c1a9f1134105fe75622b
AUDIT TRAIL DATE FORMAT	DD / MM / YYYY
STATUS	● Completed

Document history

SIGNED	**07 / 07 / 2021** 14:30:11 UTC+2	Signed by Nico van der Westhuizen (nico@foundationcapital.co.za) IP: 41.13.243.102
VIEWED	**07 / 07 / 2021** 15:16:37 UTC+2	Viewed by James Mason (james@kalander.co.za) IP: 197.185.117.123
SIGNED	**07 / 07 / 2021** 15:22:27 UTC+2	Signed by James Mason (james@kalander.co.za) IP: 197.185.117.123
COMPLETED	**07 / 07 / 2021** 15:22:27 UTC+2	The document has been completed.

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

POWER OF ATTORNEY

REGISTERED OWNER'S CONSENT FORM

I/WE Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)

Name of Registered Owner

THE REGISTERED OWNER(S) OF THE FOLLOWING PROPERTY(IES):

Remainder Farm 1480 Stellenbosch, Portion 2 of Farm 374 Stellenbosch and Remainder Portion 2 (a portion of Portion 1) of Farm Valley Lustery Number 371 Stellenbosch

HEREBY CERTIFY THAT AUTHORITY HAS BEEN GRANTED TO:

FIRST PLAN CC (Reg no. 2000/002213/23)

TOWN & REGIONAL PLANNERS

Name of Applicant

TO APPLY FOR:

REZONING TO SUBDIVISIONAL AREA AND A DEVIATION FROM A COUNCIL POLICY

IN RESPECT OF THE ABOVE-MENTIONED PROPERTY(IES) TO ENABLE THE PROPERTY(IES) TO BE DEVELOPED/USED FOR THE FOLLOWING PURPOSE(S):

Mixed Uses, Multi-Unit Residential units, Private Open Spaces, Private Roads, Utility Services, Agricultural Activities and Educational

THE UNDERSIGNED THEREFORE NOMINATES, CONSTITUTES AND APPOINTS THE APPLICANT WITH POWER OF SUBSTITUTION TO BE THE REGISTERED OWNER'S LEGAL REPRESENTATIVE/AGENT AND TO ACT IN THE NAME, PLACE AND STEAD OF THE REGISTERED OWNER IN THE ABOVE REGARD. POWER OF ATTORNEY IS ACCORDINGLY HEREBY GRANTED TO THE APPLICANT TO SIGN ALL CORRESPONDENCE IN RESPECT OF MATTERS REFERRED TO ABOVE.

OWNER'S NAME	A C BLAKE
OWNER'S SIGNATURE	
DATE	6/07/2021

RESOLUTION PASSED AT A MEETING OF TRUSTEES OF THE

AC BLAKE FAMILY TRUST

Registration Number IT 918/1994

HELD AT STELLENBOSCH ON THE 6TH JULY 2021

IT WAS RESOLVED THAT:

1. The Trust in respect of the property(ies) known as :

   REMAINDER FARM 1480 STELLENBOSCH, PORTION 2 OF FARM NO. 374 STELLENBOSCH AND REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM NO. 371 STELLENBOSCH;

   authorise and empowers

   FIRST PLAN CC (Registration No. 2000/002213/23)
   TOWN & REGIONAL PLANNERS

   to apply for rezoning to subdivisional area and a deviation from a council policy in respect of the property(ies) to be developed or used for the following purposes:

   Mixed Uses, Multi-Unit Residential Units, Private Open Spaces, Private Roads, Utility Services, Agricultural Activities And Educational

2. **ANDRIES CHRISTOFFEL BLAKE** in his/her capacity as a Trustee be and is hereby authorised to sign the relevant Power of Attorney and/or document which may be necessary to give effect to the above.

SIGNED BY ALL THE TRUSTEES

TRUSTEES	SIGNATURES
ANDRIES CHRISTOFFEL BLAKE (Identity no. 540412 5059 088)	
CARIN BLAKE (Identity no. 561106 0062 089)	
PETRUS DANIEL CARINUS CARINUS (Identity no. 570219 5099 086)	

ANNEXURE 2:
LAND-USE APPLICATION

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

DIRECTORATE: PLANNING & ECONOMIC DEVELOPMENT

www.stellenbosch.gov.za/planning-portal/

SUBMIT COMPLETED FORM TO landuse.applications@stellenbosch.gov.za

LAND USE PLANNING APPLICATION FORM

(Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015) and other relevant legislation)

KINDLY NOTE: Please complete this form using BLOCK letters and ticking the appropriate boxes.

PART A: APPLICANT DETAILS

First name(s)	**Christine**				
Surname	**Havenga**				
Company name *(if applicable)*	**First Plan Town and Regional Planners**				
Postal Address	**P O Box 15865**				
	Panorama			Postal Code	**7506**
Email	**christine.havenga@firstplan.co.za**				
Tel	**021 930 7148**	Fax		Cell	**073 1951 040**

PART B: REGISTERED OWNER(S) DETAILS *(If different from applicant)*

Registered owner(s)	▪ **Farm Number 1480 – Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)** ▪ **Remainder Farm Number 1040 - FLEURBAAI PTY LTD (Reg No. 1965/000852/07)** ▪ **Ptn 2 Farm Number 374 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)** ▪ **Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)**				
Physical address	**Adjacent to the R44, Stellenbosch. Between Die Boord and Techno Park**				
				Postal code	**7600**
E-mail	**Conrad@foundationcapital.co.za**				
Tel		Fax	**021 930 7210**	Cell	**827771228**

PART C: PROPERTY DETAILS *(in accordance with title deed)*

Farm No.	1040	**Portion(s) if Farm**	Remainder	**Allotment area**	Stellenbosch
Farm No.	1480	**Portion(s) if Farm**	Remainder	**Allotment area**	Stellenbosch
Farm No.	374	**Portion(s) if Farm**	2	**Allotment area**	Stellenbosch
Farm No.	371	**Portion(s)**	2	**Allotment**	Stellenbosch

		if Farm		**area**	
Physical Address	**Adjacent to R44**				
Current Zoning	**Rural and Agricultural**	Extent	• **Remainder Farm 1040, Stellenbosch - 70.9579 ha** • **Remainder Farm 1480, Stellenbosch - 108.84 ha** • **Portion 2 Of Farm 374, Stellenbosch – 0.96 ha** • **Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery, 371 Stellenbosch – 0.9 ha**	Are there existing buildings?	**Yes** N
Applicable Zoning Scheme	**Stellenbosch Integrated Zoning Scheme**				
Current Land Use	**Agriculture and vacant land with historical farm yard**				

Title Deed number and date	T	• **Farm Fleurbaai No. 1040, Stellenbosch – T2011/1966** • **Farm Libertas No. 1480, Stellenbosch – T21113/2007** • **Portion 2 Of Farm 374, Stellenbosch – T50628/1994** • **Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 – T50628/1994**									
Attached Conveyance's Certificate	Y	**No**	Any Restrictions i.t.o. the Attached Conveyance's Certificate? If yes, please list condition(s) as per certificate								
Are the restrictive conditions in favour of a third party(ies)?	Y	**No**	If Yes, list the party(ies):								
Is the property encumbered by a bond?	Y	**No**	If Yes, list the bondholder(s):								
Is the property owned by Council?	Y	**No**	If Yes, kindly <u>attach a power of attorney</u> from the Manager Property Management								
Is the building	Y	N	Is the building	**YES**	N	Is the application	**YES**	N	If Yes, kindly		

located within the historical core?			older than 60 years?			triggered by the National Heritage Resources Act, 1999 (Act 25 of 1999)[1]			indicate which section are triggered and attached the relevant permit if applicable. **Section 38 An HIA will be submitted to HWC**	

Any existing unauthorized buildings and/or land use on the subject property(ies)?	Y	**No**	If yes, is this application to legalize the building / land use[2]?	Y	**No**
Are there any pending court case(s) / order(s) relating to the subject property(ies)?	Y	**No**	Are there any land claim(s) registered on the subject property(ies)?	Y	**No**

PART D: PRE-APPLICATION CONSULTATION

Has there been any pre-application consultation?	**YES**	N	If Yes, please attach the minutes of the pre-application consultation.
Has the pre-application scrutiny form been submitted?	**YES**	N	If yes, please attach the written feedback received.

PART E: LAND USE PLANNING APPLICATIONS AND APPLICATION FEES PAYABLE

APPLICATIONS IN TERMS OF SECTION 15 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015)

Tick	Type of application: *Cost are obtainable from the Council Approved tariffs*
X	15(2)(a) rezoning of Land
	15(2)(b) a permanent departure from the development parameters of the zoning scheme
	15(2)(c) a departure granted on a temporary basis to utilise land for a purpose not permitted in terms of the primary rights of the zoning applicable to the land
	15(2)(d) a subdivision of land that is not exempted in terms of section 24, including the registration of a servitude or lease agreement
	15(2)(e) a consolidation of land that is not exempted in terms of section 24
	15(2)(f) a removal, suspension or amendment of restrictive conditions in respect of a land unit
	15(2)(g) a permission required in terms of the zoning scheme
	15(2)(h) an amendment, deletion or imposition of conditions in respect of an existing approval
	15(2)(i) an extension of the validity period of an approval
	15(2)(j) an approval of an overlay zone as contemplated in the zoning scheme
	15(2)(k) an amendment or cancellation of an approved subdivision plan or part thereof, including a general plan or diagram
	15(2)(l) a permission required in terms of a condition of approval
	15(2)(m) a determination of a zoning
	15(2)(n) a closure of a public place or part thereof
	15(2)(o) a consent use contemplated in the zoning scheme
	15(2)(p) an occasional use of land
	15(2)(q) to disestablish a home owner's association
	15(2)(r) to rectify a failure by a home owner's association to meet its obligations in respect of the control over or maintenance of services

[1] All applications triggered by section 38(1)(a) - (e) in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999) may not be processed without a permit issued by the relevant department

[2] No application may be submitted to legalize unauthorised building work and or land use on the property if a notice has been served in terms of Section 87(2)(a), and until such time a Section 91 Compliance Certificate have been issued in terms of the Stellenbosch Land Use Planning By-law (2015)

	15(2)(s) a permission required for the reconstruction of an existing building that constitutes a non-conforming use that is destroyed or damaged to the extent that it is necessary to demolish a substantial part of the building
	15(2)(6) when the Municipality on its own initiative intends to conduct land development or an activity
	15(2)(l) amendment of Site Development Plan
	15(2)(l) Compilation / Establishment of a Home Owners Association Constitution / Design Guidelines

OTHER APPLICATIONS		
X	Deviation from Council Policies/By-laws	R
	Consent / Permission required in terms of a title deed	R
	Technical approval in terms of the Zoning Scheme Bylaw, 2019	R
	Other (specify): _____	R
	TOTAL A:	**R**

PRESCRIBED NOTICE AND FEES** *(for completion and use by official)*

Tick	**Notification of application in media**	**Type of application**	**Cost**
	SERVING OF NOTICES	Delivering by hand; registered post; electronic communication methods	R
	PUBLICATION OF NOTICES	Local Newspaper(s); *Provincial Gazette*; site notice; Municipality's website	R
	ADDITIONAL PUBLICATION OF NOTICES	Site notice, public meeting, local radio station, Municipality's website, letters of consent or objection	R
	NOTICE OF DECISION	*Provincial Gazette*	R
	INTEGRATED PROCEDURES	T.B.C	R
		TOTAL B:	**R**
		TOTAL APPLICATION FEES* (TOTAL A + B)	**R**

* ***The complete application should first be submitted without the payment of any applicable application fees. Only when satisfied that a complete and accurate application has been submitted, will a proforma invoice be submitted to the applicant with payment instructions. Application fees that are paid to the Municipality are non-refundable and once proof of payment is received, the application will be regarded as duly submitted.***

***** The applicant is liable for the cost of publishing and serving notice of an application. Additional fees may become applicable and the applicant will be informed accordingly.***

BANKING DETAILS

Account Holder Name: Stellenbosch Municipality
Bank: FIRST NATIONAL BANK (FNB)
Branch no.: 210554
Account no.: 62869253684
Payment reference: LU/_____ and ERF/FARM _____

Please use both the Land Use Application number and the Erf/Farm number indicated on the invoice as a reference when making EFT payment

DETAILS FOR INVOICE

Name & Surname/Company name (details of party responsible for payment)	**FLEURBAAI PTY LTD (Reg No. 1965/000852/07)**
Postal Address	**Office 101, 1st floor Oude Bank Building, Church Street, Stellenbosch**
Vat Number (where applicable)	**4950281651**

PART F: DETAILS OF PROPOSAL

	Building line encroachment	Street		From	m	To	m
		Street		From	m	To	m
		Side		From	m	To	m
		Side		From	m	To	m
		Aggregate side		From	m	To	m
		Rear		From	m	To	m
	Exceeding permissible site coverage			From	%	To	%
	Exceeding maximum permitted bulk / floor factor / no of habitable rooms			From		To	
	Exceeding height restriction			From	m	To	m
	Exceeding maximum storey height			From	m	To	m
	Consent/Conditional Use/Special Development To permit…… in terms of Section……of the……Zoning Scheme Regulations						
	Other (please specify)	_____ _____ _____					

Brief description of proposed development / intent of application:

An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the Rezoning of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate Mixed Uses, Multi-Unit Residential units, Private Open Spaces, Private Roads, Utility Services and Agricultural Activities and Educational.

An application for a Deviation from a Council Policy to allow development outside the urban edge as shown in the Stellenbosch Municipal Spatial Development Framework, 2019

PART G: ATTACHMENTS AND SUPPORTING INFORMATION AND DOCUMENTATION FOR LAND USE PLANNING APPLICATION

Complete the following checklist and attach all the information and documentation relevant to the proposal. Failure to submit all information and documentation required will result in the application being deemed incomplete.

Information and documentation required

YES	N	Power of attorney / Owner's consent if applicant is not owner		Y	N	Bondholder's consent (if applicable)
YES	N	Resolution or other proof that applicant is authorised to act on behalf of a juristic person		Y	N	Proof of any other relevant right held in the land concerned
YES	N	Written motivation pertaining to the need and desirability of the proposal		**YES**	N	S.G. diagram / General plan extract (A4 or A3 only)

YES	N	Locality plan (A4 or A3 only) to scale		Y	N	Site development plan or conceptual layout plan (A4 or A3 only) to scale	
YES	N	Proposed subdivision plan (A4 or A3 only) to scale		Y	N	Proof of agreement or permission for required servitude	
Y	N	Proof of payment of application fees		**YES**	N	Proof of registered ownership **(Full copy of the title deed)**	
YES	N	Conveyancer's certificate		Y	N	Written feedback of pre-application scrutiny and Minutes of pre-application consultation meeting (if applicable)	
Y	N	N/A	Consolidation plan (A4 or A3 only) to scale	**YES**	N	N/A	Land use plan / Zoning plan (A4 or A3 only) to scale
Y	N	N/A	Street name and numbering plan (A4 or A3 only) to scale				
YES	N	N/A	Landscaping / Tree plan (A4 or A3 only) to scale	Y	N	N/A	1 : 50 / 1:100 Flood line determination (plan / report) (A4 or A3 only) to scale
Y	N	N/A	Abutting owner's consent	Y	N	N/A	Home Owners' Association consent
YES	N	N/A	Copy of Environmental Impact Assessment (EIA) / Heritage Impact Assessment (HIA) / Traffic Impact Assessment (TIA) / Traffic Impact Statement (TIS) / Major Hazard Impact Assessment (MHIA) / Environmental Authorisation (EA) / Record of Decision (ROD)	**YES**	N	N/A	Services Report or indication of all municipal services / registered servitudes
Y	N	N/A	Copy of original approval and conditions of approval	Y	N	N/A	Proof of failure of Home owner's association
Y	N	N/A	Proof of lawful use right	Y	N	N/A	Any additional documents or information required as listed in the pre-application consultation form / minutes
YES	N	N/A	Required number of documentation copies	Y	N	N/A	Other (specify)

PART H: AUTHORISATION(S) SUBJECT TO OR BEING CONSIDERED IN TERMS OF OTHER LEGISLATION

YES	N	If required, has application for EIA / HIA / TIA / TIS / MHIA approval been made? If yes, attach documents / plans / proof of submission etc.	Specific Environmental Management Act(s) (SEMA) (e.g. Environmental Conservation Act, 1989 (Act 73 of 1989)		
			Y	N/A	National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004)
YES	N/A	Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970)	Y	N/A	National Environmental Management: Waste Act, 2008 (Act 59 of 2008)
Y	N/A	Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)(SPLUMA)	Y	N/A	National Water Act, 1998 (Act 36 of 1998)

Y	N/A	Occupational Health and Safety Act, 1993 (Act 85 of 1993): Major Hazard Installations Regulations		Y	N/A	Other (specify)
Y	N/A	Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)				
Y	N	Do you want to follow an integrated application procedure in terms of section 44(1) of the Stellenbosch Municipality Land Use Planning By-Law? If yes, please attach motivation.				

SECTION I: DECLARATION

I hereby wish to confirm the following :

1. *That the information contained in this application form and accompanying documentation is complete and correct.*
2. *I'm aware that it is an offense in terms of section 86(1)(e) to supply particulars, information or answers knowing the particulars, information or answers to be false, incorrect or misleading or not believing them to be correct.*
3. *I am properly authorized to make this application on behalf of the owner and that a copy of the relevant power of attorney or consent is attached hereto.*
4. *Where an agent is appointed to submit this application on the owner's behalf, it is accepted that correspondence from and notifications by the Municipality in terms of the by-law will be sent only to the agent and that the owner will regularly consult with the agent in this regard.*
5. *I confirm that the relevant title deed(s) have been read and that there are no restrictive title deed restrictions, which impact on this application, or alternatively an application for removal/suspension or amendment forms part of this submission.*
6. *I confirm that I have made known all information relating to possible Land / Restitution Claims against the application property.*
7. *It is the owner's responsibility to ensure that approval is not sought for a building or land use which will be in conflict with any applicable law.*
8. *The Municipality assesses an application on the information submitted and declarations made by the owner or on his behalf on the basis that it accepts the information so submitted and declarations so made to be correct, true and accurate.*
9. *Approval granted by the Municipality on information or declarations that are incorrect, false or misleading may be liable to be declared invalid and set aside which may render any building or development pursuant thereto illegal.*
10. *The Municipality will not be liable to the owner for any economic loss suffered in consequence of approval granted on incorrect, false or misleading information or declarations being set aside.*
11. *Information and declarations include any information submitted or declarations made on behalf of the owner by a Competent Person/professional person including such information submitted or declarations made as to his or her qualification as a Competent person and/or registration as a professional.*
12. *A person who provides any information or certificate required in terms of Regulation A19 of the National Building Regulations and Building Standards Act No 103 of 1977 which he or she knows to be incomplete or false shall be guilty of an offence and shall be prosecuted accordingly.*
13. *A person who supplies particulars, information or answers in a land use application in terms of the Stellenbosch Municipality Land Use Planning By-law knowing it to be incorrect, false or misleading or not believing them to be correct shall be guilty of an offence and shall be prosecuted accordingly.*
14. *The Municipality will refer a complaint to the professional council or similar body with whom a Competent Person/professional person is registered in the event that it has reason to believe that information submitted or declaration/s made by such Competent Person/professional person is incorrect, false or misleading.*

Applicant's signature:		Date:	**1 July 2021**
Full name:	**Christine Havenga**		
Professional capacity:	**Professional Town Planner A945/1997**		

FOR OFFICE USE ONLY

Date received: _____ Received By: _____	Municipal Stamp

ANNEXURE 3:
PRE-APPLICATION SCRUTINY FORM

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

DIRECTORATE: PLANNING & ECONOMIC DEVELOPMENT

www.stellenbosch.gov.za/planning-portal/

SUBMIT COMPLETED FORM TO landuse.applications@stellenbosch.gov.za

LAND USE PRE-APPLICATION SCRUTINY FORM

1. *This Land Use Pre-Application Scrutiny Form must be submitted prior to the submission of any Land Use and Land Development application in terms of Section 15(2) of the Stellenbosch Municipal Land Use Planning Bylaw, 2015 (SLUPB).*
2. *Relevant documents can be accessed at: https://stellenbosch.gov.za/planning-portal/*
3. *The applicant will receive feedback per e-mail following a weekly internal technical discussion on the pre-application scrutiny submission.*
4. *A pre-application consultation meeting may be required in terms of Section 37 of the said Bylaw on receipt and consideration of this Pre-Application Scrutiny.*

PART A: APPLICANT, OWNERSHIP & PROPERTY PARTICULARS

Applicant Name	First Plan Town and Regional Planners
E-Mail Address	christine.havenga@firstplan.co.za
Tel/ Cell Number	073 1951 040
Registered Owner	▪ Farm Number 1480 – Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Farm Number 1040 - FLEURBAAI PTY LTD (Reg No. 1965/000852/07) ▪ Ptn 2 Farm Number 374 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994) ▪ Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery Number 371 - Die Trustees indertyd van die AC Blake Familietrust (IT 918/1994)
Property Description (Erf / Farm Number)	• Remainder Farm 1040, Stellenbosch • Remainder Farm 1480, Stellenbosch • Portion 2 Of Farm 374, Stellenbosch • Portion 2 Of Farm 371, Stellenbosch

Physical / Street Address	Adjacent to the R44, Stellenbosch
Suburb & Town	Stellenbosch
Current Zoning	Agriculture and Rural Zone
Current Land Use Activities / Buildings	Agriculture and vacant land with historical farm yard

Are there existing buildings on the subject property(ies)?	(Yes)	No
Are there any existing unauthorized buildings and/or land use on the subject property(ies)?	Yes	(No)
If yes, is this application to legalize the building/ land use?	Yes	(No)
Are there any pending court case(s)/ order(s) relating to the subject property(ies)?	Yes	(No)
Is the property located in a heritage area or contains any heritage significant buildings?	(Yes)	No
Does the property fall inside the urban edge?	Yes	(No)

PART B: APPLICATION

1. WHAT LAND USE PLANNING APPLICATIONS ARE REQUIRED IN TERMS OF SECTION 15(2) OF THE SLUPB?

s15 (2)(a)	(Rezoning)	s15 (2)(f)	Removal / Suspension Amendment of restrictive conditions	s15 (2)(l)	Permission in terms of condition of approval	s15 (2)(q)	Disestablishment of HOA
s15 (2)(b)	Permanent Departure	s15 (2)(g)	Permission in terms of zoning scheme	s15 (2)(m)	Determination of a zoning	s15 (2)(r)	Rectify failure by HOA
s15 (2)(c)	Temporary Departure	s15 (2)(h)	Amendment of condition(s) of approval	s15 (2)(n)	Closure of a public place	s15 (2)(s)	Permission required for the reconstruction of a building
s15 (2)(d)	Subdivision	s15 (2)(i)	Extension of validity period of approval	s15 (2	Consent use		Other:

				) (o)			
s15 (2)(e)	Consolidation	s15 (2)(k)	Amendment / cancelation of approved subdivision plan	s 15 (2) (p)	Occasional use		Other: Deviation from a Council Policy

OTHER	s13 ZSBL	Technical Approval	24(2) SLUPB	Exemption	Title Deed	Title Deed consent / permissions	

Details of the Proposal: (Brief description of development proposal. List expected land use activities. Short motivation of intended land use. Detail planned outcome. If change of zoning is required, list which zoning is applied for. Describe additional use planned for. List type of consent use applied for.)

- An application in terms of Section 15(2)(a) of the Stellenbosch Municipality: Land Use Planning By-Law, 2015 for the Rezoning of Remainder Farm 1040, Remainder Farm 1480, Portion 2 Of Farm 374, and Portion 2 of Farm 371, Stellenbosch from Agriculture and Rural Zone to Subdivisional Area to accommodate Mixed Uses, Multi-Unit Residential units, Private Open Spaces, Private Roads, Utility Services and Agricultural Activities and Educational.

- An application for a Deviation from a Council Policy to allow development outside the urban edge as shown in the Stellenbosch Municipal Spatial Development Framework, 2019

The development proposal makes provision for 4 Precincts as per the underneath Table and plan:

Table 2: Summary of the components of the proposed development

Precinct A	
Category	**Total**
Housing	724 units
Retail/office	10 666 m²
Cultural/Institutional	9408 m²
Precinct B	
Category	**Total**
Housing	510 units
Retail/Office	1 472 m²
Cultural/Institutional	To be confirmed
Precinct C	
Category	**Total**
Housing	7 units
Retail/office	To be confirmed
Cultural/Institutional	To be confirmed
Precinct D	
Category	**Total**
Housing	0 units
Retail/office	1 000 m²
Cultural/Institutional	To be confirmed
Remainder Farm	
Housing	2
Retail/Office	0
Cultural/Institutional	0
Agricultural	1.4 ha
TOTALS	
Category	**Total**
Housing	1 241 units
Retail/Office	13 138 m²
Cultural/Institutional	9 408 m²
Agricultural	135.1ha



2. RELEVANCE OF ANY PLANNING LEGISLATION/ POLICIES AND PLANS

RELEVANT PLANNING CONSIDERATIONS		
(a) Are any Municipal plans/policies/guidelines, or any restrictive title conditions, or other legislation / authorizations applicable to the application, and if yes, is the proposal consistent/ compliant with such?	**Yes**	**No**
		X
Details with reference to applicable plans/ policies/ guidelines: Stellenbosch Spatial Development Framework Stellenbosch Draft Conservation Management Plan and Heritage Inventory		
(b) Does the proposal require the following additional infrastructure / services? e.g. electricity; water; sewerage; road network; other?	**YES**	**NO**
	X	
Details on required infrastructure: **A Civil Engineering and Electrical Engineering Services Capacity Report are submitted with the application**		
(c) Does the development proposal include the provision of residential units, and if so, what is the target market re: range in income bracket/ selling price or rental for the units?	**YES**	**NO**
	X	
Details on target market: Provision is made for 1 241 units of a medium density, non-suburban type. These units will be distributed within three precincts A, B and C. These are interspersed with other uses. The units are predominantly duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average		

of 70 m² GBA per unit. The balance (± 26 units or 2.1%) will be accommodated in precincts A and C and will be larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m^2 GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA will average at a market value between R4 and R 12 million.

(d) In addressing the SPLUMA principle of Spatial Justice and as it relates to prescripts on the provision of inclusionary housing, how will this development proposal target affordable market segments?	**YES**	**NO**
	X	

Details on inclusionary housing provision:

Irrespective of the absence of an approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the general need for inclusionary housing in an attempt to uplift and empower previously disadvantaged individuals and/or families. In their endeavours to contribute to such efforts, it is their goal to formalise land tenure to families within the existing informal farm village on the subject property. Tenure options will be negotiated with the relevant families and the outcome and provisions to be agreed, will form part of the final subdivision applications still to be submitted and approved by the various authorities.

PART C: COPIES OF PLANS / DOCUMENTS TO BE SUBMITTED AS PART OF PRE-APPLICATION SCRUTINY

The following minimum documentation **must** be attached to this pre-application scrutiny form:

1. **Locality plan**
2. **Layout Plan of proposal** (e.g. copy of existing building plan, indicating proposal on site plan, etc.)
3. **Full copy of the title deed or Conveyance Certificate**

Note:

- The Municipality may request any other information deemed necessary for the purpose of this pre-application scrutiny.
- If an incomplete pre-application scrutiny form or the required minimum supporting documents are not submitted the pre-application scrutiny form will not be accepted by the Municipality.

DECLARATION:

I hereby confirm that the information contained in this pre-application scrutiny form and accompanying documentation is complete and accurate.



Applicant's signature: _____ Date: 30 June 2021

FOR OFFICE USE:

Municipal Stamp

Received by: _____

Date: _____

DETERMINATION BY AUTHORISED OFFICIAL

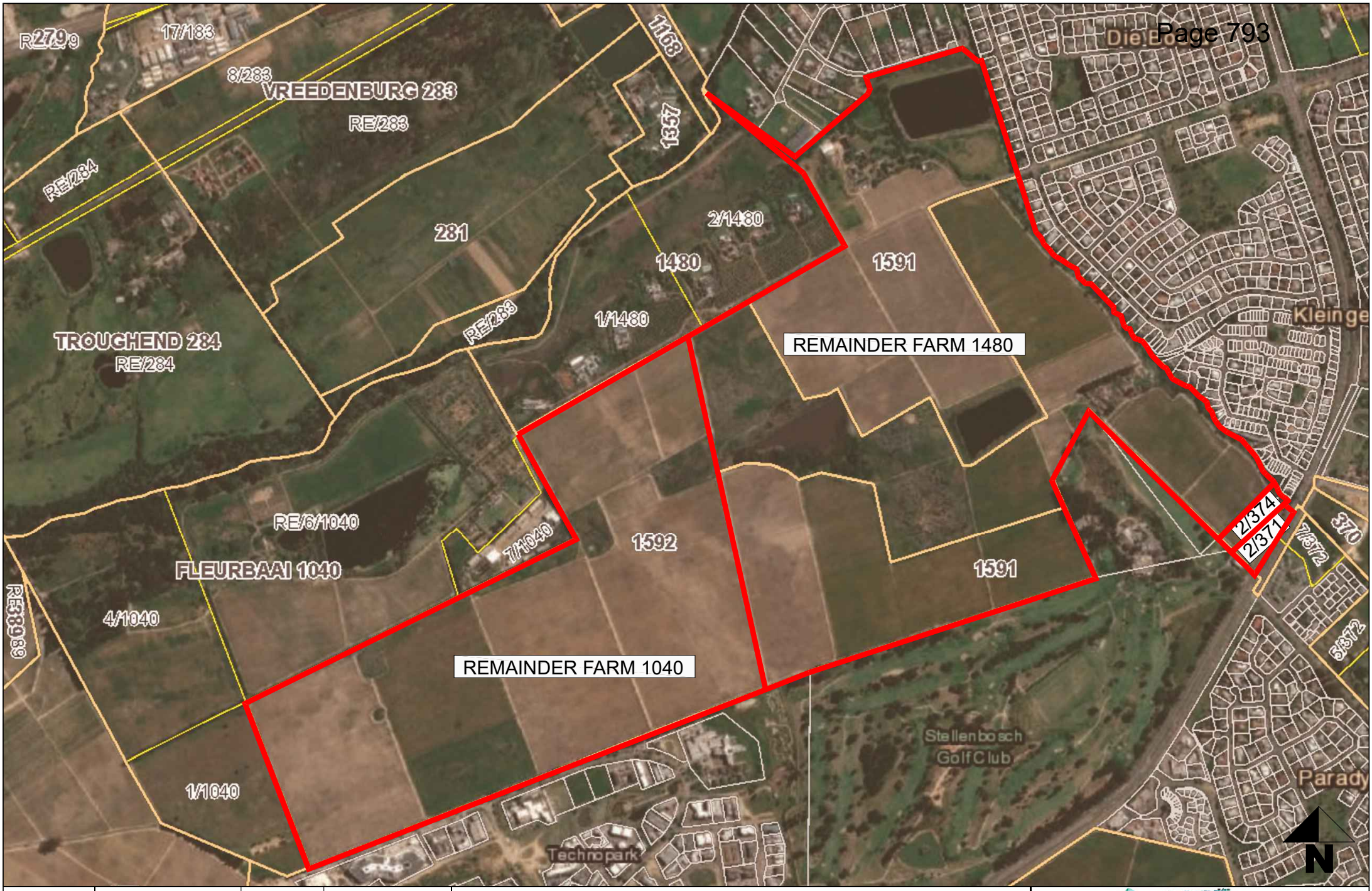
Additional Information		Pre-Application Consultation		Application Ready	

Sign: **Date:**

APPLICANT INFORMED BY RESPONSIBLE OFFICIAL

Sign: **Date:**

ANNEXURE 4:
LOCALITY PLAN



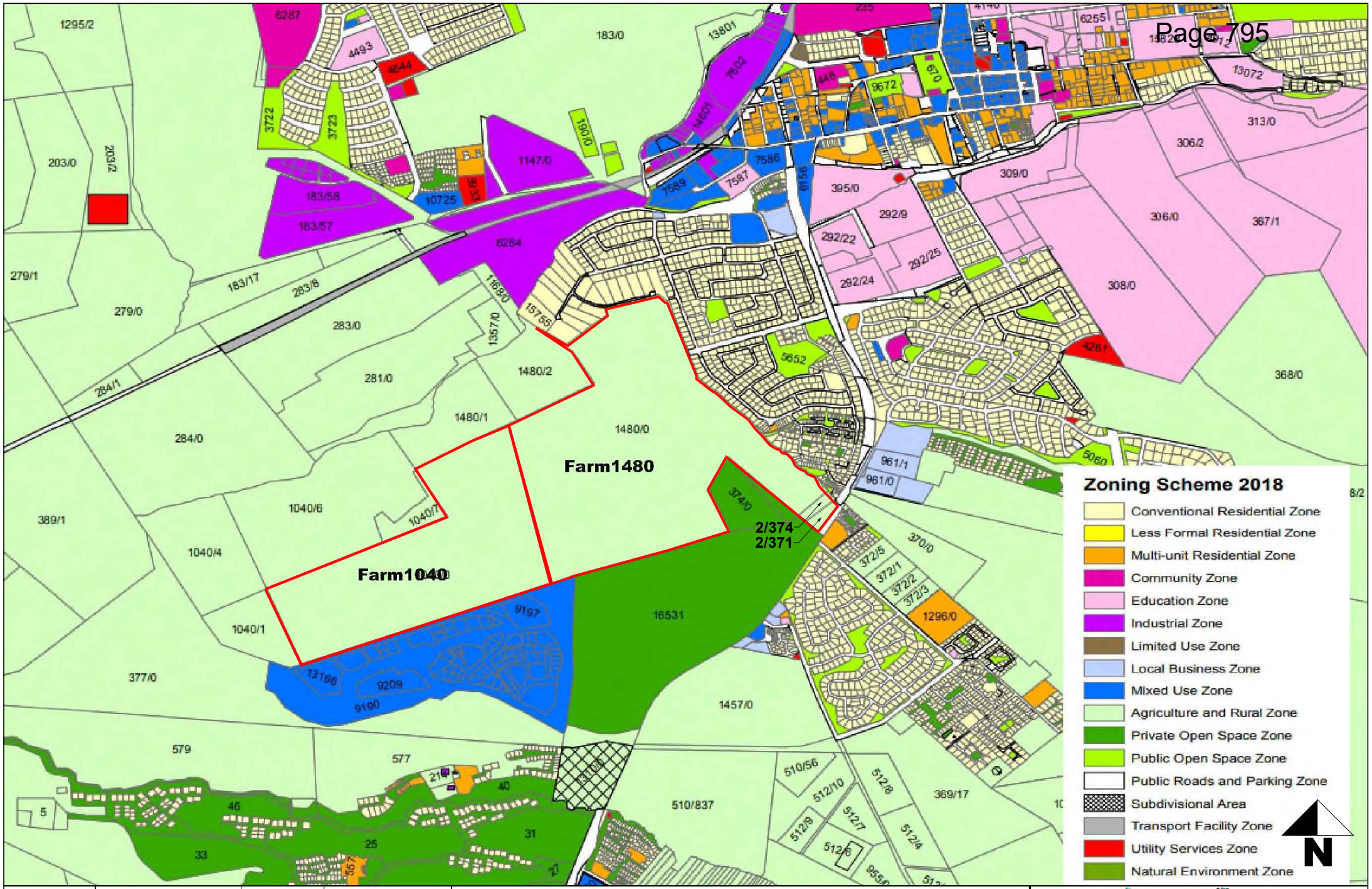
SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	4
CLIENT	Fleurbaai (Pty) Ltd.			

LOCALITY PLAN

Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS
+27 (21) 930-7183 | info@firstplan.co.za | www.firstplan.co.za

ANNEXURE 5:
ZONING PLAN OF SURROUNDING



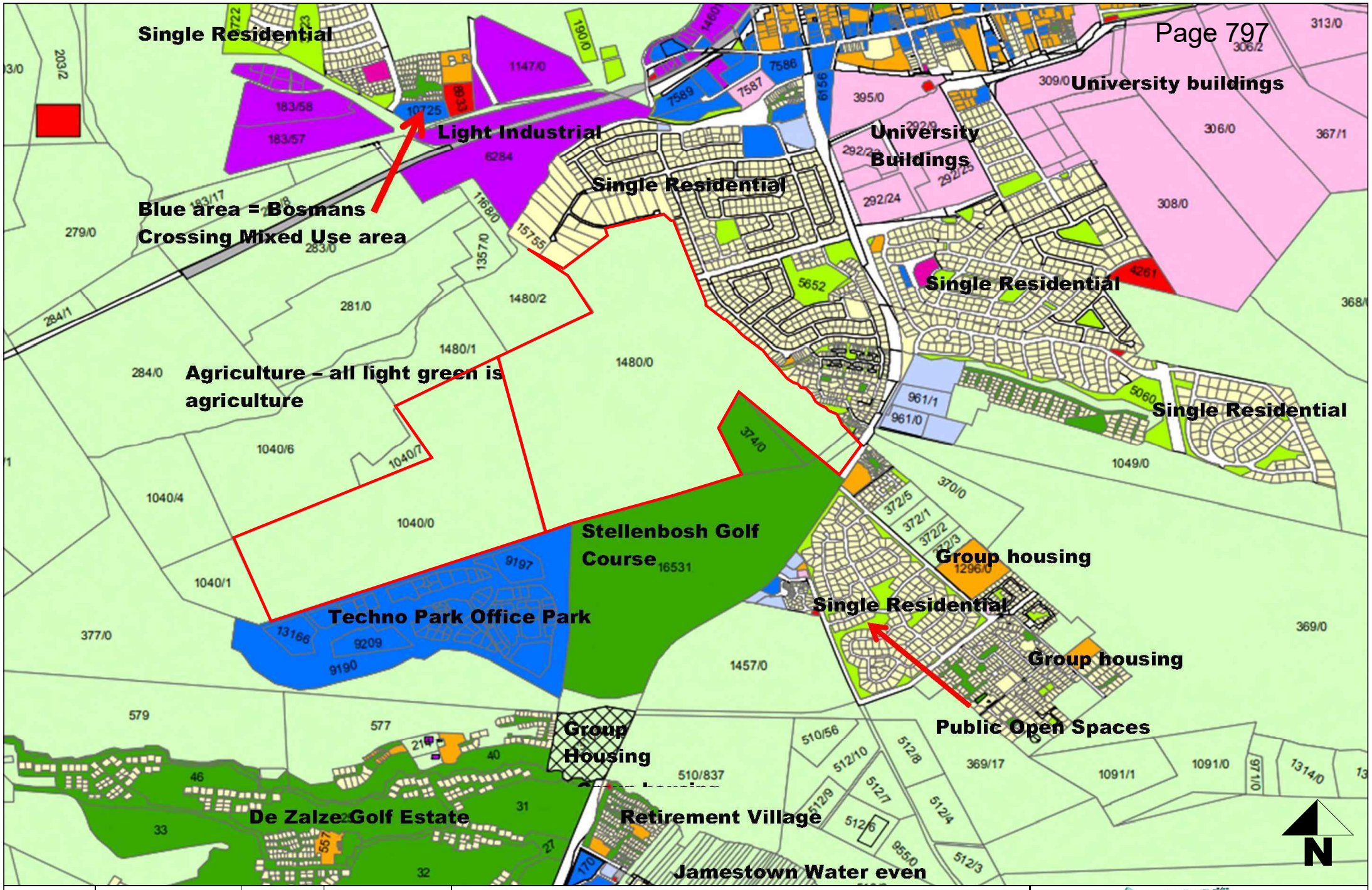
SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	5
CLIENT	Fleurbaai (Pty) Ltd.			

ZONING PLAN OF SURROUNDING AREAS

Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS
+27 (21) 930-7183 | info@firstplan.co.za | www.firstplan.co.za

ANNEXURE 6:
LAND USE PLAN



SCALE	Not to scale	FILE NR	FP/1020/991	
DATE	June 2021		ANNEX	6
CLIENT	Fleurbaai (Pty) Ltd.			

LAND USE PLAN OF SURROUNDING AREAS

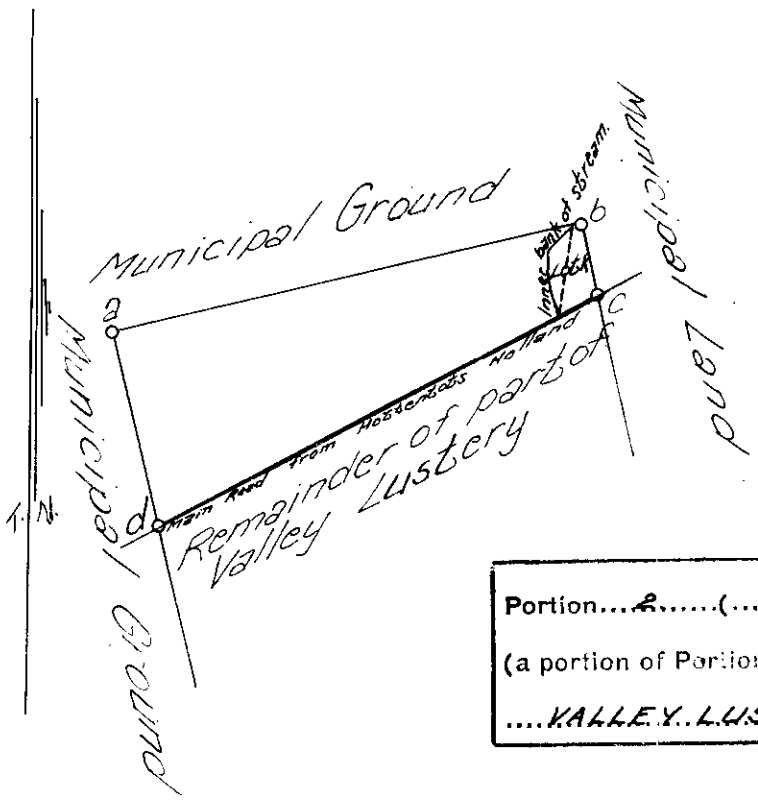
Remainder Farm 1040, Remainder Farm 1480, Portion 2 of Farm 371 & Portion 2 of Farm 374 - Stellenbosch

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS
+27 (21) 930-7183 | info@firstplan.co.za | www.firstplan.co.za

ANNEXURE 7:
DIAGRAMS

The numerical data of this diagram are sufficiently consistent.
(Sgd) J.J. Bosman.
Examiner.

Sides. C.R.	
ab	50 . 00
bc	7 . 71
cd	51 . 76
da	21 . 10
Angles.	
a	90 . 00 . 00
b	90 . 00 . 00
c	104 . 59 . 30
d	75 . 00 . 30



Scale: 20 Cape Roods - 1 Inch.

*Now known as Portion 2 of the farm Valley Lustery.

The above diagram a.b.c.d. represents 1 Mor. 120 Sq.Roods of land, situated in the Division of Stellenbosch being portion of the part of the Freehold Farm Valley Lustery, transferred to Jacobus Johannes Delport on the 22nd October, 1874.

Bounded NE by Municipal Ground.
NW " Municipal Ground.
SW " Municipal Ground.
SE " Remainder of part of Valley Lustery.

Framed from actual survey by me,
(Sgd) H.E. Tindall.
Govt. Land Surveyor.
Nov., 1897.

Copied from the diagram relating to
Transfer Title Deed No. 2234
dated 24th March, 1898. in favour of
Paul J. Roux.
for SURVEYOR-GENERAL,
CAPE TOWN.
7 APR 1955

Sh BH 8 DC 1 W S 3

For list of deductions see back of diagram

V.N. C 1/2.
A.V.L.

KANTOORAFSKRIF
OFFICE COPY

L. G. No. 7838/54

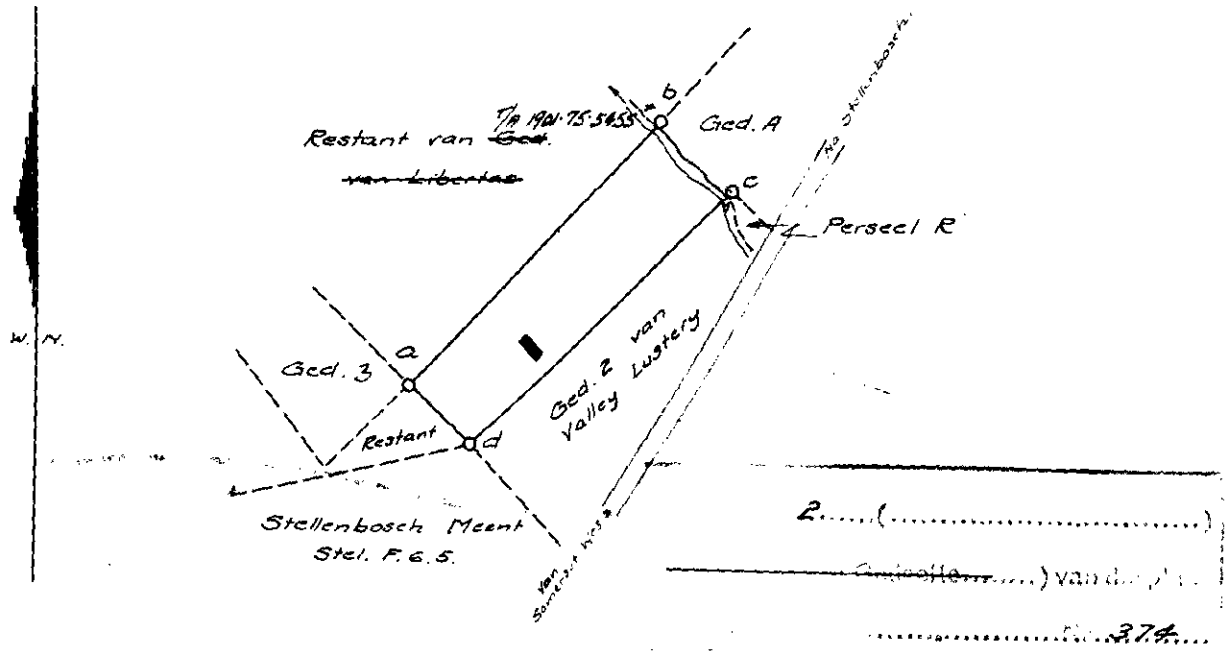
SYE Kaapse Voet		RIGTINGS-HOEKE	STELSEL Lo 19° KOORDINATE	y	x
				−	+ 11900000
ab	607.5	225.07.50	a	+ 43132.0	+ 37945.5
bc	165.3	317.03.30	b	+ 42701.5	+ 37516.9
cd	599.8	46.47.50	c	+ 42588.9	+ 37637.9
da	147.8	134.12.30	d	+ 43026.1	+ 38048.5
bx	10.0	45.07.50			
cy	12.0	46.47.50			

Goedgekeur.

Landmeter-generaal.
1-9-54.

Bakenbeskrywing.

a : Ingeplante klip wat 12" uitsteek.
d : Ingeplante klip wat 18" uitsteek.
b : Platysterpen wat 12" uitsteek.
c : Ysterpaal wat 12" uitsteek.



Skaal 1 : 4000.

Die figuur a x Regteroewer van Stroom y d

stel 1.0732 Morg *grond voor, synde*

GEDEELTE 2 van die plaas Perseel Nr.LV

geleë in die Afdeling en Munisipaliteit Stellenbosch
Provinsie Kaap die Goeie Hoop

Opgemeet in Junie 1947 en Mei 1954 *deur my*

Landmeter.

Hierdie kaart is gelieg T/A. 5486/1954

Registrateur van Aktes.

Die oorspronklike kaart is No. 1700/1907 *geheg aan* G/B. Stel. F. 8.7.

Léer No. 5/12134/5.
M.S. No. E. 1830/54.
Graadvel: BH-8D C8.
BH-8DC/W53 VN. 374/2.

C

P.E. & Stel.

OFFICE COPY
KANTOOR AFSKRIF

L.G. No. 11561/65

SYE Kaapse Voet		RIGTINGS	KO-ORDINATE y Stelsel L°19ᵍ		AMP. BEN.
			Kon.	0·0	+11,900,000·0
AB	1310·6	254.24.30	A	+52399·1	+38085·0
BC	2571·6	243.55.50	B	+51136·7	+37732·7
CD	1307·0	223.47.50	C	+48826·7	+36602·6
DE	1050·0	315.24.40	D	+47922·1	+35659·2
EF	2766·7	347.35.10	E	+47185·0	+36407·0
FG	3920·7	68.45.00	F	+46590·2	+39109·0
GH	1041·2	112.29.10	G	+50244·3	+40530·0
HJ	2189·0	149.37.00	H	+51206·3	+40131·8
JA	180·0	151.36.40	J	+52313·5	+39243·4
AK	198·0	151.36.40	K	+52493·2	+37910·9
FL	365·5	248.45.00	L	+46249·5	+38976·5
AA'		151.36.40			
DD'		135.24.40			
		Stel. 4	△	+56215·8	+29542·9
		Stel. 5	△	+67670·2	+41638·4

Beskrywing van Bakens:

A.H = 4' Spoorstaaf wat 12" uitsteek.
B.C.D.E.F = Ingeplante klip 4'e" lank wat 18" uitsteek met kruis gemerk
G.K = Ingeplante klip 18" hoog.
J = Ysterpaal in ronde betonbaken 18" hoog.
L = Groot ingeplante klip 3' hoog.

1. Figuur A' middel van Eersterivier a.b.d.J wat die plaas Nr. 392, voorstel, Kaart Nr. 3023/59 geheg aan G/B stel. Q. 4-43.
2. Figuur a middel van Eersterivier f.e wat Restant die plaas Nr. 381, voorstel, Kaart Nr. 3022/59 geheg aan G/B stel. Q. 4-43.
3. Figuur f middel van Eersterivier D'.E.F.g.h.j wat Restant van Gedeelte 1 van die plaas Nr. 380, voorstel, Kaart Nr. 879/1895 geheg aan T/A 1895-66-5318.
4. Figuur d.b.e.j.k.l.m wat Restant van Gedeelte 1 van die plaas Fleur Baay Nr. 378, voorstel, Kaart Nr. 7/1736 geheg aan T/A 1736-1-166.
5. Figuur m.l.k.h.g.G.H wat Restant van die plaas Nr. 379, voorstel, Kaart Nr. 3021/59 geheg aan G/B stel. Q. 4-43.

Die figure eNOPQRj dbejklm en RSTU stel Eiendomsgrond voor.

Skaal 1: 7500

Goedgekeur.

P.L. van den Heuvel
Landmeter-generaal.
20·12·1965

Die figuur A' middel van Eersterivier D'.E.F. G.H.J

stel voor 182·3000 morg grond, synde

Die plaas Fleurbaai No. 1040

~~van die plaas~~ soos hierbo aangewys

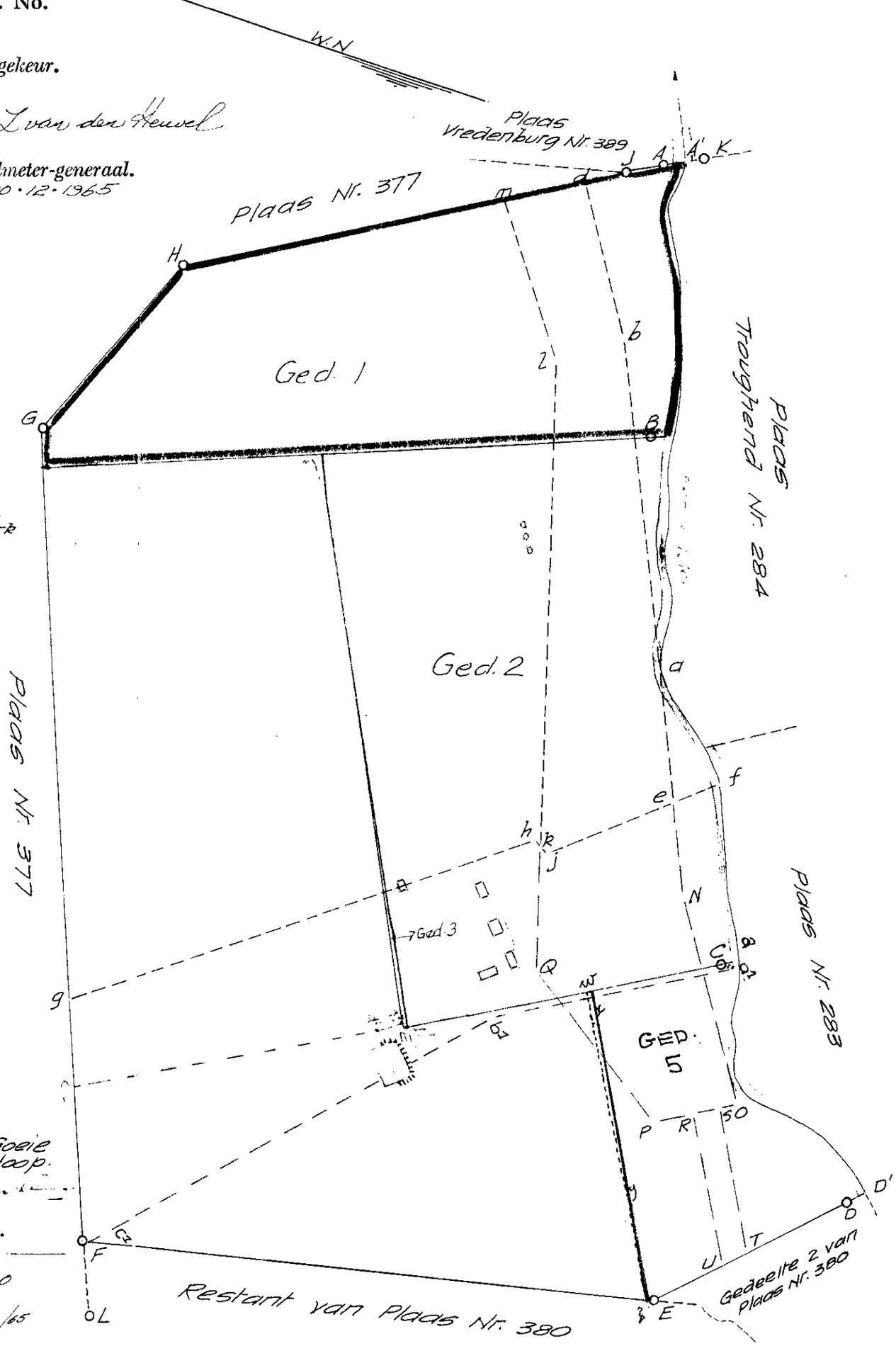
geleë in

Administratiewe Distrik Stellenbosch, Provinsie Kaap die Goeie Hoop.

Opgemeet in Oktober 1965 deur my

Landmeter.

Hierdie kaart is geheg aan S.V.T. No. 2011/1966 gedateer t.g.v. Registrateur van Aktes.	Die oorspronklike kaart is ~~No.~~ soos in die beskrywing aangehaal. Transport/Grondbrief No.	Lêer No. Stel 1040 M.S. No. E 1649/65 Komp. BH-8DCB Alg. Plan BH-8DC/W42(637)



S.P.C.T. C2837

1040

					Restant Morge
E2649/65	11559/65	Gedeelte 1.	35·8000 Morg	2012/1966	~~96 432~~
—"—	11560/65	" 2	50·0679 "	2013/1966	14·24
E101/68	304/1968	" 3	3667sm	13012/76	
E2772/05	6173/2005	Gedeelte 5	11,2726 ha	21111/07	

SERWITUTE/HUURKONTRAKGEBIEDE				
MEETSTUKKE	KAARTNO.	BESKRYWING	AKTE	GEPARAFEER
E1466/92	4759/92	Die lyn wxyz stel die Noordelike grens van n Serwituut pad, 9m wyd voor.	K557/95	
E 1020/96	2927/1996	Die lyn a a¹ b¹ c¹ stel voor die middellyn van n Pyplynserwituut 6m wyd	K1087/96	
E1467/2013	3069/2013	[illegible]		

FILED AS PLAN NO. 6174/2005

FRIEDLAENDER, BURGER & VOLKMANN - Land Surveyors : Stellenbosch

The figure A middle of Eerste River BCDEFGHJKLN right bank of stream NPQRSTUVWXY
represents 136,7970 hectares of land, being

FARM NO. 1480 and comprises 1. to 5. as below

Situate in the Stellenbosch Municipality
Administrative District of Stellenbosch Province of Western Cape
Compiled in October 2005
by me

PLS 0080 D P Burger Pr Land Surveyor

Components:

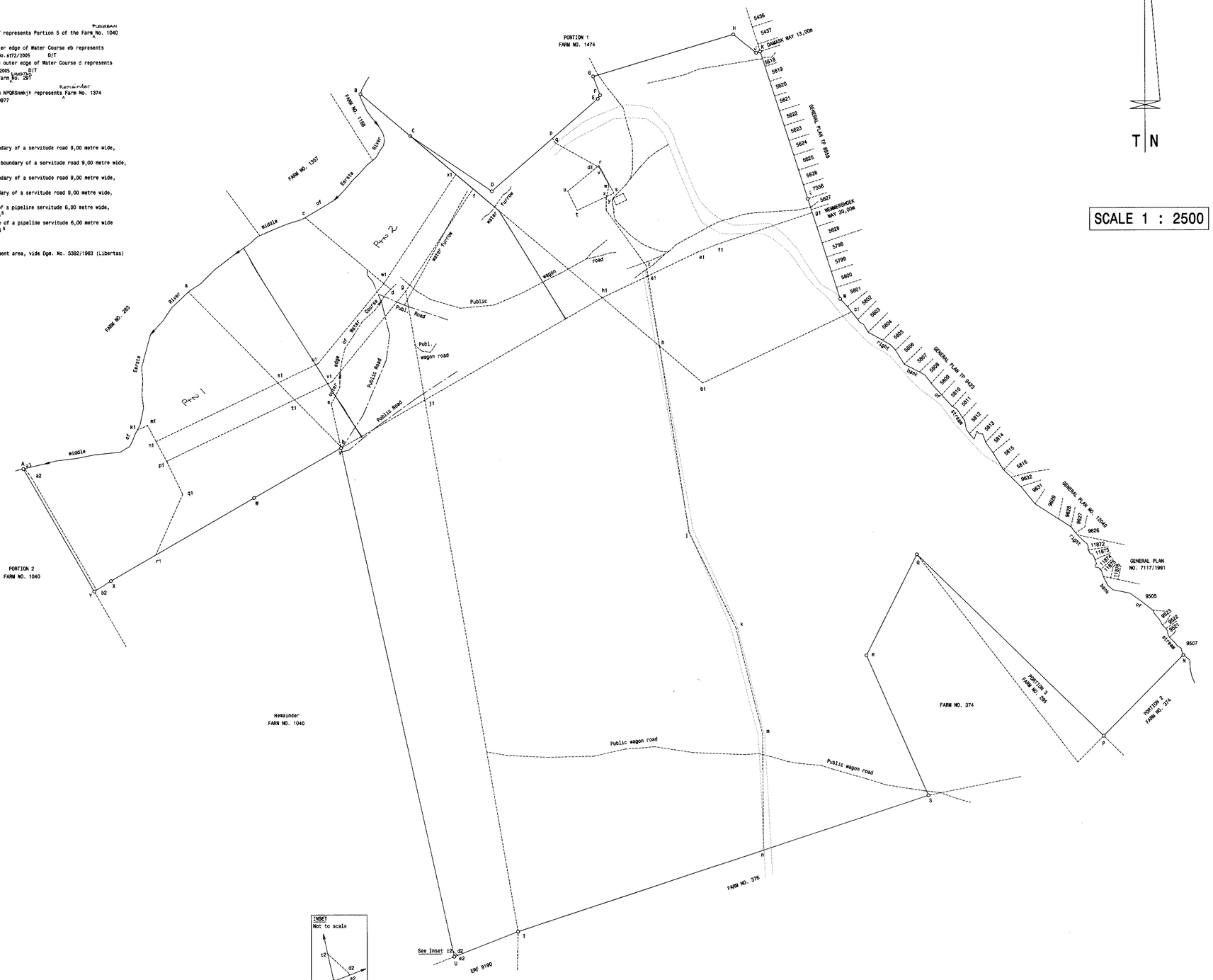
1. The figure A middle of Eerste River abVWXY represents Portion 5 of the Farm No. 1040 vide Dgm. No.6173/2005 D/T
2. The figure a middle of Eerste River cd outer edge of Water Course eb represents Portion 2 of the Farm No. 380, vide Dgm. No.6172/2005 D/T
3. The figure c middle of Eerste River BfgTUe outer edge of Water Course d represents Remainder Farm No. 380, vide Dgm. No.6171/2005 D/T
4. The figure fhjkmnPq represents Remainder Farm No. 281 vide Dgm. No.6170/2005 D/T
5. The figure CDEFGHJKLN right bank of stream NPQRSnmkjh represents Farm No. 1374 vide Dgm. No. 5822/1997, D/T 2001- -19877

Servitude Notes:

1. The line h1a1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4755/1992, D/T K557/1995
2. The line a1e1f1g1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4757/1992, D/T K557/1995
3. The line hj1 represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4758/1992, D/T K557/1995
4. The line j1V represents the northern boundary of a servitude road 9,00 metre wide, vide Diagram No. 4758/1992, D/T K557/1995
5. The lines a3a2k2 represents the centre line of a pipeline servitude 6,00 metre wide, vide Diagram No. 2927/1996, D/T K1087/1996
6. The lines c2d2e2 represent the centre line of a pipeline servitude 6,00 metre wide vide Diagram No. 2928/1996, D/T K1088/1996

Note:

The figure rstu represents a Historical Monument area, vide Dgm. No. 3392/1983 (Libertas)



T N

SCALE 1 : 2500

S.G. No.
6174/2005
Approved.
for
Surveyor - General
Date : 2005-12-13

The following deductions have been made from this diagram

Survey Record	Diagram No.	Subdivision	Area HA / SQ M	Transfer No.	Initialed	Remainder
E2772/2005	6175/2005	Ptn. 1	14,3943 ha	2111307		
E2772/2005	6176/2005	Ptn. 2	14,3945	2111507		

SERVITUDE & LEASEHOLD AREA

Survey Record	Diagram No.	Description	Deed	Initialed

This diagram is annexed to No. 2111307/2007 Dated i.f.o.

Registrar of Deeds

The original diagram are as quoted above

File No.STEL 1480
S.R. No. Compiled
Comp. BHSZ-31 (W3189)
BHSZ-139 (6966)
BHSZ-313 (6999)
LPI C0670000

6174/2005

Diagram filed as Plan

DUMMY TRIPLICATE

Designation	**Farm 1480**
Dgm nr	**6174/2005**
Admin. District	**Stellenbosch**

FILED AS

PLAN No. 6174/2005

Farm 1480 Stellenbosch

ANNEXURE 8:
COMBINED TITLE DEEDS

EVS\TRP\BLAKE.BLAKE
14
Van der Spuy
en Vennote
Tel: 419 3622

Opgestel deur my,

Transportbesorger
A LOUW

VIR ENDOSSEMENTE KYK BLADSY
AGT ENDOSSEMENTS SIEE PAGE 15

22/7/M

T 50628 94

TRANSPORTAKTE

Hiermee word bekend gemaak dat

~~ANDRE GERHARD VAN DER SPUY~~ ANNECKE LOUW

Transportbesorger, voor my, Registrateur van Aktes in Kaapstad, verskyn het, behoorlik daartoe gemagtig deur 'n Volmag ten gunste van hom verly te STELLENBOSCH op die 20ste dag van JUNIE **1994** deur.-

ANDRIES CHRISTOFFEL BLAKE
IDENTITEITSNOMMER: 540412 5059 00 5
GETROUD BUITE GEMEENSKAP VAN GOED

EN DIE KOMPARANT ALDUS GEMAGTIG HET VERKLAAR DAT:

NADEMAAL/...

For information

Para 3

ENDOSSEMENT KRAGTENS ARTIKEL 44 VAN WET 47 VAN 1937	ENDORSEMENT BY VIRTUE OF SECTION 44 OF ACT 47 OF 1937
HEROPGEMEET	RESURVEYED
DIAGRAMNOMMER 6170/2005	DIAGRAM NUMBER
NOU/NOW 45, 2401	HA/HA
BO 0023260 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

Para 3
Para 4 ; Rest

SERTIFIKAAT VAN VERENIGDE TITEL UITGEREIK CERTIFICATE OF CONSOLIDATED TITLE ISSUED	
NOU BEKEND AS NOW KNOWN AS Die Plaas Nr. 1480 - 136, 7970 HA	
T 0021113 / 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

For Information Only

NADEMAAL die hiernagemelde eiendom verkoop is aan die hiernagemelde Transportnemer op 20 JUNIE 1994.

NOU DERHALWE sedeer en transporteer die gemelde Komparant, in sy hoedanigheid voormeld, hiermee in volkome en vrye eiendom aan en ten gunste van:-

DIE TRUSTEES INDERTYD VAN DIE
A C BLAKE FAMILIETRUST
NR T 918/1994

Hul Opvolgers in Titel of Gemagtigdes

1. **GEDEELTE 2 VAN DIE PLAAS NR 374**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **9 192 (NEGEDUISEND EENHONDERD TWEE EN NEGENTIG) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 7338/1954 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 5486/1955.

For Information Only

B. **ONDERHEWIG VERDER** aan die voorwaardes gemerk II en III vervat in *Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Boekbriewe Volume 8 Nr 7)* wat soos volg lees:-

" II. That all roads and thoroughfares being or existing on the said land, described in the plan or diagram of the same, shall remain free and uninterrupted; unless the same be closed or altered by competent authority.

III. That all rights to gold, silver and precious stones found or discovered at any time on or in the said land, shall be reserved to the State, together with a right of ingress to and egress from any mines or works undertaken for mining or prospecting purposes by any person or persons authorised by the Minister; but subject always to the provisions of any law for the time being regulating the prospecting and mining for precious stones and minerals."

C. **ONDERHEWIG VERDER** aan die voorwaardes vervat in Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Boekbriewe Volume 8 Nr 7), naamlik:-

" subject, however, to all such Duties and Regulations as are either already or shall in future be established with regard to such lands."

For Inspection

2. **RESTANT VAN DIE PLAAS NR 286**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: 10,3265 (TIEN komma DRIE TWEE SES VYF) hektaar,

AANVANKLIK OORGEDRA kragtens Grondbrief gedateer 30 Junie 1693 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG AAN** *en* **GEREGTIG** *op die voordele van die voorwaarde* gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, wat soos volg lees:-

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 60[illegible]"

D. **ONDERHEWIG VERDER** aan die lewenslange vruggebruik in Notariële Akte van Sessie van Vruggebruik Nr K 1138/92 S, ten gunste van

YVONNE GERTRUDE BLAKE
Identiteitsnommer 290711 0034 00 0
Ongetroud

For Information

3. **RESTANT VAN DIE PLAAS LIBERTAS NR 291 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **44,7013 (VIER EN VEERTIG komma SEWE NUL EEN DRIE) Hektaar;**

AANVANKLIK OORGEDRA kragtens Erfpag Grondbrief gedateer 1 Augustus 1822 met 'n Kaart wat daarop betrekking het; en

GEHOU *kragtens Transportakte Nr T 68793/1992.*

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

4. **RESTANT VAN DIE PLAAS NR 380**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **18,1371 (AGTIEN komma EEN DRIE SEWE EEN) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 44 gedateer 3 Augustus 1863 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

5. **GEDEELTE 2 ('N GEDEELTE VAN GEDEELTE 1) VAN DIE PLAAS NR 380 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: 4,3355 (VIER komma DRIE DRIE VYF VYF) Hektaar;

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 643 gedateer 1 Februarie 1898 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte nr T 9218/1935.

B. **ONDERHEWIG VERDER** aan en **GEREGTIG** op die voordele van die voorwaarde gemerk "C" vervat in die Aanhangsel tot Transportakte Nr T 5457/1901, soos

" C. Alle water tot het besproeien van de Plaats Libertas zullen gelykelyk worder vordeeld te weten: drie dagen per week, Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag, voor den eigenaar van het andere deel der plaats. Alle drinkwaters en dam waters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

6. **RESTANT VAN DIE PLAAS Nr 295 IN DIE AFDELING VAN STELLENBOSCH;**

GROOT: **61,2114 (EEN EN SESTIG komma TWEE EEN EEN VIER) Hektaar;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 5455/1901 met 'n Kaart wat daarop betrekking het; en

GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte Nr T 10764/1913.

B. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 14 Augustus 1974 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" By Notarial Deed of Servitude No K 525/1974 dated 3/7/74 the properties, paras 2 to 6 herein are entitled to (a) a servitude right of waterleading 1 metre wide over Erf 6084 a Portion of Erf 6084 Stellenbosch along the route indicated by the line u',v', v',w', w',x', x',y', on Diagram 9323/1973 annexed to Certificate of Registered Title No T (2) / 1974 registered this day, together with ancilliary rights, as will more fully appear from said Notarial Deeds (B) a temporary right of way over the said Erf 6085."

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 15 Oktober 1979 aangebring op Transportakte Nr T 14625/1956, welke endossement soos volg lees:-

" Endorsement in terms of Section 13(3) of Act 28/1969 (National Monuments Act).

In terms of Section 10(1) of Act 28/1969 the H-shaped main dwelling-house, the T-shaped dwelling-house, the stable and cattle kraal, the hens's nests, the old wine cellar, the former slave quarters, the historic cemetary and the new wine cellar on the farmyard of Libertas, situated in the District of Stellenbosch

has been proclaimed a monument by Proclamation No 1965 dated 7/9/1979 as published in Government Gazette of the same date.

For further particulars refer to said Proclamation and minute No RNG 10/2/706. Director N M C on File 24/4/6/16."

For Information Only

7. **RESTANT VAN GEDEELTE 2 ('N GEDEELTE VAN GEDEELTE 1) VAN DIE PLAAS VALLEY LUSTERY NR 371,**
IN DIE AFDELING VAN STELLENBOSCH;

GROOT: **9 807 (NEGEDUISEND AGTHONDERD EN SEWE) vierkante meter;**

AANVANKLIK OORGEDRA kragtens Transportakte Nr T 2234 gedateer 24 Maart 1898 met 'n Kaart wat daarop betrekking het; en
GEHOU kragtens Transportakte Nr T 68793/1992.

A. **ONDERHEWIG** aan sodanige voorwaardes soos na verwys word in Transportakte Nr T 3059/1966.

B. **ONDERHEWIG VERDER** aan en **MET DIE VOORDEEL VAN,** in soverre dit van toepassing is, die spesiale voorwaardes vervat in die Ooreenkoms aangegaan tussen Jacobus Petrus Roux en wyle Jacobus Paul Roux, op 13 Julie 1900, geskep in Akte van Verdelingstransport Nr T 5456/1902, wat soos volg lees:-

" VERDEELING VAN DE PLAATS LIBERTAS

Ooreenkomst getroffen tusschen de tegenwoordige eigenaars de heeren Jacobus Petrus Roux Jacobus Zoon en Jacobus Paul Roux, Paul Zoon te weten.

A De scheidslyn zal beginnen by de Eerste Rivier en zich uitstrekken in een rechte lyn met het pad bekend als den "Binnen wyngaards weg" die ook als scheidslyn en een gezamenlyke weg voor beide partyen dienen zal - tot aan de brug bekend als de Kelder Brug; van daar zal de lyn in een schuinsche richting loopen tot aan de Wilgelaan aan de onderzynde van het damwater voor de voordeur van het groote woonhuis; van daar in een rechte lyn zuid-waarts tot aan het watervat voorts in een schuinsche richting tot aan den ondersten bluegumboom van de drie staande aan de westzyde van het woonhuis van den tweeden ondergetekende Jacobus Paul Roux, Paul Zoon; van daar in een schuinsche richting tot aan het veehek vanwaar de lyn loopen zal met den weg strekkende naar Blauklip tot aan de limieten van de plaats Libertas met inbegrip van de munisipale gronden.

B Geen der eigenaars zal het recht hebben om op boven omschreven scheidslyn te bouwen doch zal toegelaten worden een scheidslyn van yzerdraad daar te stellen.
Verder zullen geene gebouwen of kralen mogen worden opgericht op de werf tegenover het origineele woonhuis van de plaats Libertas binnen de vyftig treden (yards) van de scheidslyn.

C Alle waters tot het besproeien van de plaats Libertas zullen gelykelyk worden verdeeld te weten: Drie dagen per week Maandag, Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel der plaats Libertas, en drie dagen Donderdag, Vrydag en Saterdag voor den eigenaar van het andere deel der plaats. Alle drinkwaters en damwaters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen erf drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan.

D Alle wegen loopende over die plaats Libertas zullen zyn gezamenlyke d.i. beide partyen zullen recht erop hebben.

E De eigenaar van het oorspronklyke deel der plaats Libertas zal aan den eigenaar van het andere deel het recht op de helft der stallen, wagenhuis en wynkelder moeten geven tot zyn gebruik vry en onbelemmerd tot tyd en wyle hy voor zichzelven zoodanige gebouwen zal hebben gebouwd en zoodra hy beginne zal te bouwen zal gezegde eigenaar van het oorspronklyke deel der plaats hem dadelyk de som van Vyf honderd ponden (£500) moeten uitbetalen.

F De meetkosten zullen gezamenlyk door beide partyen moeten gedragen worden.

G .....

H De eigenaar van het oorspronklyke deel zal het recht hebben op zes Huurkamers voor zyn werksvolk mits dat hy de huur ervan aan den eigenaar van het andere deel betaalt.

J De begraafplaats zooals die thans ommuurd is zal een familie begraafplaats zyn en als zoodanig aan de oude bepalingen en servituten onderworpen zyn. Verder zal de nieuwe Grafkelder gebouwd door den Heer Paul Ryk Roux D1 Zoon van Doornbosch als een begraafplaats voor hemzelven en familie moeten verstrekken en als zoodanig aan servituten onderworpen zyn.

Aldus gedaan en geteekend te Stellenbosch den 13den dag der Maand July 1900.

(Sd) JP Roux J z
(Sd) JP Roux P son

Getuigen:

(Sd) Geo E Rowan
(Sd) P Marais

Gesertifiseer 'n ware afskrif en juiste afskrif

(Get) G le Roux Groenwald
AKTEBESORGER

C. **ONDERHEWIG VERDER** aan die volgende endossement gedateer 15 Junie 1966 aangebring op Transportakte Nr T 3049/1966, welke endossement soos volg lees:

" ENDOSSEMENT KRAGTENS ARTIKEL 31(6) VAN WET 47 VAN 1937 (SOOS GEWYSIG)

'n Gedeelte van die eiendom hierin vermeld groot ± 0,0020 HA is onteien deur die Afdelingsraad van Stellenbosch (nou bekend as die Wes-Kaapse Streeksdiensteraad) kragtens Art 130 van Ord 15/1952 soos gewysig

Vide onteieningskennisgewing Nr H/9/3 dd 2/6/1966 geliasseer as onteienings caveat 469/66 planne in tweevoud hiermee."

For Information Only

WESHALWE die Komparant afstand gedoen het van alle eiendoms- en ander regte wat die gesegde Transportgewer/s

tot op hede op gemelde vaste eiendom gehad het en gevolglik ook erken dat hy/sy/hulle/dit daarvan heeltemal onteien is, en geen eiendoms- en ander regte daarop besit nie; en dat, kragtens hierdie Akte, die gesegde Transportnemer/s
TRUST
Hul Opvolgers in Titel of Gemagtigdes tans is en voortaan op die volle eiendomsregte daarop geregtig sal wees, ooreenkomstig plaaslike gebruik, onder voorbehoud nogtans van die Regte van die Staat en eindelik erken het dat die volle Koopprys ten bedrae van R1 576 095,00 behoorlik betaal of verseker is.

AS BEWYS WAARVAN EK, die genoemde REGISTRATEUR, saam met die KOMPARANT, q.q. hierdie Akte onderteken het en die Ampseël daarop laat aanbring het.

ALDUS GEDOEN EN UITGEVOER in die Kantoor van die REGISTRATEUR VAN AKTES TE KAAPSTAD op hede die 20ste dag van Julie 1994.

q.q. SY PRINSIPAAL

In my teenwoordigheid

REGISTRATEUR VAN AKTES

For Information Only

Para 2,3,4 en 6

Kragtens Notariële Akte van Serwituut van Reg van Weg Nr. K.....551/95.....S. is die binnegemelde eiendom onderhewig aan 'n Reg van Weg 9 meter wyd ten gunste van:

(i) Gedeelte 2 van die Plaas Fleurbaai Nr. 1040
Groot: 42,8848 hektaar

(ii) Gedeelte 3 van die Plaas Fleurbaai Nr. 1040
Groot: 3667 ~~hektaar~~ vierkante meter

(iii) Gedeelte 4 van die Plaas Fleurbaai Nr. 1040
Groot 21,1352 hektaar

gehou kragtens T75361/1990 en T34431/1987

Welke reg van weg aangedui word op:

1.1 Kaart L.G. No. 4755/92 waarop die lyn AB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 286, Afdeling Stellenbosch~~; tov Para 2 hiervan

1.2 Kaart L.G. No. 4756/92 waarop die lyn CB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Libertas Nr. 291, Afdeling Stellenbosch~~; tov Para 3 hiervan

1.3. Kaart L.G. No. 4758/92 waarop die lyn AB die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 380, Afdeling Stellenbosch~~; tov Para 4 hiervan
4757/92

1.4 Kaart L.G. No. ~~4756~~/92 waarop die lyn ABCD die Noordelike grens van 'n Serwituutpad 9 (NEGE) meter wyd voorstel soos aangetoon ~~oor die Restant van die Plaas Nr. 295, Afdeling Stellenbosch~~; tov Para 1 hiervan
Akte, welke Kaarte geneg is aan gesegde Notariële

met bykomende regte

Soos meer volledig sal blyk uit gesegde Notariële Akte.

23 06 95

AKTEKANTOOR
KAAPSTAD

.....
REGISTRATEUR VAN AKTES

Vir verdere endorsements sien
For further endorsements see.....
/.

16

T. 50628/1994.

Para 4.

Kragtens Notariele Akte van Serwitutes No K 1088 /96 gedateer 26/8/1996 en die eiendom gehou onder para 4 hierin groot 18,1371 ha ONDERHEWIG AAN

'n Serwitutpyplyn 6,00m wyd die middellyn waarvan voorgestel word deur die lyn ABC op Serwitutkaart LG No 2928/1996 daarby aangeheg

ten gunste van die Stellenbosch Besproeiingsraad (ingestel kragtens Art 79 Wet 54/1956.)

Registrasiekantoor:
Deeds Registry:
Kaapstad
Datum/Date:
16.10.96

Registrateur van Aktes
Registrar of Deeds

VIR VERWYSING ONDERSKRYF HIER

PARA 2 to 6

SERTIFIKAAT VAN VERENIGDE TITEL UITGEREIK
CERTIFICATE OF CONSOLIDATED TITLE ISSUED

NOU BEKEND AS
NOW KNOWN AS Die Plaas 1374
GROOT : 71 5381 HA

T 019877 * 2001

2001-03-26

REGISTRATEUR/REGISTRAR

For Information Only

VA0[illegible]2158/2007

Certified a true copy of the duplicate original filed of record in this Registry, issued to serve in place of the original thereof under the provisions of Deeds Registrasies Regulation No. 68 (1)
Gesertifiseer 'n ware afskrif van die duplikaat-oorspronklike in bewaring gegee op hierdie Regi-strasiekantoor, uitgereik om te diens die plek van die oorspronklike daarvan onder die bepalinge van die Registrasiekantore Registrasie No. 68 (1)

Deeds Registry / Registrasiekantoor
Cape Town / Kaapstad

20 MAR 2007

602257

Para 4

ENDOSSEMENT KRAGTENS ARTIKEL 44 VAN WET 47 VAN 1937	ENDORSEMENT BY VIRTUE OF SECTION 44 OF ACT 47 OF 1937
HEROPGEMEET	RESURVEYED
DIAGRAMNOMMER 6171/2005	DIAGRAM NUMBER
NOU/NOW 18,2555	HA/
BO 0023259 2007	
20 MAR 2007	REGISTRATEUR/REGISTRAR

Para 4
Ged. 2 : 5,9087 HA

SERTIFIKAAT VAN GEREGISTREERDE TITEL UITGEREIK
CERTIFICATE OF REGISTERED TITLE ISSUED

TEN OPSIGTE VAN Ged. 2 van die Plaas Nr. 380 : 5,9087 HA
IN RESPECT OF
RESTANT 12,3468 HA
REMAINDER

T 000021112/2007

20 MAR 2007

REGISTRATEUR/REGISTRAR

FOR FURTHER ENDORSEMENTS SEE 18
VIR VERDERE ENDOSSEMENTE SIEN

T3880/1903

5877

12 (6)
18.3.03

One BOND

Form No. 4.

R14998

Van Lingen Bussenne lodge bond.

12.30
(1)
1-2
R14998

Deed of Transfer

PASSED IN FAVOUR OF

THOMAS ~~FREDERICK~~ FREDERIK BRINK

Registered at Deeds Office,
Cape Town, on the _____ *day of* _____

FINDLAY & TAIT,
Attorneys, Notaries,
and Conveyancers,
Cape Town.

Deed of Transfer

BY VIRTUE OF A POWER OF ATTORNEY.

Reg Son R 1/ 223
" R " 224
" R " 225

Know all Men whom it may concern,

That HAROLD JONES appeared before me, Registrar of Deeds, He, the said Appearer, being duly authorised thereto by a Power of Attorney dated the 17th day of February 1943, drawn up at Stellenbosch and granted to him by

JACOBUS PETRUS ROUX

which said Power of Attorney has this day been exhibited to me.

And that the said Appearer declared that his said Principal had truly and legally sold, and that He, in his capacity as Attorney aforesaid, did, by these Presents, Cede and Transfer, in full and free Property and on behalf of

THOMAS FREDERIK BRINK

His Heirs, Executors, Administrators or Assigns

1. Certain piece of freehold land, situate in the Division of Stellenbosch, at Moddergat, being the remaining extent of a portion of the farm "Fleurbaai"; Measuring as per remaining extent eleven (11) morgen and forty-seven (47) square roods; Extending as the Deed of Transfer, with a diagram annexed, made in favour of the widow Pieter van der Byl on the 9th. November 1736 and several subsequent deeds of transfer, the last of which was made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

2. Certain piece of perpetual quitrent land, situate as above, being the remaining extent of a portion of the farm "Fleurbaai" (Audit Office folio 239); Measuring as per remaining extent eighty-two (82) morgen and one hundred and fourteen (114) square roods; Extending as the original quitrent grant, with a diagram annexed, made in favour of Paul Roux, Jacobus' son, on the 15th December, 1818, and several subsequent deeds of transfer the last of which was made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

3. Certain piece of land, partly freehold and partly quitrent (Audit Office folio 239), with the buildings thereon, situate as above, being the remaining extent of portion of the farm "Fleurbaai";

Measuring

Endorsement under Reg. 20.

The conditions prescribed by Section 42 of Act 13 of 1918 having been fulfilled, the within-named Transferee, Thomas Frederik Brink, in his capacity as Trustee of the Jacobus Petrus Roux Trust, entitled to demand transfer of the property mentioned in the within Deed, has been registered in terms of the said section, entitled to demand transfer of the land hereby conveyed without obtaining transfer of the share of his predecessor, Jacobus Petrus Roux, (Vide Application No. 4724) filed with the Deeds Registry Stellenbosch.

TRANSFERRED 13-4-1944 (4724) K
A. H. Brink.

Measuring as per remaining extent sixty-seven (67) morgen and four hundred and forty-nine (449) square roods (whereof 12 morgen and 66 square roods are freehold, and 55 morgen and 383 square roods are perpetual quitrent land):
Extending as the Deed of Transfer, with a diagram annexed, made in favour of Paul Ryk Roux, P son., on the 14th. September 1895 and a subsequent deed of transfer made in favour of the Appearer's Principal on the 9th. May 1902, will more fully point out, and further subject to such conditions as are therein mentioned or referred to.

Wherefore the Appearer, q.q., renouncing all the Right and Title which his said Principal heretofore had to the Premises, on behalf as aforesaid, did, in consequence, also acknowledge his said Principal to be entirely dispossessed of, and disentitled to, the same; and that by virtue of these Presents the said

THOMAS ~~FREDERICK~~ FREDERIK BRINK

His Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be, entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to the Laws respecting the Purchase and Sale of Landed Property;—Government, however, reserving its Right;—and, finally, acknowledging his said Principal to have been satisfactorily paid the whole of the Purchase Money, amounting to a Sum of

Five thousand and five hundred pounds (£5500) Sterling

In Witness whereof, I, the said Registrar, together with the Appearer, q.q., have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.

Thus done and executed, at the Office of the Registrar of Deeds, in Cape Town, in the Colony of the Cape of Good Hope, on the [illegible] Day of the Month of [illegible], in the Year of our Lord One Thousand Nine Hundred and three (1903).

q.q., his Principal.

In my presence.

Registrar of Deeds.

T9218/1935

Printing Co. (Pty.) Ltd., Cape Town.

9218
(39A)

17663

Two BONDS
.....for Cancellation
.....for Release
.....for Waiver
Dep. with @ for Substitution
BR..... L6.....

1-12-2
1.1A-2
Subs. Debtn
H 12970

STAMPS 18-15 15 19 10 Duty £ 39 0/- Value 10/- Rgt 0/- Trans 10/-

Section 15 Act 13 of 1918. Mortgage by Bond No. 4443/32 dated 28 Sept 1932 for £ 1000 D.R. Folio H12970 Deeds Registry, Cape Town, 25 Oct 1932 Asst. Registrar.

Section 15 Act 13 of 1918. Mortgaged by Bond No. 5977/1933 dated 22 Nov 1933 for £ 1000 D.R. Folio H12970 Deeds Registry, Cape Town, 28 Dec 1933 Asst. Registrar.

Marked 28 Oct 1935 for £ 375-7-8 and for £ 100

DEED OF TRANSFER.

9218

DEMPERS & VAN RYNEVELD,
Attorneys, Notaries and Conveyancers,
ORIGINAL Association Building,
DUPLICATE Church Square,
STAMPED CAPE TOWN.

EXECUTED
28-10-1936

Prepared by me 1936
Conveyancer,

18-15

Know all Men whom it may concern,

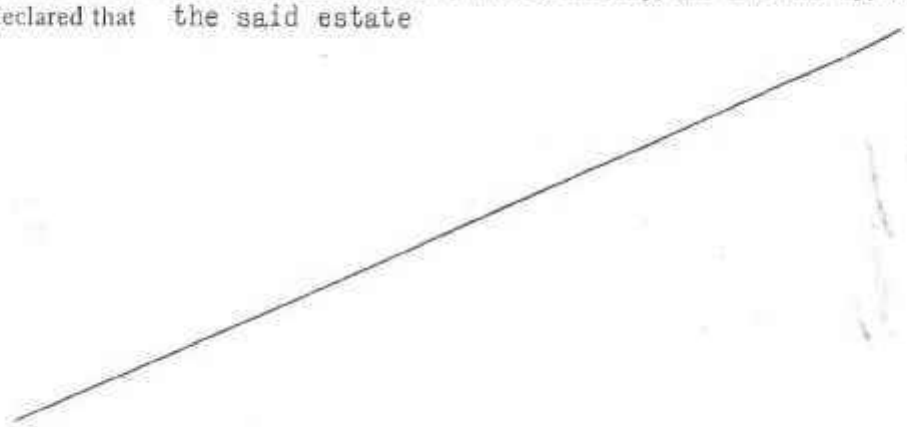
That Reginald Clive Berrange Doan Ryneveld ~~CORNELIUS NICOLAAS GROENEWALD~~ appeared before me, Registrar of Deeds, in Cape Town, Province of the Cape of Good Hope, he, the said appearer, being duly authorised thereto by a Power of Attorney, witnessed in accordance with Law, dated the 26th day of July 1935 drawn up at Stellenbosch, and granted to him by

(1) August Friedrich Markotter in his capacity as Secretary for the time of The Stellenbosch Board of Executors Limited, and as such, one of the assumed Executors in the ESTATE of the late JACOBUS PETRUS ROUX, J/son, (2) the said August Friedrich Markotter duly authorised thereto by a power of attorney dated at George, the 23rd December 1933, and granted by JACOBUS ROUX in his capacity as one of the assumed Executors in the said Estate; and (3) CONSTANT DANIEL JOHANNES de WIT ROUX in his capacity as the surviving Executor Testamentary in the said Estate

L2 537.538
F1 51
F1 250
L3 50

TRANSFERRED
A.L. v.d. M.

which Powers were of Attorney was exhibited to me on this day, and the said appearer declared that the said estate



hath truly and legally sold, and that he in his said capacity as Attorney aforesaid, did, by these presents Cede and Transfer, in full and free Property to and on behalf of

EMILY ROUX, born Hoal, married without community of property to Constant Daniel Johannes de Wit Roux,

her Heirs, Executors, Administrators, or Assigns

I. The remaining extent of certain four pieces of freehold farms called "Libertas (1)", "Libertas (2)", "Doornbosch" and "Patryze Valley", situate in the division of Stellenbosch, at the Eerste River,(a rateable area in the Lower Eerste River River and Irrigation ~~District Board~~). ew

MEASURING AS SUCH:- twelve (12) morgen, thirty three (33) square roods, one hundred and twelve (112) square feet.

EXTENDING as the Freehold Grant dated 30th June 1693 with a diagram thereto annexed, made in favour of A. Voormeester (Stellenbosch Freeholds Vol. 1 No. 87) and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked "C" contained.....

contained in the Annexure to the said deed of transfer No. 5457 dated 27th July 1901, and therein reading as follows:-

"C. Alle waters tot het besproeien van de Plaats Libertas zullen gelykelyk worder verdeeld te weten: Drie dagen per week, Maandag Dinsdag en Woensdag voor den eigenaar van het oorspronkelyke deel van de Plaats Libertas, en drie dagen Donderdag, Vrydag en Zaterdag voor den eigenaar van het andere deel der plaats. Alle drinkwaters en damwaters zullen voor gemeenzaam gebruik zyn. Het watervoor of de watervoren zal of zullen door beide partyen in orde moeten worden gehouden, alsmede zullen er drie voeten gronds moeten gelaten worden aan beide zyden van het watervoor of de watervoren tot het schoonmaken ervan".

The conditions marked B,D,E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux J/son, having acquired the portion of the said J.P.Roux P.J.son, by deed of transfer dated 2nd December 1913 No. 10764; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and " nieuwe Grafkelder".

II. The remaining extent of certain piece of quitrent (payment whereof has been abolished in terms of Act 54/1934) land situate as , and adjoining the above, a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District and Measuring .....

MEASURING AS SUCH:- fifty two (52) morgen, one hundred and thirteen (113) square roods, thirty two (32) square feet.

EXTENDING as the Quitrent Grant with a diagram annexed made in favour of J.P.de Villiers on the 1st August 1822 (Stellenbosch Quitrents Vol.6 No. 5) and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked C in the annexure to the said deed of transfer No. 5457 dated 27th July 1901, hereinabove under paragraph I, ~~condition (2)~~ fully set out. The conditions marked B,D.E and H in the said Annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux,J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer dated 2nd December 1913 No. 10764; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

III. Certain piece of land, partly freehold and partly quitrent (payment whereof has been abolished in terms of Act 54/1934), situate in the division of Stellenbosch, at Moddergat, being part of the farm "Fleurbaai", a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District.

MEASURING :- twenty one (21) morgen, one hundred and five (105) square roods (whereof 1 morgen 236 square roods 72 square feet is freehold and 19 morgen 468 square roods, 72 square feet is quitrent).

EXTENDING as the deed of transfer with a diagram annexed made in favour of P.R.Roux, sr. on the 3rd August 1863 No. 44 and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer; and (2) subject and entitled to the benefits of the condition marked C in the annexure to the said deed of transfer No. 5457 dated 27th July 1901 hereinabove under paragraph I, ~~condition (2)~~ fully set out. The conditions marked B,D,E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger, the said now late J.P.Roux,J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer No. 10764 dated 2nd December 1913; condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

IV. Certain piece of land, partly freehold and partly quitrent (payment whereof has been abolished in terms of Act 54/1934) situate as last above, being

part.....

part of portion of the farm "Fleurbaai",a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District, transferred to P.R.Roux, P/son, on the 14th September 1895.

MEASURING :- five (5) morgen, thirty seven (37) square roods (whereof 554 square roods is freehold).

EXTENDING as the deed of transfer with a diagram annexed, made in favour of P.J.Roux and J.P.Roux on the 1st February 1898 No. 643 and subsequent deeds of transfer the last whereof made in favour of the said now late J.P.Roux, J/son, on the 27th July 1901 No. 5457 will more fully point out and (1) subject to such conditions as are referred to in such lastmentioned deed of transfer and (2) subject and entitled to the benefits of the condition marked C contained in the annexure to the said deed of transfer No. 5457 dated 27th July 1901 hereinabove under paragraph I, ~~condition (2)~~ fully set out.

The conditions marked B.D.E and H in the said annexure to the said deed of transfer No. 5457 dated 27th July 1901 have lapsed by merger the said now late J. P.Roux J/son, having acquired the portion of the said J.P.Roux, P.J.son, by deed of transfer dated 2nd December 1913 No. 10764, condition G has lapsed by reason of the death of the beneficiaries and condition J in the said annexure does not apply to this land by reason of the situation of the "begraafplaats" and "nieuwe Grafkelder".

V. Certain piece of land, partly quitrent (payment whereof has been abolished in terms of Act 54/1934)

and .....

and partly freehold, situate in the division of Stellenbosch, being the remaining extent of portion of the farm Libertas, a rateable area in the Lower Eerste River River and Irrigation ~~Board~~ District. excl

MEASURING AS SUCH:- seventy three(73) morgen , twenty (20) square roods.(29 morgen 29 sq. roods freehold) excl

EXTENDING as the deed of transfer with a diagram annexed made in favour of J.P.Roux, P.J.son, on the 27th July 1901 No. 5455 and a subsequent deed of transfer made in favour of the said now late J.P.Roux, J/son, on the 2nd December 1913 No. 10764 will more fully point out and subject to such conditions as are referred to in such lastmentioned deed of transfer.

Wherefore the said Appearer, q.q., renouncing all the Right and Title the said Estate heretofore had to the Premises, did, in consequence, also acknowledge it to be entirely dispossessed of, and disentitled to, the same; and that by virtue of these Presents, the said transferee her Heirs, Executors, Administrators, or Assigns, now is and henceforth shall be entitled thereto, conformably to local custom; Government however, reserving its Rights; **And finally**, acknowledging to be satisfactorily paid the whole of the Purchase Money, amounting to a sum of

Seven thousand five hundred pounds (£7500).

In Witness whereof, I the said Registrar, together with the Appearer, q.q. have subscribed to these presents, and have caused the Seal of Office to be affixed thereto.

THUS DONE AND EXECUTED at the Office of the Registrar of Deeds in CAPE TOWN, Province of the Cape of Good Hope, on the 28th Day of the Month of October in the Year of Our Lord One Thousand Nine Hundred and thirty five (1935)

Before me

Registrar of Deeds.

For Mortgages, if any, see heading of Deed.

Registered on the Date Hereof in Geregistreer op die Datum Hiervan in the Register of die Register van

Bk. L1 Fol. 537 Bk. L3 Fol. 50.
539
F1 51
250

T10764/1913

16740

10764

Town BOND

Do. to be lodged

P. R. 1a R Fol. 6/11

LODGED,
28 OCT 1913

LODGED,
18 NOV 1913. D.
27 NOV 1913

EXECUTED
9 DEC 1913

1-2

DEED OF TRANSFER

PASSED IN FAVOUR OF

Jacobus Petrus Roux R 6741

Registrar of Deeds Office,
Cape Town, ... 19.....

DEMPERS & VAN RYNEVELD,
Attorneys, Notaries and Conveyancers,
Kent Chambers,
37, Church Street,
Cape Town.

Reg L 3 50

ORIGINAL STAMPED
DUTY £ 10. -. -
FEE £ 1. -. -

DEED OF TRANSFER,
BY VIRTUE OF POWER OF ATTORNEY.

COPY ISSUED 25/4/1932

Prepared by
DEMPERS & VAN RYNEVELD,
Conveyancers.

Know all Men whom it may concern.

That *CORNELIUS NICOLAAS GROENEWALD appeared before me, Registrar of Deeds, he being duly authorised thereto by a Power of Attorney, dated the* 7 *day of* October 1913, *drawn up at* Stellenbosch *and granted to him by*

Jacobus Petrus Roux, Jacobus son, in his capacity as executor testamentary in the estate of the late Jacobus Paul Roux, Paul Jacobus son

which Power of Attorney has this day been exhibited to me;—and the said Appearer declared that whereas the said now late Jacobus Paul Roux P.son by his will dated 3rd February 1913 provided that his uncle Jacobus Petrus Roux P.son could purchase his farm known as Liberias situate in the D. C. of Environs of Stellenbosch for the sum of £3000 Rg; and whereas the said farm was so purchased in terms of the said will, Now therefore

had truly and legally sold and He, the said Appearer, in his capacity as Attorney, *aforesaid, did, by these Presents, Cede and Transfer in full and free Property, to and on behalf of*

Jacobus Petrus Roux, Jacobus son,

his Heirs, Executors, Administrators, or Assigns certain piece of land being partly quitrent and partly freehold, being the remainder of portion of the farm Liberias situate in the Division of Stellenbosch Folio 337.

Measuring as per remainder seventy three morgen and twenty square roods

Excluding as the Deed of Transfer with a diagram annexed made in favor of the said now late J. P. Roux P.J. son, on the

Sect. 2-8 (2) Act 24 1913

This property was acquired by will from the Estate of the late [illegible] dated 3 June 1913

TRANSFERRED

The 27th Ju
and
dations c
referred

Wherefore the Appe
said esta
acknowledged and
to be entirely dispos
Presents, the said
Jaco

his Heirs, Executors,
thereto, conformabl
Property thus sold
Hypothecations, ac
finally acknowledg
the whole of the l
powder.

In Witness w
subscribed to these

MORTGAGED
day of Dec 1913
for £3000 -
D. R. Ls.
Fol.
REGISTRAR OF DEEDS.

the 27th July 1901, will more fully point out and further subject to such conditions as are therein mentioned and referred to

Wherefore the Appearer, in his said capacity, renouncing all the right and Title the said estate *heretofore had to the Premises acknowledged and declared* the said estate *to be entirely dispossessed of, and disentitled to, the same; and that, by virtue of these Presents, the said*

Jacobus Petrus Roos, Jacobus son,

his Heirs, Executors, Administrators, or Assigns, now or and henceforth shall be entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to Law;—Government, however, reserving its right;—and finally acknowledging the said estate *to be satisfactorily paid the whole of the Purchase Money, amounting to a sum of* three thousand pounds Stg

MORTGAGED
day of Dec.
for £ 5000 -
D. R. Lr. Fol.
REGISTRAR OF DEEDS.

In Witness whereof, I, the said Registrar, together with the Appearer, q.q., have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.

Thus done and executed at the Office of the Registrar of Deeds, in Cape Town, Cape of Good Hope, on the second *Day of the Month* December *in the Year of our Lord One Thousand Nine Hundred and* thirteen

In my presence.

Registrar.

DEEDS OFFICE CAPE TOWN

INFORMATION SECTION
REQUEST FOR COPES OF DEEDS AND DOCUMENTS

rural development
& land reform

Department:
Rural Development and Land Reform
REPUBLIC OF SOUTH AFRICA

Office of the Registrar of Deeds CAPE TOWN, 90 Plein Street, Private Bag X9073, Cape Town Tel (021) 464 7600 Fax (021) 464 7725

REQUEST FOR COPIES OF DEEDS AND DOCUMENTS

Please complete the following:

1. NAME OF APPLICANT....TANIA VOLSCHENK.....
2. NAME OF CONVEYANCING FIRM/INSTITUTION...WERKSMANS ATTORNEYS
3. YOUR REFERENCE (7 Characters)....FLEURBAAI.....
4. METHOD OF PAYMENT: Account number **CTN**....12.....and **BOX**....12.....
5. Please complete the following:

The Deeds Office will conduct a search to determine the microfilm or scanning reference of the document required	Please mark with an X			
DOCUMENT NUMBER (Please indicate Deeds Office serial reference eg. T1/2015)	**Reg 66** (Information)	**Reg 67** (Judicial)	**Reg 70** (ANC)	**Reg 68** (VA)
1. T3880/1903 (Deed Nr 3880 dated 23 March 1903)	X			
2. T9218/1935	X			
3. T10764/1913	X			
4.				
5.				
Application for Reg 68 (VA copy) must be accompanied by a signed copy of affidavit (RC3/2015)				

.....
Applicants Signature

10 November 2020
Date

For office use

		Quantity	Amount
Search Fee	**(R12)***		**R**
Copy Fee	**(R70)***		**R**
Pages Fee	**(R12)***		**R**
	Total		**R** 234.00

APPROVED BY ..... DATE.....

***Fees reflected above is in terms of GOVERNMENT GAZETTE 40649 DATED 28-02-2017 and subject to change.**

ANNEXURE 9:
CONVEYANCER CERTIFICATE

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

FARM NUMBER 1480

IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH

PROVINCE OF THE WESTERN CAPE

IN EXTENT 108,0084 HA

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer):

1. CERTIFICATE OF CONSOLIDATED TITLE NUMBER T21113/2007
2. DEED OF TRANSFER NUMBER T3880/1903
3. DEED OF TRANSFER NUMBER T9218/1935
4. DEED OF TRANSFER NUMBER T10764/1913
5. NOTARIAL DEED OF SERVITUDE NUMBER K1087/1996S
6. NOTARIAL DEED OF SERVITUDE NUMBER K525/1974S
7. NOTARIAL DEED OF SERVITUDE NUMBER K557/1995S as mended by K394/2007S & K100/2016S
8. NOTARIAL DEED OF SERVITUDE NUMBER K1088/1996S
9. NOTARIAL DEED OF CESSION OF USUFRUCT NUMBER K1138/1992

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	T21113/2007: Clause I.B, Clause II.C, Clause III.C, Clause III.D, Clause III.E, Clause IV.C, Clause IV.D, Clause V.i.C, Clause V.i.E, Clause V.ii.B, Clause V.ii.D, Endorsement on pg 15: K394/2007S, Endorsement on pg 16: K100/2016S * Please see below
9.	Other Restrictive Conditions	Y	N	T2113/2007: Clause V.i.D - lifelong usufruct as recorded in K1138/1992 Clause V.ii.C - Endorsement iro Act 28/1936 - declaration of National Monuments These conditions will be taken into consideration and will not prohibit proposed development.

* The location of the servitudes will be taken into consideration by the site layout and will thus not prohibit the proposed development. Need need not to be removed/amended.

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	MRS YVONNE GERTRUDE BLAKE (ID 290711 0034 000) Mrs Blake is entitled to a lifelong usufruct over the residential house located on the Property. Her right will not be impacted on by the proposed development.

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at STELLENBOSCH (Place) **on this** 23rd (Day) JUNE (Month) **of 2021**

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
Regi: H.A. Kotze / Nelmarie

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

PORTION 2 OF FARM NUMBER 374

IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH

PROVINCE OF THE WESTERN CAPE

IN EXTENT 9 192 SQUARE METRES

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current a~~nd earlier title deeds/pivot deeds/deeds of transfer)~~

1. DEED OF TRANSFER NUMBER T50628/1994
2.
3. Note: Earlier deeds have been requested from the Deeds Office. We do not expect any
4. additional restrictive conditions but undertake to supplement this Conveyancer Certificate
5. should it be required.
6.
7.
8.

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	
9.	Other Restrictive Conditions	Y	N	

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

In respect of which it was found that there "are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilized/developed for the following purposes (as elaborated in the accompanying application):

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b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at.....STELLENBOSCH..... (Place) **on this**.....23rd..... (Day) .....JUNE.....(Month) **of 2021**.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
Ref: H.A. Kotze / Nolmarie

Kindly witness certificate by applying official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY NUMBER 371
IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH
PROVINCE OF THE WESTERN CAPE
IN EXTENT 9 807 SQUARE METRES

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current ~~and earlier title deeds/pivot deeds/deeds of transfer)~~:

1. DEED OF TRANSFER NUMBER T50628/1994
2.
3. Note: Earlier deeds have been requested from the Deeds Office. We do not expect any
4. additional restrictive conditions but undertake to supplement this Conveyancer Certificate
5. should it be required.
6.
7.
8.

For example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

A. IDENTIFY RESTRICTIVE TITLE CONDITIONS (if any)

Categories		Are there deed restrictions (indicate below)		Title Deed and Clause number if restrictive conditions are found
1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	
9.	Other Restrictive Conditions	Y	N	

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

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b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
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C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at STELLENBOSCH (Place) **on this** 23rd (Day) JUNE (Month) **of 2021**.....

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
~~Reg: H.A. Kotze / Nolmarie~~

Kindly endorse certificate by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

CONVEYANCER CERTIFICATE

I/We TANIA VOLSCHENK

(conveyancer's name and surname)

Practising at:

WERKSMANS ATTORNEYS at STELLENBOSCH

(firm and place of practice)

In respect of:

RERAMINDER FARM FLEURBAAI NUMBER 1040

IN THE MUNICIPALITY AND DIVISION OF STELLENBOSCH

PROVINCE OF THE WESTERN CAPE

IN EXTENT 70,9579 HA

(full property description (erf / farm) as it appear in title deed of same)

Hereby certify that a search was conducted in the Deeds Registry, regarding the said property (ies) (including both current and earlier title deeds/pivot deeds/deeds of transfer):

1. CERTIFICATE OF CONSOLIDATED TITLE NUMBER T2011/1966
2. DEED OF TRANSFER NUMBER T3880/1903
3. NOTARIAL DEED OF SERVITUDE NUMBER K557/1995S as mended by NOTARIAL DEED
4. NUMBER K394/2007S
5. NOTARIAL DEED OF SERVITUDE NUMBER K1087/1996S
6. NOTARIAL DEED OF SERVITUDE NUMBER K1139/2014S
7. NOTARIAL DEED OF SERVITUDE NUMBER K100/2016S
8. .....

(for example Deed of Transfer T12345/2000 or Certificate of Registered Sectional Title ST1234/2000 (description of title deed number and date)

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

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1.	Use of land	Y	N	
2.	Building lines	Y	N	
3.	Height	Y	N	
4.	Number of Dwellings	Y	N	
5.	Bulk floor area	Y	N	
6.	Coverage/built upon area	Y	N	
7.	Subdivision	Y	N	
8.	Servitudes that may be registered over or in favour of the property	Y	N	Endorsement on pg 5: K557/1995S Endorsement on pg 6: K1087/1996S Endorsement on pg 7: K394/2007S Endorsement on pg 8: K1139/2014S Endorsement on pg 9: K100/2016S * Please see below
9.	Other Restrictive Conditions	Y	N	

* The location of the servitudes will be taken into consideration by the site layout and will thus not prohibit the proposed development. Need need not to be removed/amended.

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

B. INDICATE AFFECTED PARTIES AS PER TITLE DEED (if any)

*In respect of which it was found that there *are/are no restrictive conditions with reference to Section 33(4) (a, b or c) of the Land Use Planning By-law (2015) registered against such property (ies) prohibiting it from being utilised/developed for the following purposes (as elaborated in the accompanying application):*

a.	Organ(s) of State that might have an interest in the restrictive condition	
b.	A person whose rights or legitimate expectations will be affected by the removal/suspension/amendment of a restriction condition.	
c.	All persons mentioned in the deed for whose benefit the restrictive condition applies	

C. PROCESS BY WHICH RELEVANT CONDITIONS WILL BE ADDRESSED

(please tick appropriate box)

Application in terms of Section 15 of the Stellenbosch Municipal Land Use Planning By-Law (2015)	Notarial Deed of Cancellation (Submit Copy of Signed Agreement)	Action by way of court order (Submit Copy of the Court Order)	If Other, Please Specify

Signed at STELLENBOSCH (Place) **on this** 23rd (Day) JUNE (Month) **of 2021**

Full names and Surname: TANIA VOLSCHENK

Signature: .....

Werksmans Attorneys
2nd Floor, Block B
De Wagenweg Office Park
Stellentia Street, Stellenbosch.
~~Ref: H.A. Kotze / Nelmarie~~

Kindly endorse correspondence by affixing official stamp here and initial here

TANIA VOLSCHENK
LPCM 93559

Tel: 021 809 6000

Email: tvolschenk@werksmans.com

Cell: 084 424 0925

ANNEXURE 10:
REVISED URBAN DESIGN PRINCIPLES NUVORM

LIBERTAS

STELLENBOSCH

HIGH LEVEL URBAN DESIGN PRINCIPLES

REMAINDER OF FARM NO. 1040, REMAINDER OF FARM NO 1480,

PORTION 2 OF FARM NO 374 AND PORTION 2 OF FARM NO 371

AS INFORMATION TO THE REZONING APPLICATION BY FIRSTPLAN TOWNPLANNERS

2022 12 05 (Rev 2)

nuvorm

INTRODUCTION

This high-level proposal provides background to a land use rights application as submitted by FIRSTPLAN by demonstrating how the proposed land rights positioning and quantities have been deducted from a qualitative and integrated urban design proposal.

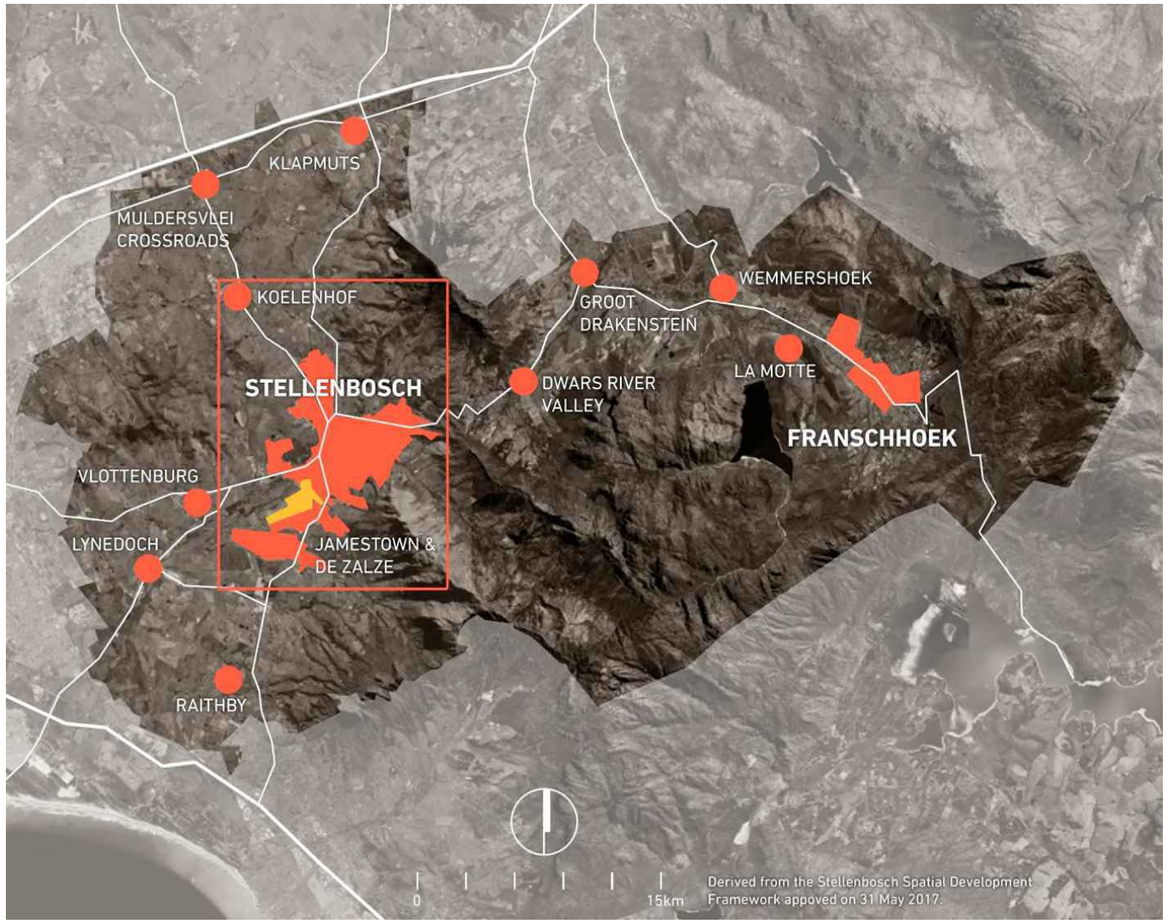
It consciously steers away from one dimensional subdivision supported by primarily by roads infrastructure. Rather, it aims to demonstrate how development may be beneficial and of superior quality when informed from the land up. It does not constitute the material for a full EIA process but nevertheless provides a solid platform for refinement during the next stage of development.

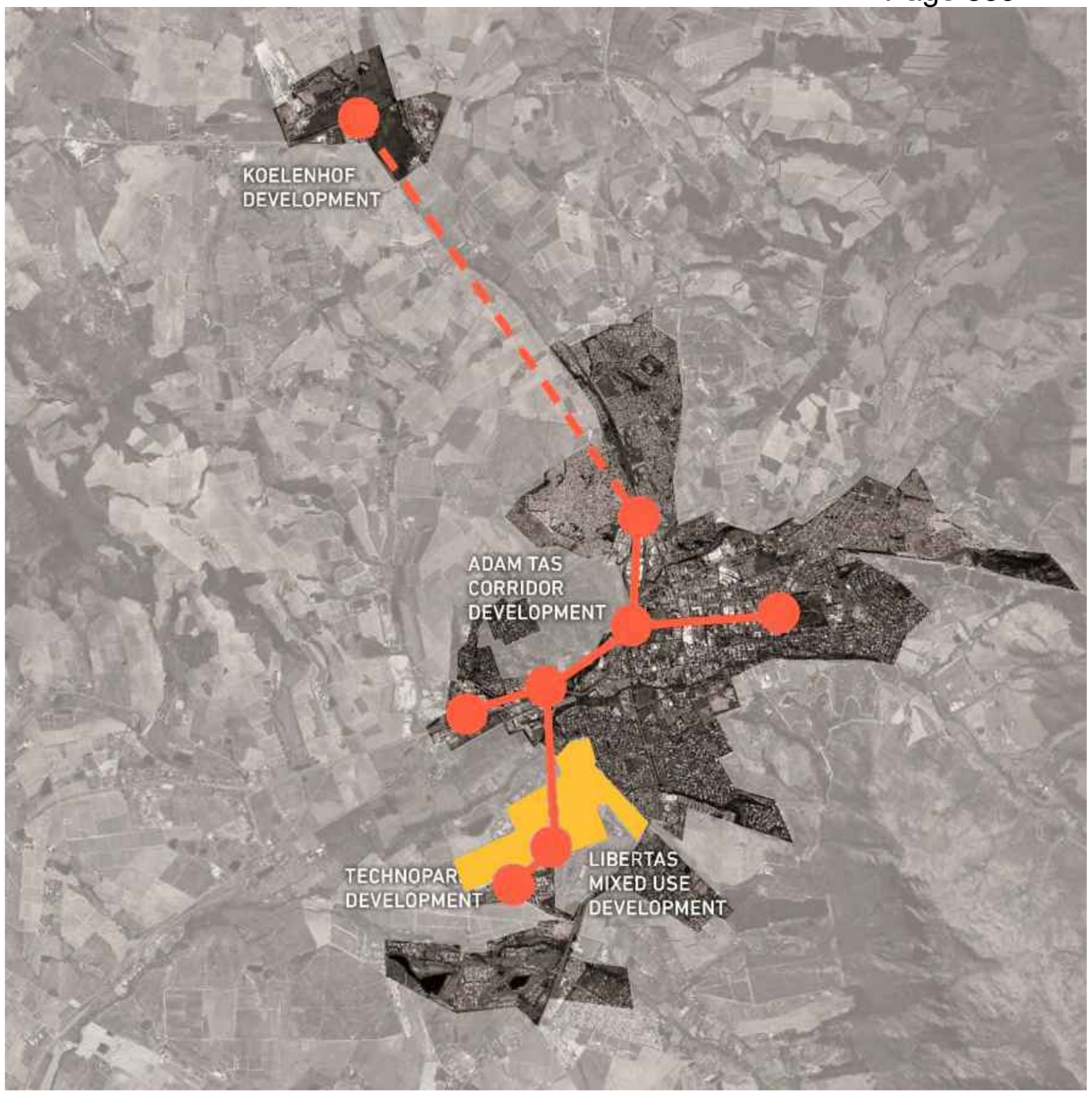
Urban design is by definition inter-disciplinary and iterative. The urban design concepts presented in this document is informed by principles developed through a team effort comprising the following critical tea members in terms of addressing issues of context specific fit on the historic Libertas farm:

Heritage:
Ms Liana Jansen
Landscape Architect (SACLAP) / Heritage Practitioner (APHP)
Supported by Ms Marike Franklin
Refer separate, cross-referenced report

Landscape Architecture:
(with a ecological focus)
Terra + Landscape Architects represented by Ms Ankia Bornmans
Refer separate, cross-referenced report

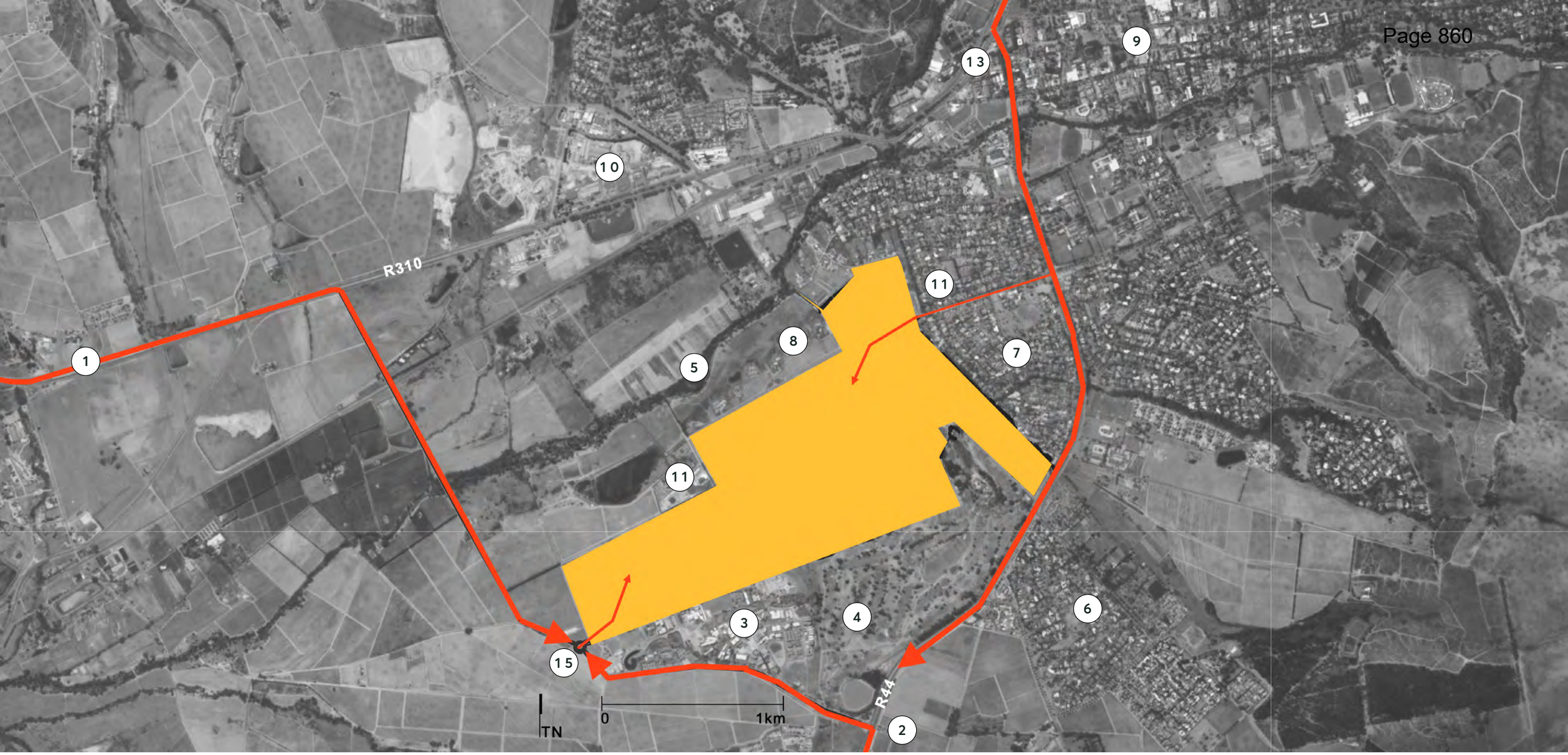
Environmental Baseline Report:
Dated 19 November 2020 provided by Doug Jeffery Environmental Consultants





LOCALITY & CONTEXT

The site offers the opportunity to become a housing driven node within the greater municipal region. The enlarged image on the right indicates its connectedness in terms of a possible public transport shuttle route that establishes a ring which connects the site to the larger system, via Die Boord on the east to the proposed Link Road on the west.



LOCALITY & CONTEXT

The abstracted mapping of the site below presents a platform for recognizing the prominent components associated with the site at a one-dimensional level. Other than confirming these features, it is intended as a reference image for use during commenting on the level of proximity and connectivity to opportunities. The proposed link road (item 15) is an important future element that is key to unlocking the development potential towards the west of the site.

1. R300 to N2 Freeway – Cape Town & Summerset West
2. R44 to Summerset West
3. Techno Park
4. Stellenbosch Golf Club
5. Eerste River
6. Paradyskloof
7. Die Boord
8. Patrysvlei
9. Stellenbosch CBD
10. Devonvalley
11. SOPA Trust/Flearbaix
12. Libertas Farmstead
13. R310 to N1 Freeways – Cape Town & Paarl
14. Access via Die Boord
15. Access via Techno Park

KEY DESIGN PRINCIPLES

This overarching aim is to demonstrate the merits of discretionary and responsive development on a historic farm immediately outside the existing urban edge of the Stellenbosch town.

The demonstration of such merits is informed by the principles listed to the right. The proposal follows a layered approach in which the team indicates how identifiable conditions each generate what we believe to be an appropriate response.

The layers have been separated for ease of interpretation, but following urban design best practice have been developed through an iterative, interdisciplinary approach resulting in a proposal in which 'the whole is greater than the sum of the constituent parts'.

It is important to note that the approach is not sub-divisional but holistic. Quantities and land uses have been deducted from the integrated, three-dimensional layout concerned with contextual fit and appropriate scale.



QUALITY BUILT ENVIRONMENT

- Emphasis on beauty, aesthetics, human comfort, and creating a sense of place.
- Special placement of uses and sites within community.
- Human scale architecture & beautiful surroundings nourish the human spirit.



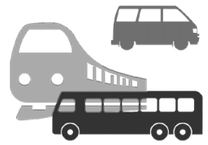
LEGIBLE NEIGHBOURHOOD STRUCTURE

- Interconnected street network disperses traffic and eases walking.
- A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.



MIXED-USE & DIVERSITY

- A mix of shops, offices, apartments, and homes on site.
- Mixed-use within neighbourhoods, within blocks, and within buildings.
- Diversity of people – of all ages, income levels, cultures, and race.



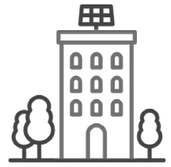
SMART TRANSPORTATION

- A network of high-quality of public transport connecting cities, towns, and neighbourhoods together.
- Pedestrian-friendly design that encourages a greater use of bicycles, motorcycles, and walking as daily transportation.



CONNECTIVITY

- Well connected street network disperses traffic and eases walking. A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.



SUSTAINABILITY

- Minimal environmental impact of development and its operations.
- Environmental technologies, respect for ecology and value of natural systems.
- Energy efficiency and economic inclusion.
- Local production and biodiversity.
- More walking, less driving.
- Heritage and increased life cycle cost.



WALKABILITY

- Connectivity and amenities within a 10-minute walk of home and work.
- Pedestrian friendly street design (buildings close to street; patio's, windows and doors street facing; tree-lined streets; on-street parking; slow speed streets)



QUALITY OF LIFE

- Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.



INCREASED DENSITY

- Interconnected street grid network disperses traffic and eases walking.
- A hierarchy of primary, secondary and tertiary routes.
- High quality pedestrian network and public realm makes walking pleasurable.



INTEGRATED MASTER PLAN

The composite framework drawing below indicates integration of various form and open space layers in context. As with any proper urban design process the various layers were also each considered in the context of the other layers and adjusted through an iterative design process. The product of this process of iteration is a three dimensionally conceived framework in which the whole is greater than the parts. This offers the opportunity for fixing the higher order structure and total fit on the site while offering opportunity for finer grained and people-oriented design resolution at the scale of the buildings and the open spaces contained between them.

1. Access from future planned eastern bypass
2. Existing vineyards visible from R310
3. Precinct park
4. Village square
5. Forrest meander
6. Low rise medium density courtyard residential typology with mini apartment blocks interspersed.
7. Courtyard house nested in trees
8. Development nodes previously proposed to Techno Park being removed
9. School & fields
10. Natural landscape corridors
11. Dams
12. SAPO Trust, Fleurbaix
13. Techno Park
14. Patrysvlei
15. Stellenbosch Golf Club
16. Libertas Farmstead
17. Access from Die Boord
18. Low rise medium density village
19. River meander
20. Working vineyards
21. Contour-following residential units

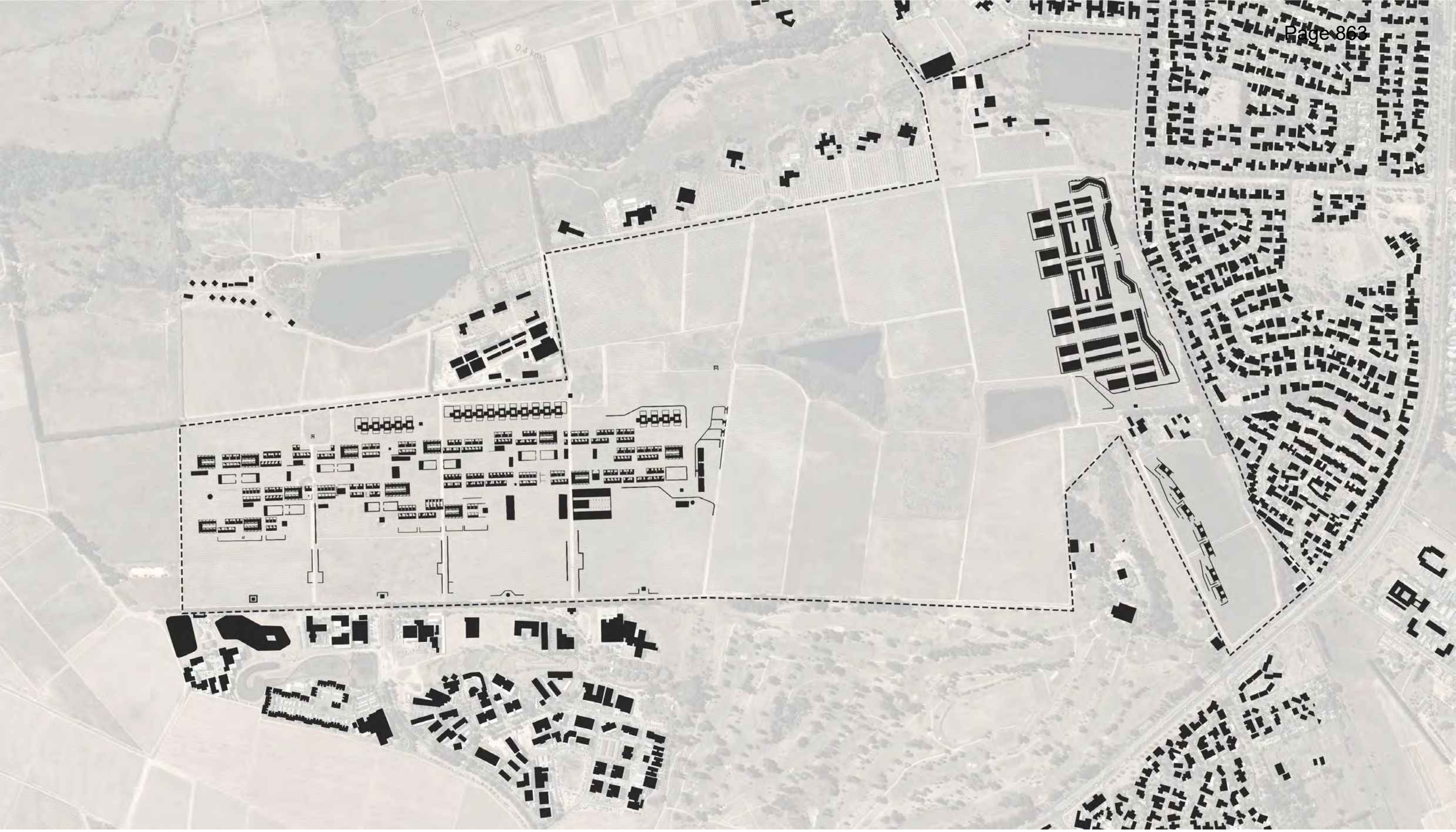
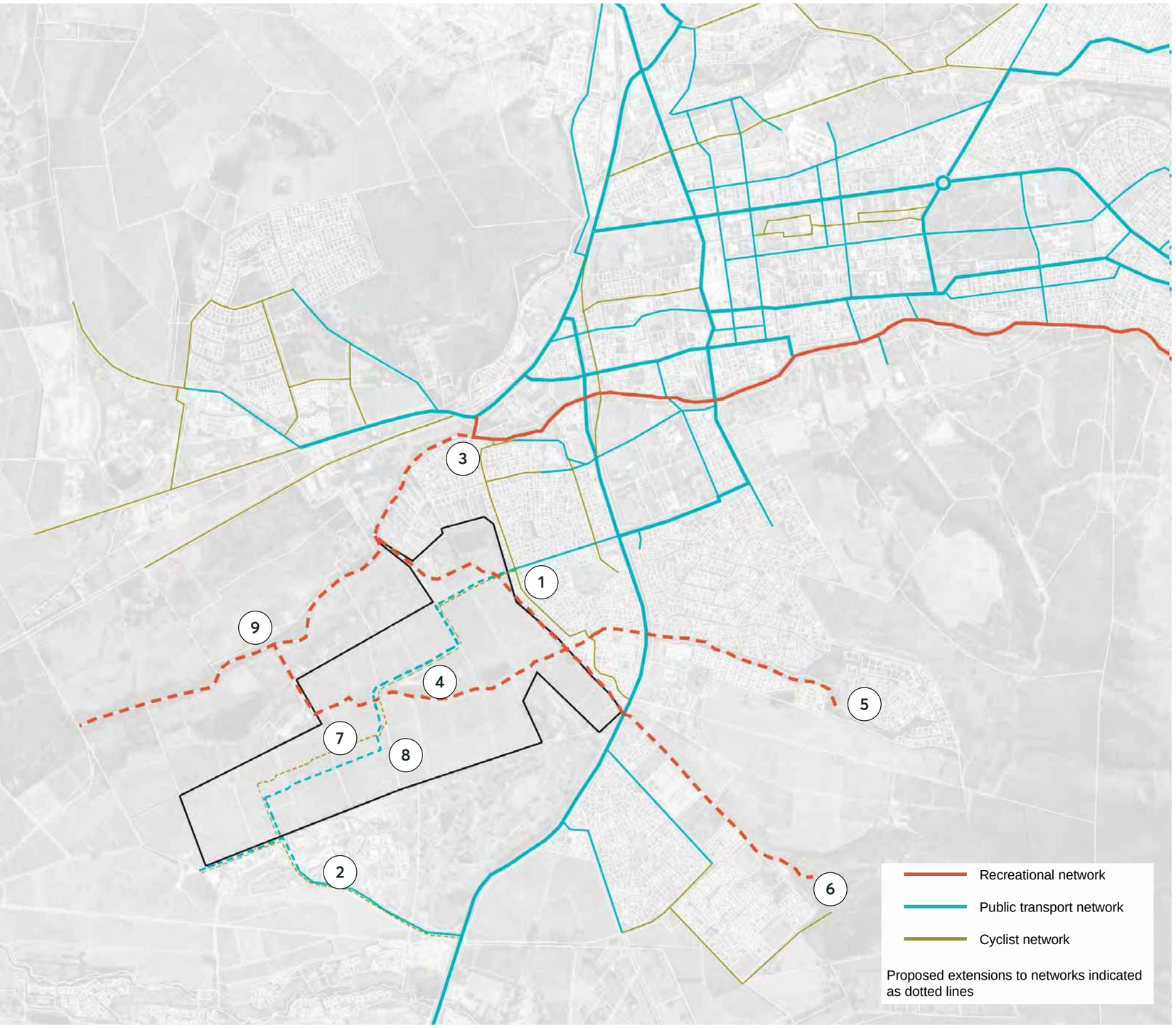
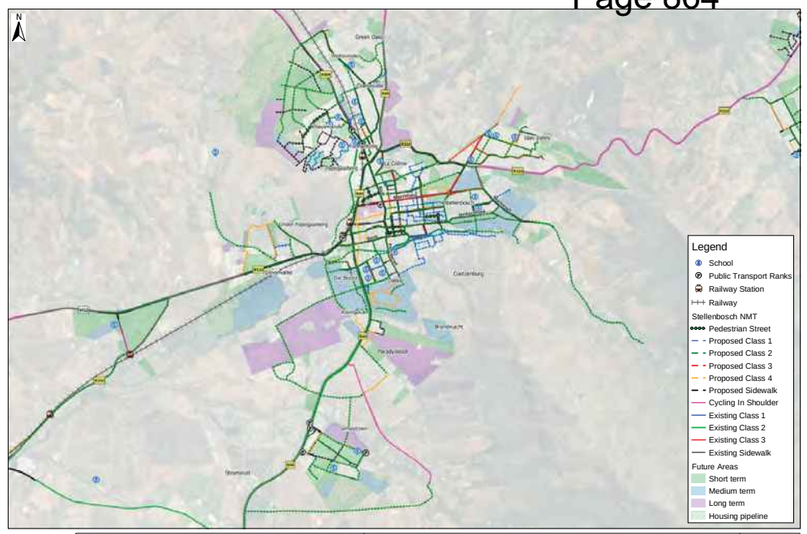


FIGURE GROUND

Illustrating existing and proposed built form





PROJECT:	FIGURE:	NO:
STELLENBOSCH MUNICIPALITY NMT MASTERPLAN	STELLENBOSCH TOWN EXISTING AND PROPOSED PEDESTRIAN AND CYCLIST INFRASTRUCTURE	2

INTEGRATED PUBLIC TRANSPORT, PEDESTRIAN & CYCLIST NETWORK

Proposed transport integration scheme including pedestrian, cyclist & public transport networks, based on the Stellenbosch Municipality integrated public transport plan.

1. Termination of proposed MNT network including cycle network at end of Van Reede Street.
2. Termination of proposed MNT network including cycle network at in Techno Park.
3. Conceptual extension of recreational route system along Eerste Revier
4. Extension of recreational route through Libertas farm
5. Conceptual extension of recreational route through Brandwacht to Hottentots Holland mountains.
6. Conceptual extension of recreational route through Paradyskloof to Hottentots Holland mountains.
7. Extension of dedicated cycle route through Libertas farm connecting Die Boord with Techno Park.
8. Extension of public transport route through Libertas farm connecting Die Boord with Techno Park.
9. Conceptual extension of recreational route system from Libertas farm to route along Eerste Revier



FIGURE GROUND

Illustrating existing and proposed built form

1. Possible connection to the Adam Tas Corridor (through neighbouring properties) refer Fig. 16 of the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects
2. Possible connection to Hottentots-Holland mountains (through neighbouring properties), refer Fig. 17 of the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects
3. Pedestrian route along stream
4. Proposed recreational routes through site
5. Pedestrian links to Techno Park



FIGURE GROUND

Illustrating existing and proposed built form

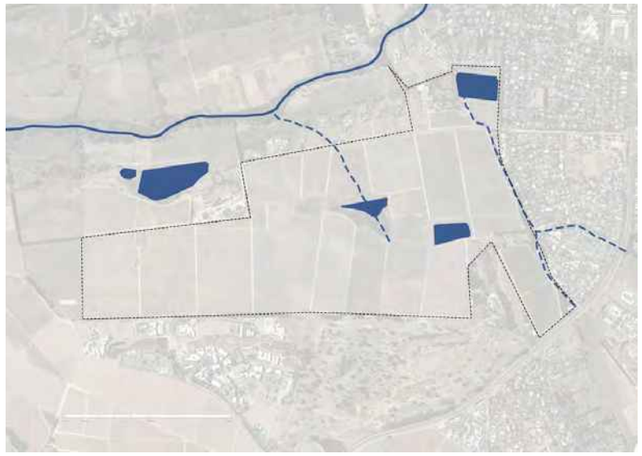
1. Eerste River corridor
2. Ecological corridors & green open space to be retained & form part of historical & recreational assets
3. Existing dams
4. Extension of existing ecological network as part of recreational assets
5. Proposed links of ecological corridors (on other properties)

Refer to the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects for supplementary information on the ecological corridors and possible future connections.



EXISTING TREE STRUCTURE

This analysis indicates the prevalence of thickets of continuous and linear tree infrastructure along the river bed and into the areas surrounding the site. This provides an opportunity for it to be reinforced into and extended into new developments that is not exclusively vineyard.



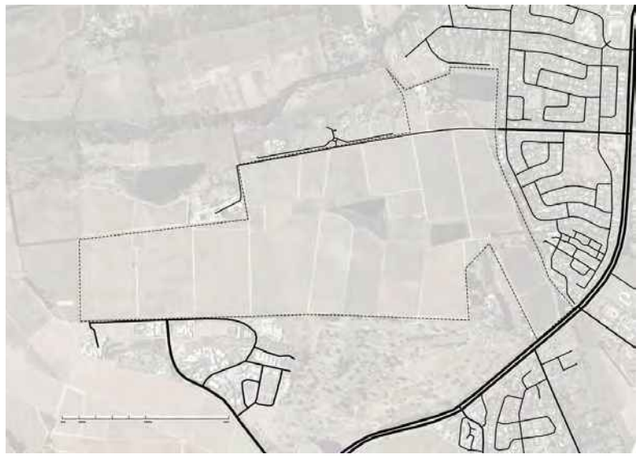
EXISTING WATER BODIES & STREAMS

The site benefits from an ecology of small wetlands, retained water bodies and rivulets feeding into the adjacent Eerste Rivier. Apart from recognizing and protecting these in their own right, it offers an opportunity for integration with development proposals and to support contact with nature within a wider walkability network.



EXISTING VINEYARD STRUCTURE

The existing vineyards provide a historic structure with recognizable breaks. This offers an opportunity for this logic of breaks to be incorporated into the design, as well as having retention of vineyards contribute to the character and retention of the legacy of the historic farm.



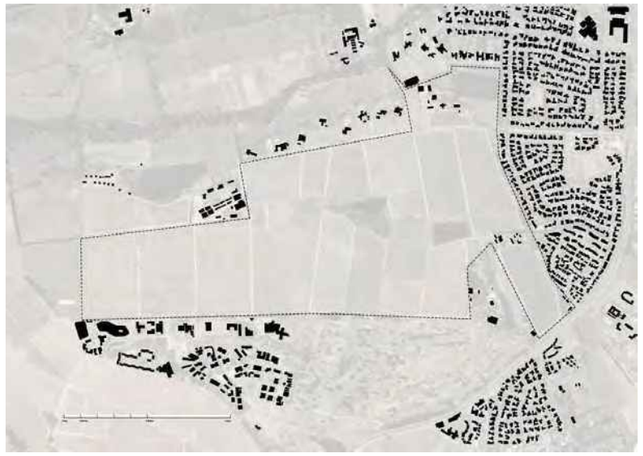
EXISTING ROAD NETWORK

The existing and proposed road network feeds into the site from two ends. From the East via Die Boord and from the West via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity, and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged.



EXISTING NATURAL CORRIDORS

The natural/ecological open space corridors that cross into and over the site are easily recognizable and should be protected and reinforced by the development proposal.



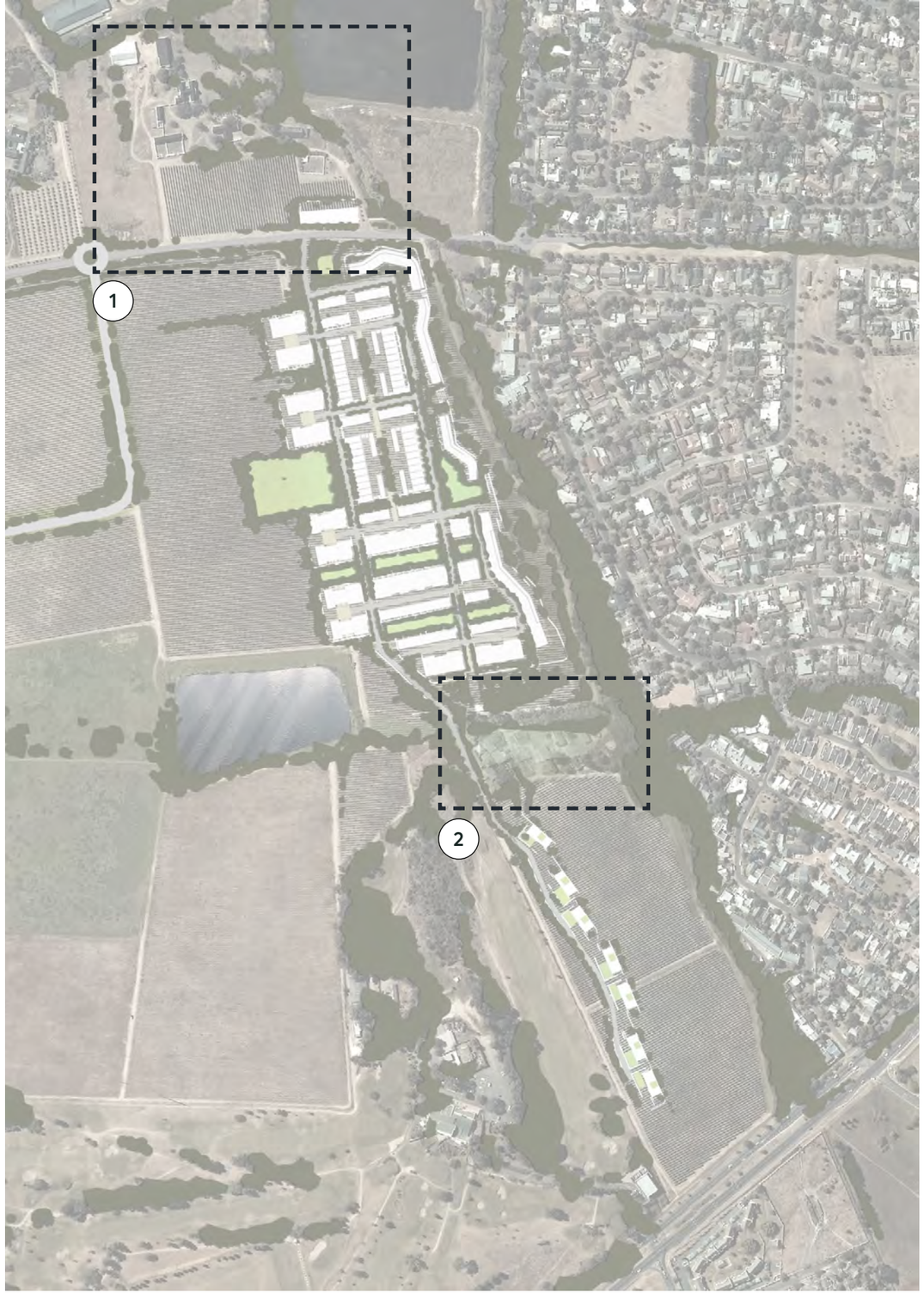
EXISTING BUILT FORM

Apart from the historic homesteads that is of specific merit, the existing build form surrounding the historic farm is generally of a disappointing, monofunctional character not in keeping with contemporary urban design best practice. The aim should be to rebalance this through higher density combined with a mixed of uses and carefully considered three dimensional built form. A form-based coding document should be prepared as a step in the approval process.

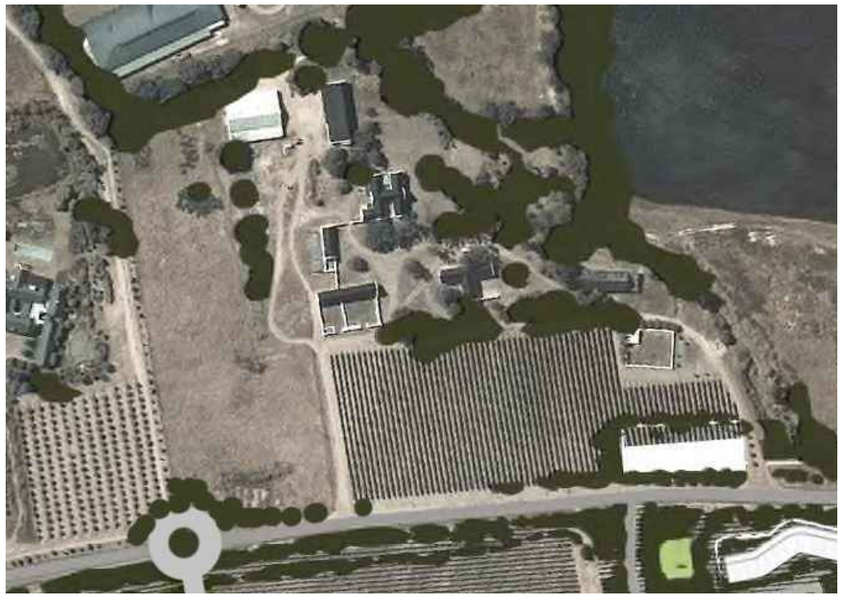
EXISTING LAYERS

EXISTING SPATIAL STRUCTURE/STATUS QUO OF LAYERS WITH ASSOCIATED OPPORTUNITIES

Also refer Visual and landscape Character Analysis by Terra + Landscape Architects (refer LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS)



1



The Libertas farmhouse, werf & surrounding buildings

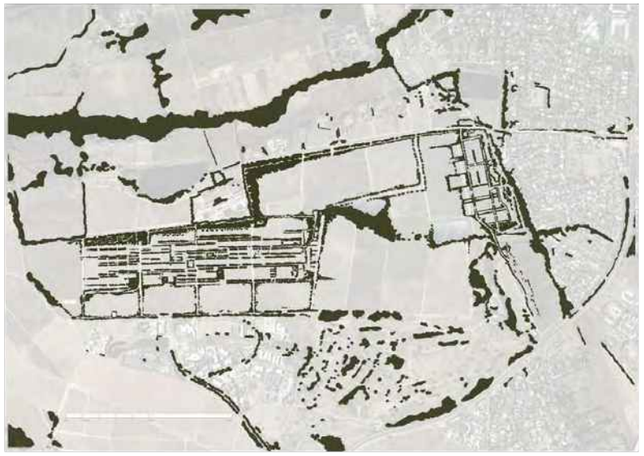
2



The farmworkers houses

HISTORICALLY SENSITIVE AREAS

Refer to the LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS by TERRA+ Landscape Architects further cultural landscape & heritage indicators and guidelines.



PROPOSED TREE STRUCTURE

The trees structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site.



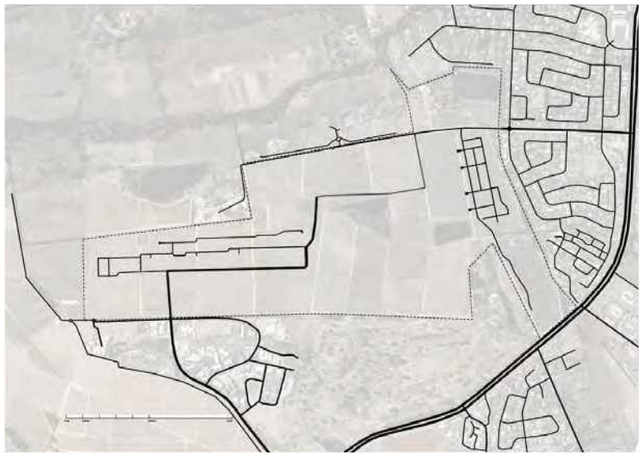
INTERNAL FORMAL GREEN STRUCTURE

The primary network of trees and the identified ecological corridors, provide points of connection for a secondary, development-specific street- and tree network.



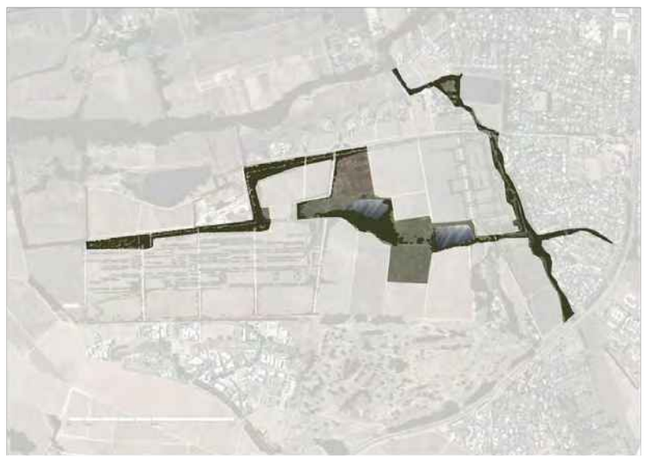
AGRICULTURAL LAND

A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Tecno Park as well as agains the R44 schenic route as one of the many vineyards experianced as one enters Stellenbosch.



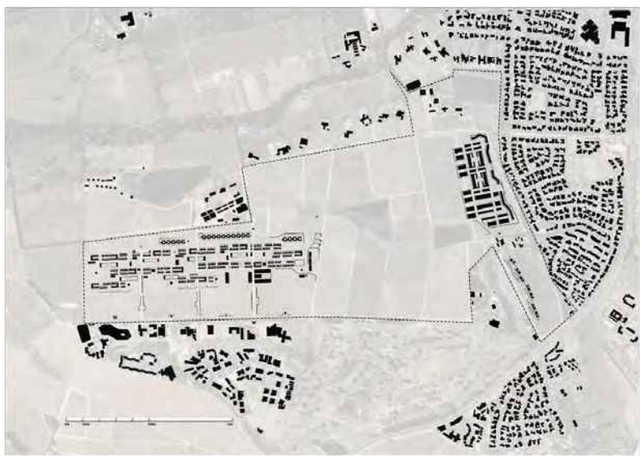
ROADS STRUCTURE

The internal roads- and street network extends from the existing connection through Die Boord in the east and the proposed Link Road towards the west. The internal network is consciousl meandering and of limited width to support a semi rural character and prevent rat-running through the site, whilst accommodating a public transport shuttle service.



REINFORCING OF ECOLOGICAL CORRIDORS

The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site. This became an important informant towards identifying pockets of developable land that does not encroach on the open system.



NEW BUILT FORM

New built form provides optimal density in three primary clusters nested within the logic of the wider open space system. Each of these clusters have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network. The holistic approach is to improve walkablity/cyclebility within the total site. These connections extend into Techno park.

PROPOSED NEW

NEW URBAN & LANDSCAPE DESIGN LAYERS AS A RESPONSE TO THE EXISTING

Also refer Visual and landscape Character Analysis by Terra + Landscape Architects (refer LIBERTAS VISUAL & LANDSCAPE CHARACTER ANALYSIS)



PORTIONS

NEW URBAN & LANDSCAPE DESIGN LAYERS AS A RESPONSE TO THE EXISTING CONTEXT

PORTION 1

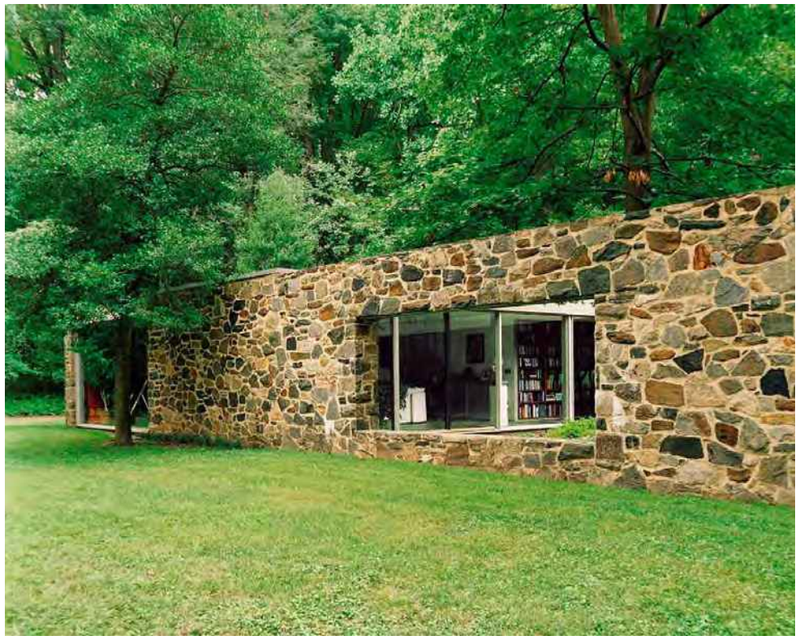
Low rise medium density residential typology

PORTION 2

Contour-following single residential typology











PORTION 1 & 2

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.







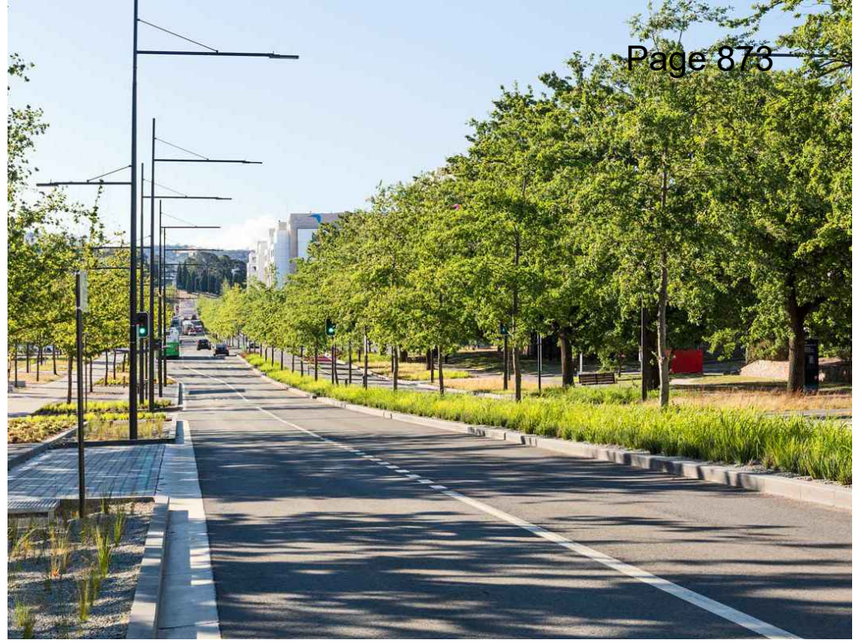




PORTION 3 - TYPICAL BUILDING TYPOLOGIES

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.





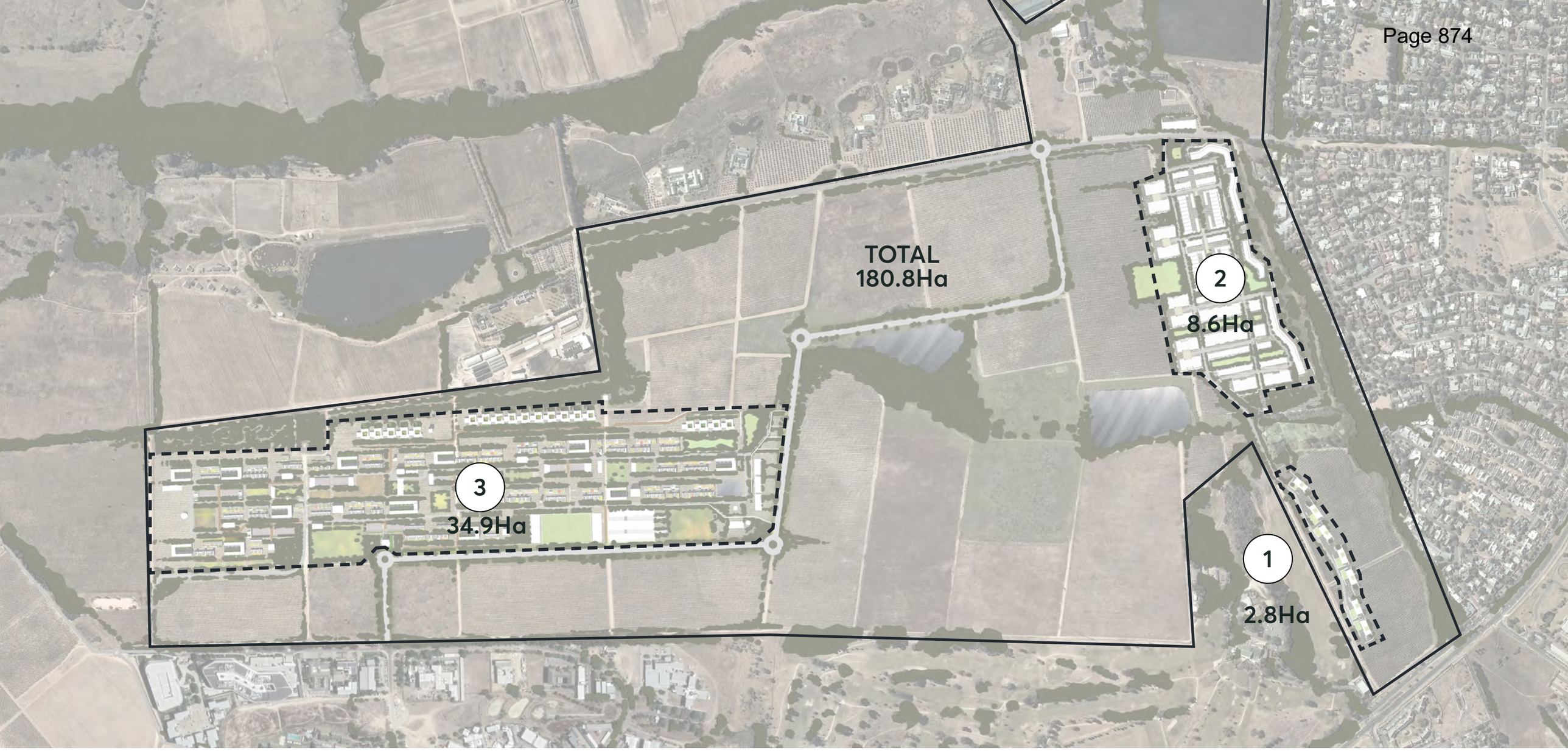






PORTION 3 - LANDSCAPE CHARACTER

Low rise medium density courtyard residential typology with mini apartment blocks interspersed.



PORTION 1

Residential	7 units
FAR	**0.12**
Density	**2.5 units/Ha**

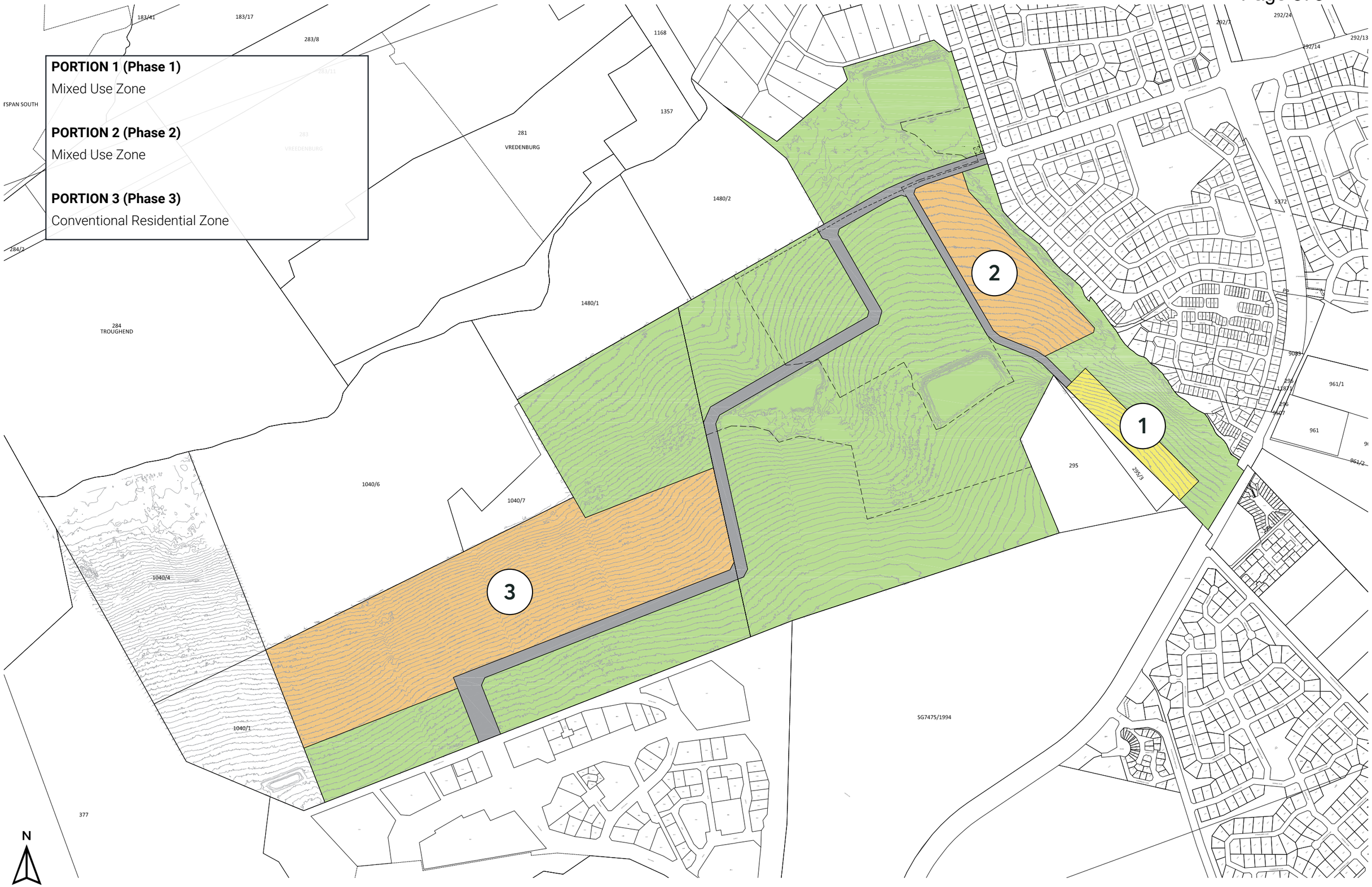
PORTION 2

Residential	500 units
Retail / Offices	1 500m²
FAR	**0.71**
Density	**58 units/Ha**

PORTION 3

Residential	750 units
Retail / Offices	10 500m²
Cultural / institutional	9 500m²
FAR	**0.23**
Density	**21 units/Ha**

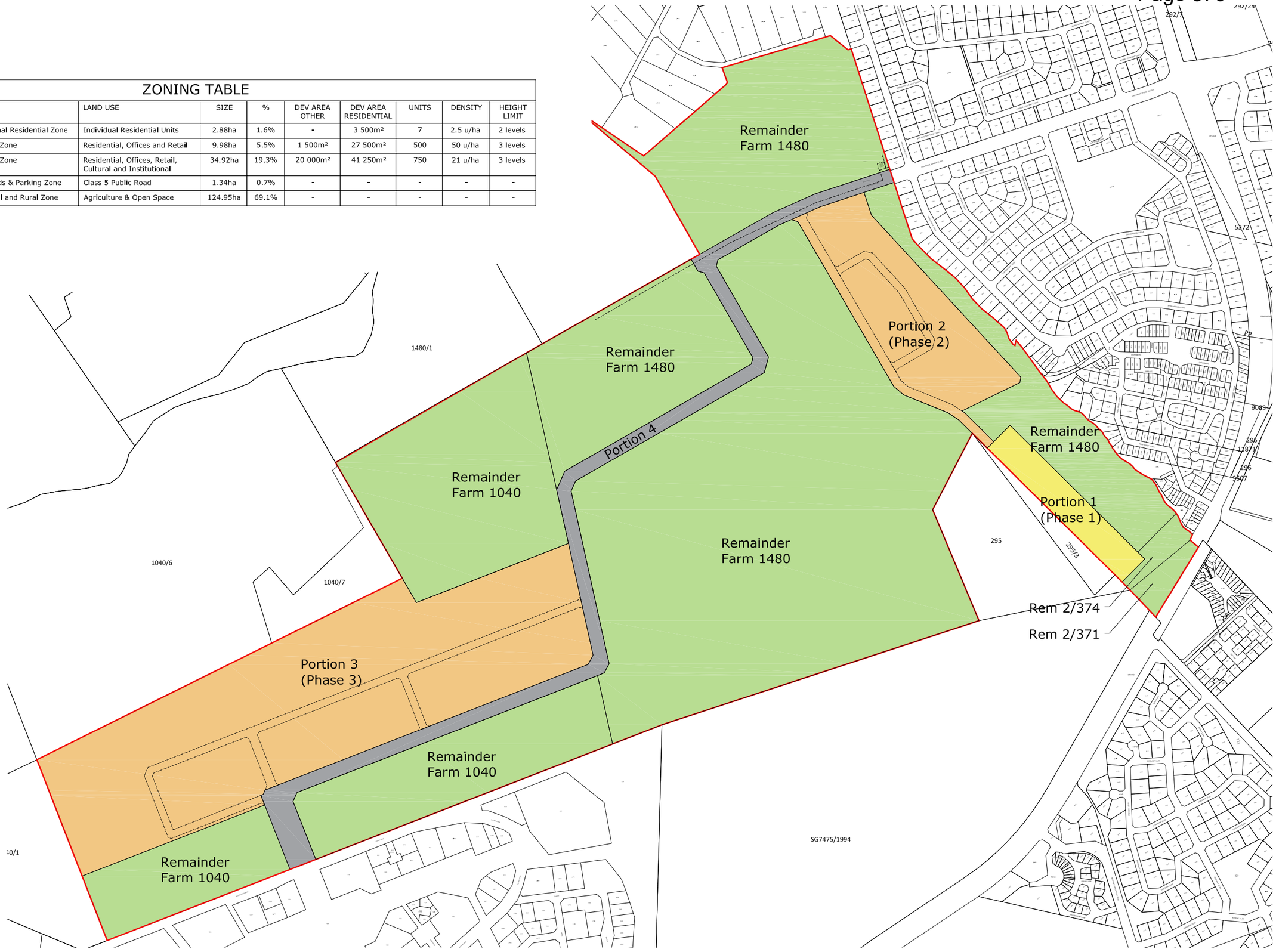
LAND-USE MIX



PRECINCTS & PHASING

ZONING TABLE

PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



ZONING CONCEPT

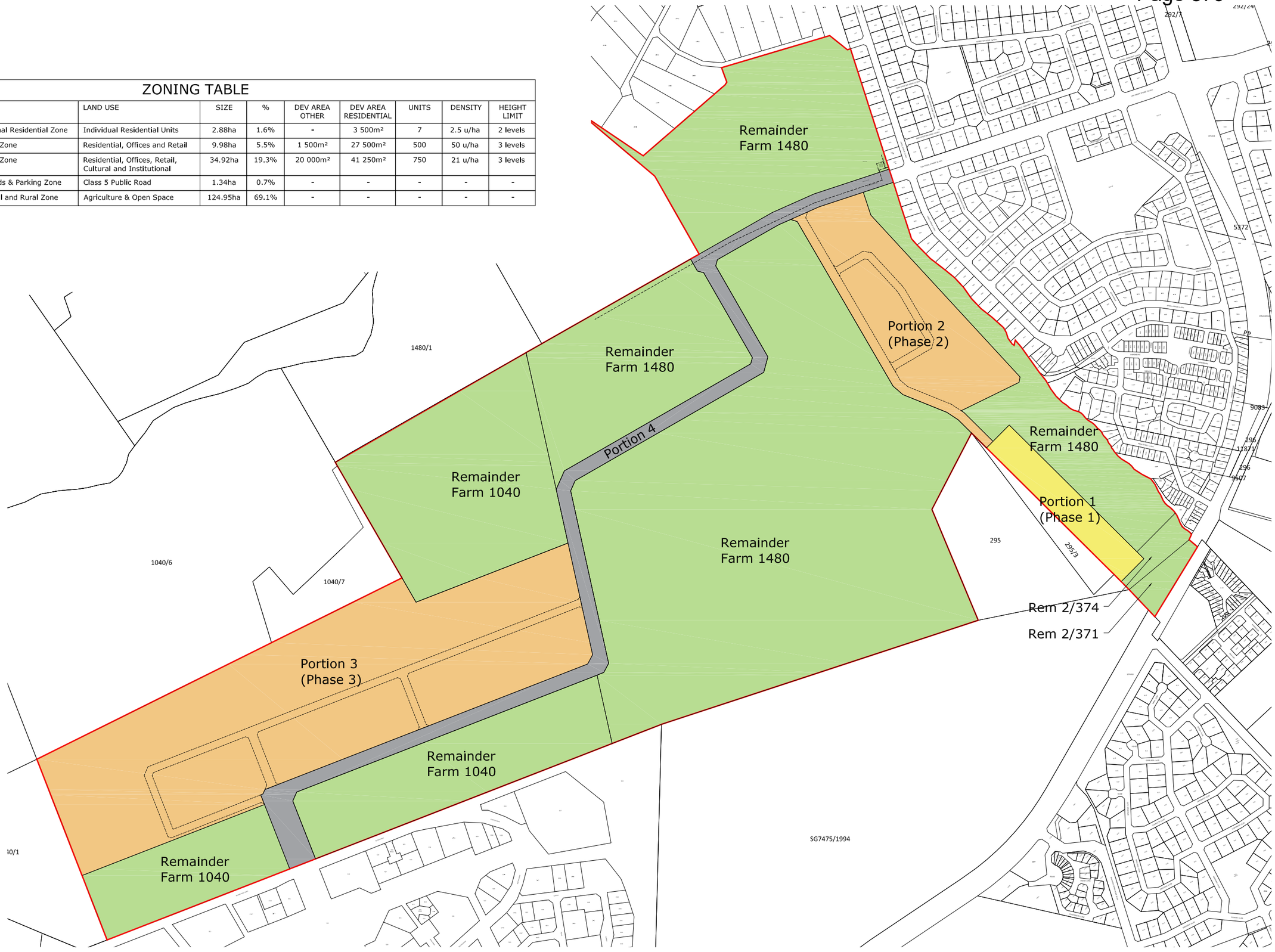
nuvorm

URBAN DESIGN | ARCHITECTURE | LANDSCAPE ARCHITECTURE | INTERIOR DESIGN

Stellenbosch, Western Cape | studio@nuvorm.com

ANNEXURE 11:
ZONING PLAN

ZONING TABLE										
PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		Mixed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



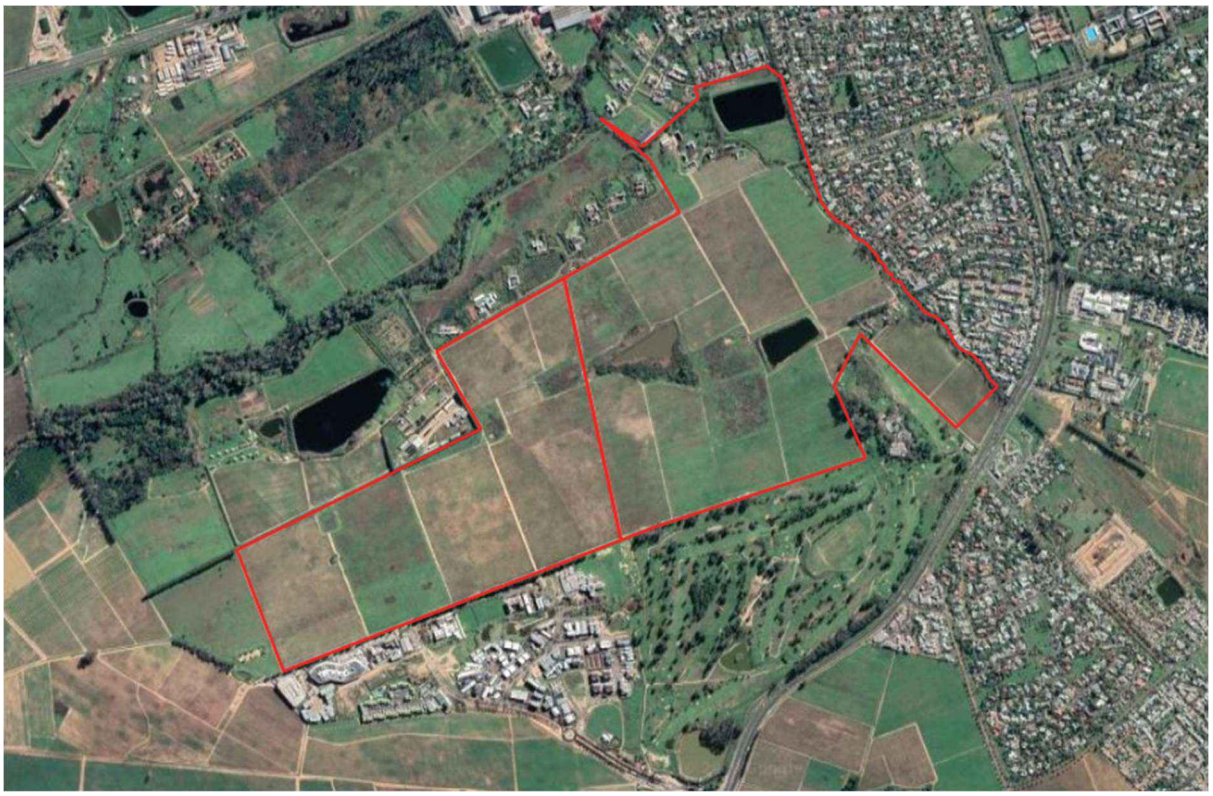
ZONING CONCEPT

ANNEXURE 12:
NATURAL ENVIRONMENTAL BASELINE REPORT

DOUG JEFFERY ENVIRONMENTAL CONSULTANTS (PTY) LTD
High Acres Farm, Simondium Road, Klapmuts
PO Box 44
Klapmuts, 7625
www.dougjeff.co.za
Tel: 021 875 5272
Fax: 086 660 2635
Cell: 083 269 0496
Email: doug@dougjeff.co.za

REMAINING EXTENT OF FARM 1040 AND REMAINING EXTENT OF FARM 1480

NATURAL ENVIRONMENTAL BASELINE REPORT



19th November 2020

1. INTRODUCTION

Doug Jeffery Environmental Consults (DJEC) have been appointed to conduct a desktop Natural Environment Baseline Study for the remaining extent of Farm 1040 and the remaining extent of Farm 1480 (Figure 1). An Environmental Baseline Study (EBS) helps to determine existing environmental conditions in an area, defining significant resources that may require protection from development or other forms of transformation. This sequentially assists in predicting and evaluating potential environmental impacts prior to any development. By understanding the existing environmental conditions as well as potential impacts of transformation, future development strategies can incorporate project design that not only protects significant environmental resources, but also reduces the costs incurred from attempting to mitigate any adverse effects.

The scope of this EBS is limited to the natural environment, and does not cover land use, socio-economic, or heritage aspects. The focus of this study is on ecosystem components- including but not limited to water resources, flora and fauna. This EBS investigates the presence of potentially sensitive biodiversity areas located within the study area with the use of Geographic Information Systems (GIS), including Critical Biodiversity Areas and Ecological Support Areas. It goes on to review relative environmental policies in order to explore management strategies and objectives that could pertain to the site.

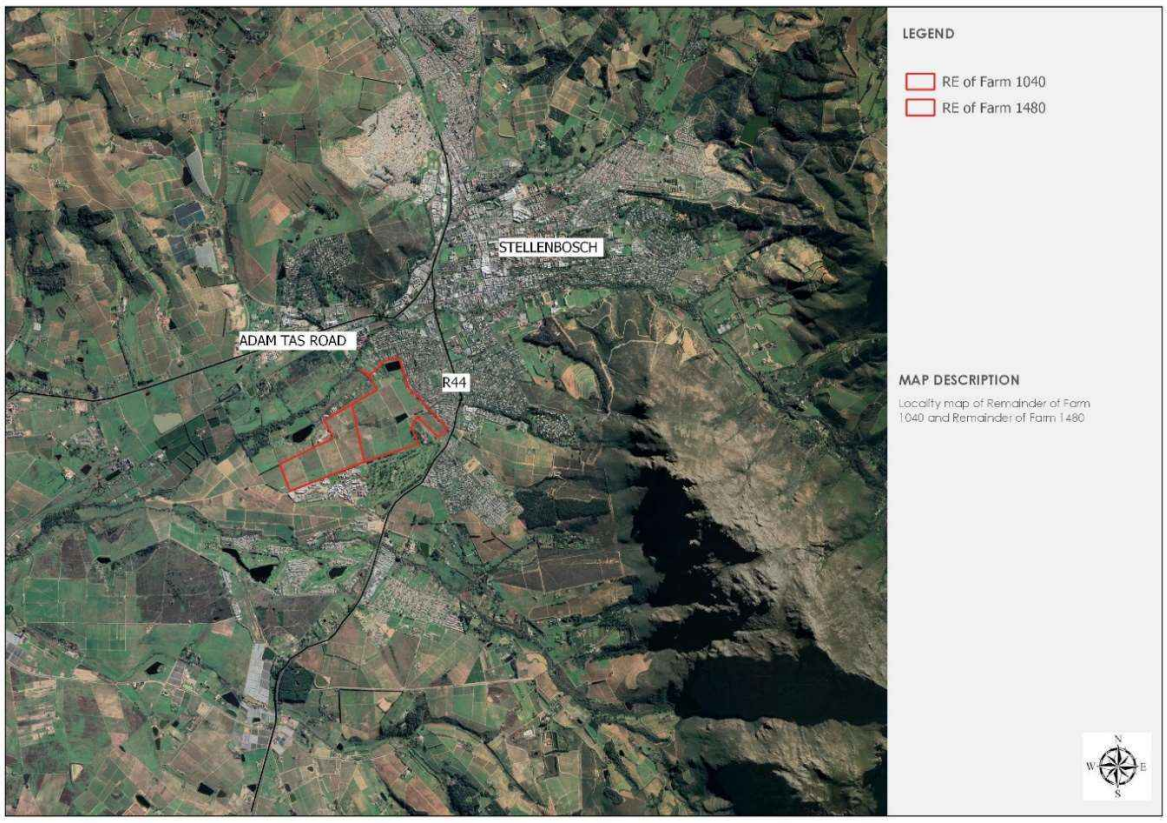


Figure 1: Locality of Remaining Extent of Farm 1040 and Remaining Extent of Farm 1480

2. SCREENING FOR SENSITIVE ENVIRONMENTAL FEATURES

A range of environmental GIS data sources were used to investigate the sensitivity of the environmental features across the site.

2.1 Sensitive Areas as Identified in the Western Cape Biodiversity Spatial Plan

The presence of the following environmental features was investigated:

Feature	Data Source	Figure number
Critical Biodiversity Areas (CBA1)	CapeNature (WCBSP)	2
Ecological Support Areas (ESA2)	CapeNature (WCBSP)	2

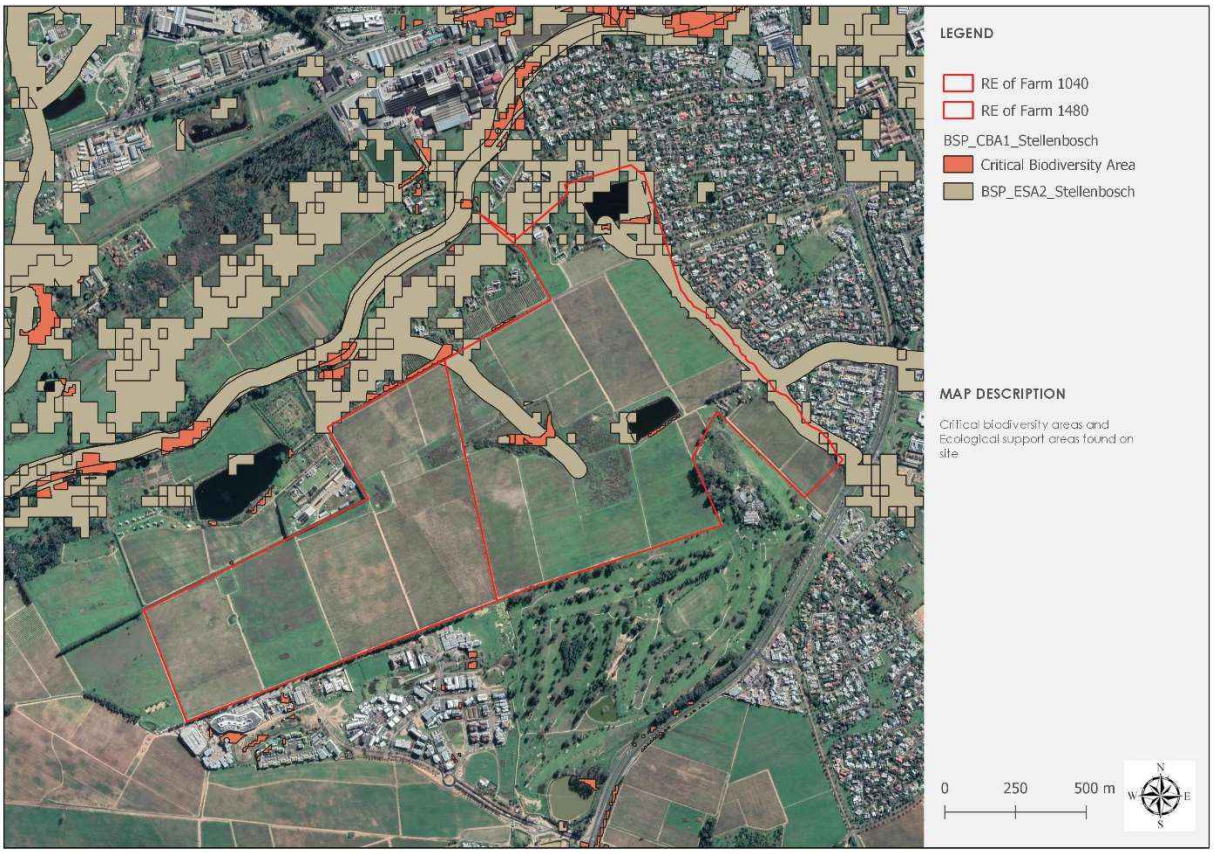


Figure 2: Sensitive Areas as Identified in the Western Cape Biodiversity Spatial Plan

There is a small CBA of approximately 7000 m^2 located on site. Further, the site contains an ecological support area associated with a drainage corridor. There are no protected areas or other natural areas identified in the Western Cape Biodiversity Spatial Plan located on site.

2.2 Natural Vegetation on Site

According to the South Africa National Biodiversity Institute National Vegetation Database, the site historically contained the following vegetation types:

- Swartland Granite Renosterveld- Critically Endangered (CR) (Figure 3)

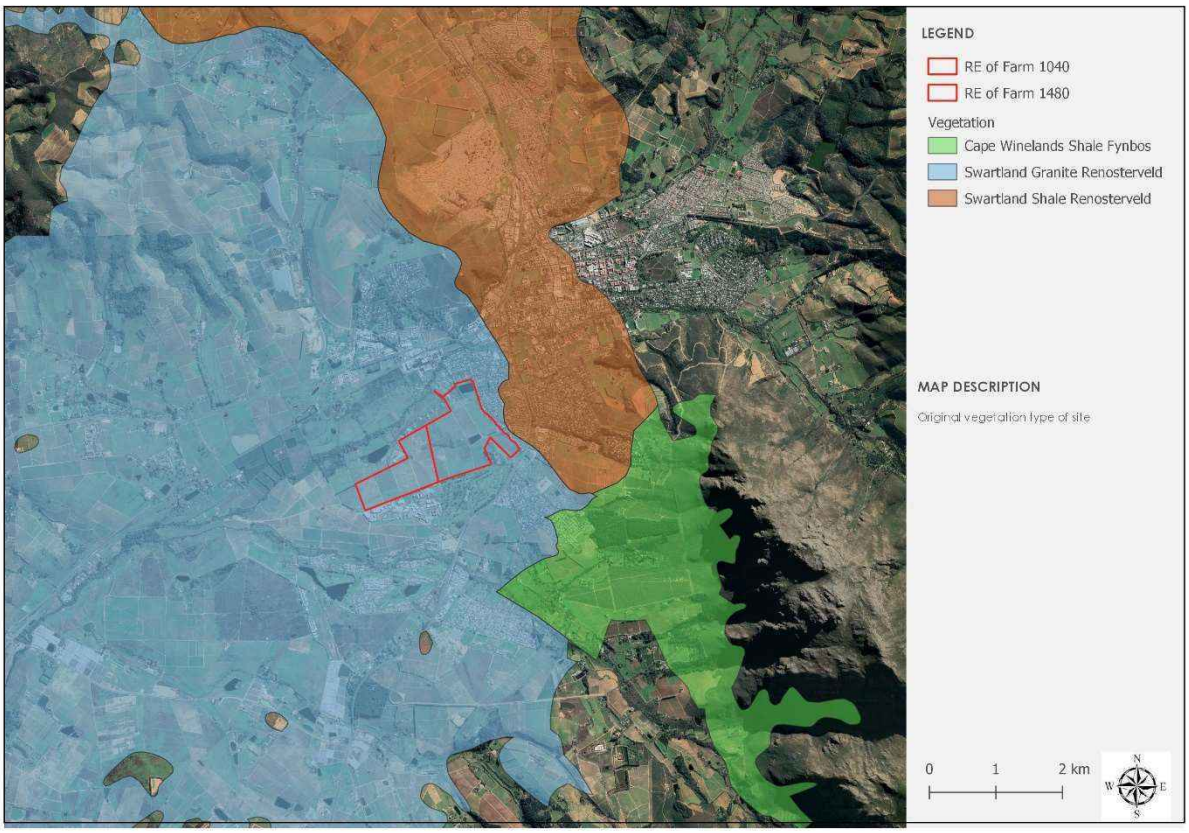


Figure 3: Natural vegetation on site

A large portion of the site has been transformed for cultivation purposes. However, from desktop investigation it is apparent that there are areas that have not been cultivated in the last ten years and therefore may contain natural vegetation. See Figure 4 for the identified areas. It is recommended that, should these areas be considered for development, a botanical specialist investigate the site to determine the status of the natural vegetation in these areas.



Figure 4: Areas that may contain natural vegetation

2.3 Wetlands On Site

The National Freshwater Ecosystem Priority Areas (NFEPA) project provides strategic spatial priorities for conserving South Africa's freshwater ecosystems and supports sustainable use of water resources. These priority areas are called Freshwater Ecosystem Priority Areas, or 'FEPAs'. The NFEPA wetland map therefore identifies important or sensitive wetlands and wetland clusters. Figure 5 shows the NFEPA wetlands in the area. The site contains NFEPA wetlands associated with the artificial dams. There is a drainage corridor running through the site that is likely to contain wetland areas. These areas coincide with the areas identified as natural vegetation in figure 4 above.



Figure 5: NFEPA wetlands located on site

3. POLICY REVIEW

3.1 Stellenbosch Spatial Development Framework (2019)

Figure 6 below shows the Stellenbosch Town Concept Plan. In terms of this plan the site is classified as an open green and agriculture area. A portion of the site is classified as protected green. This is the only area of the site identified as environmentally sensitive and in need of environmental protection in the 2019 SDF. This area coincides with the areas identified as CBA and ESA in figure 2 above.

The spatial proposal in terms of the Stellenbosch SDF for protected land is to:

i. Maintain and improve the nature areas surrounding Stellenbosch town.
ii. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the town and its hinterland area.

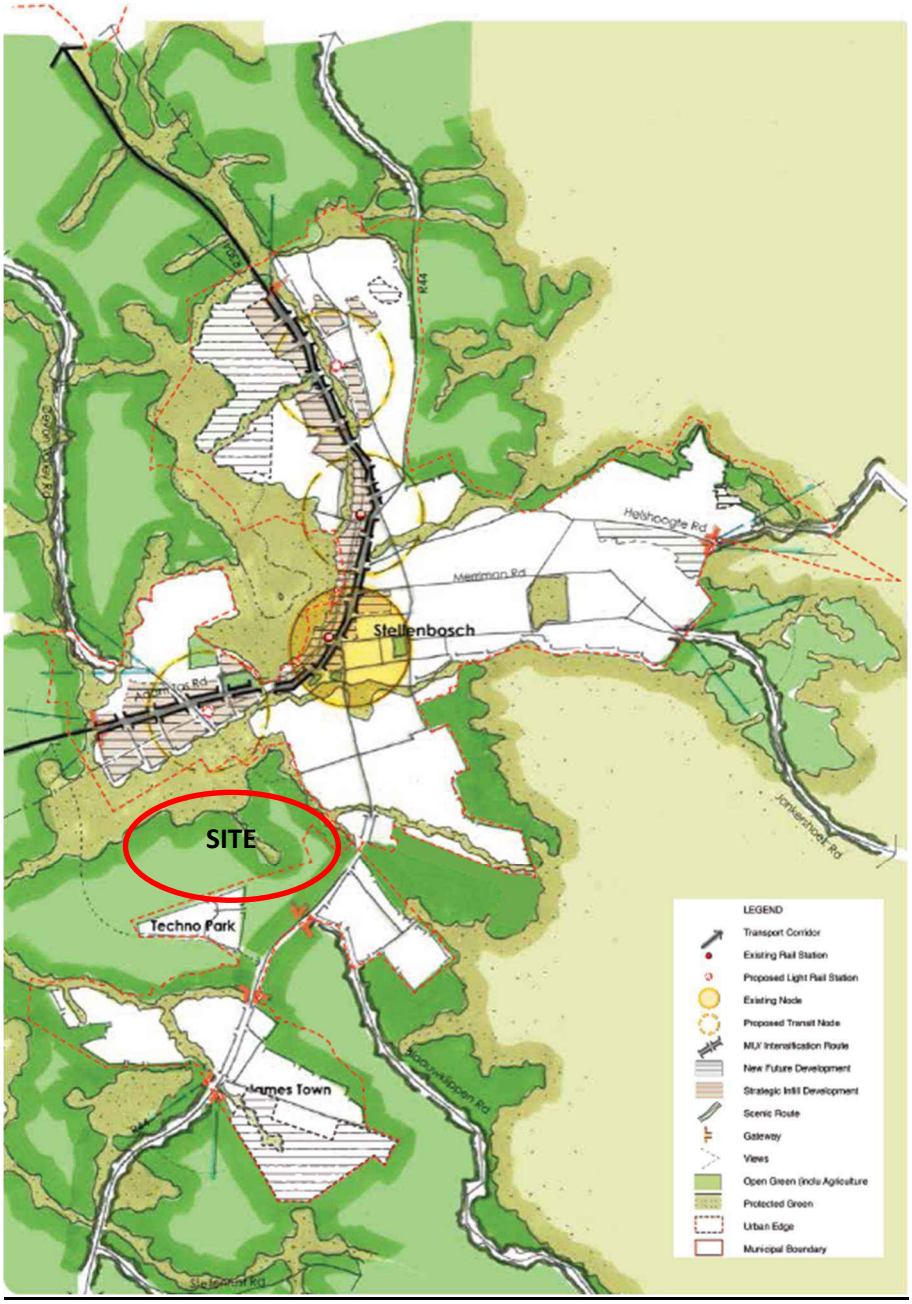


Figure 6: Stellenbosch Town Concept Plan

3.2 Stellenbosch Strategic Environmental Management Framework (2018)

A composite spatial plan was developed to serve as a first level broad guide to environmental management, spatial planning, and land-use throughout the Municipality. The spatial plan is

divided into 6 categories illustrating the desired land-uses throughout the Municipality. See Figure 8.



Figure 8: Spatial Planning Categories

A comprehensive set of Sub-Categories has been created to serve as a guide for more detailed land-use planning as required for the SDF. See Figure 9.

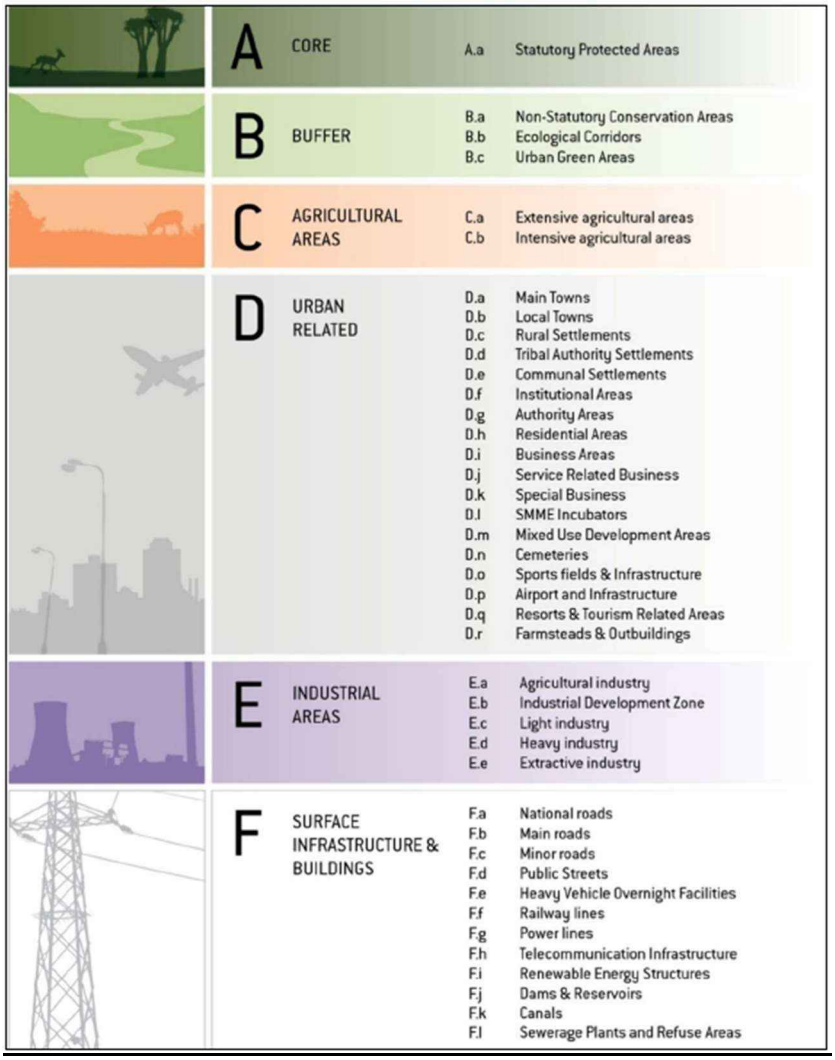


Figure 9: Spatial Planning Subcategories Categories

Figure 10 shows the Stellenbosch Municipality Composite Spatial Plan. According to the Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas

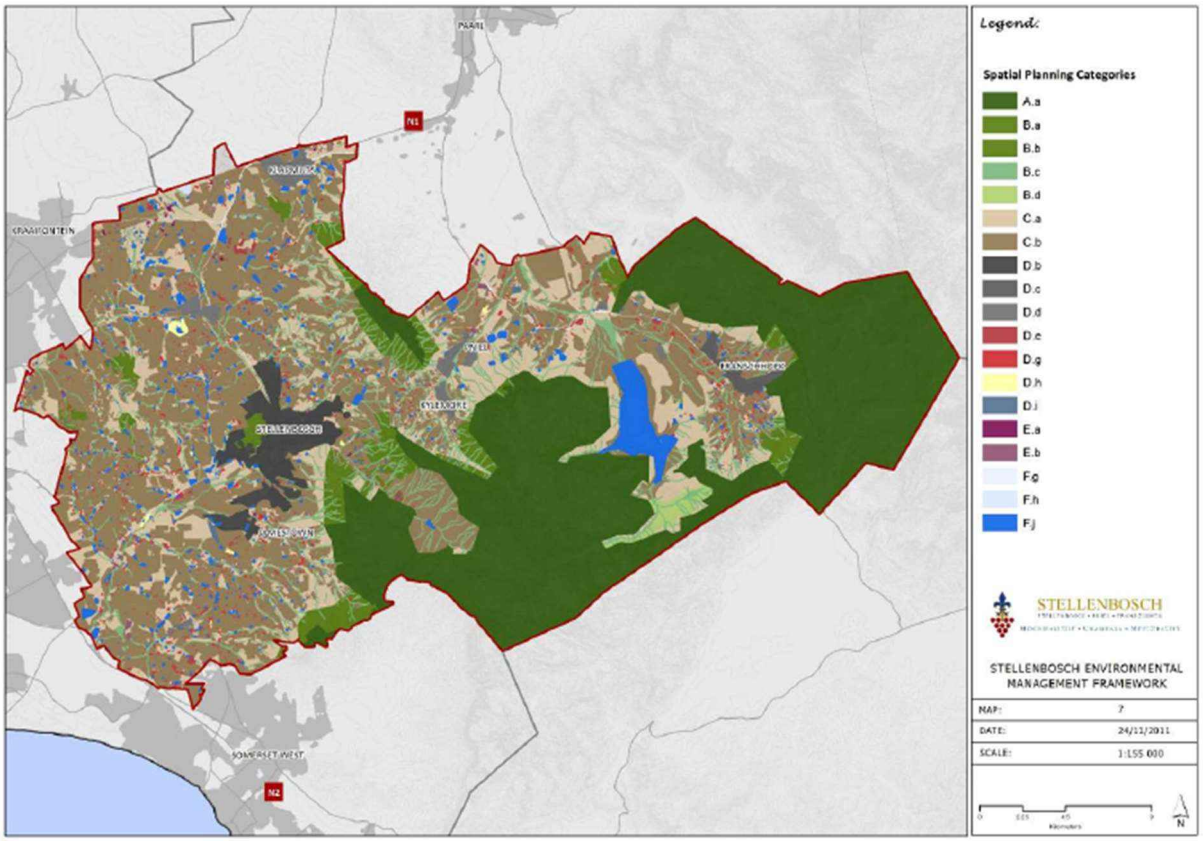


Figure 10: Stellenbosch Municipality Composite Spatial Plan

4. REQUIRED BIOPHYSICAL STUDIES IDENTIFIED IN THE DEA SCREENING TOOL

Should the proposed development trigger the need for environmental authorisation, it is a requirement to use the Screening Tool developed by the Department of Environmental Affairs (DEA) to screen the proposed site for environmental sensitives. The tool further identifies studies required to be conducted based on whether they have identified the sensitivities on site as high/ medium/ low. These studies/reports need to be included in the application for authorisation.

The following studies were identified by the Screening Tool as being necessary to inform development on the site:

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture	X			
Animal Species			X	
Aquatic Biodiversity	X			
Archaeological and Cultural Heritage		X		
Civil Aviation		X		
Plant Species			X	
Defence				X
Terrestrial Biodiversity	X			

Based on the status quo of the site, the following reports/studies will most likely be required when undertaking an application for environmental authorisation but the need for these will depend on the development layout proposed:

1. Reports pertaining to the natural environment that will need to be undertaken by a specialist:
   - Aquatic Biodiversity Assessment
   - Agricultural Assessment
   - Heritage, archaeological and cultural heritage Impact assessment including a visual assessment
   - Plant Species Compliance Statement
   - Terrestrial Biodiversity Compliance Statement
   - Animal Species Compliance Statement

2. Reports pertaining to the natural environment that can be undertaken by an EAP
   - Defence Compliance Statement
   - Civil Aviation Compliance Statement

5. CONCLUSION

According to the GIS data, a small Critical Biodiversity Area and an Ecological Support Area are identified on the site.

The site contains a natural drainage corridor and may contain localised wetland areas (Figures 2 & 5). Further, NFEPA wetland areas were identified but these wetlands are associated with the artificial dams located on site. A freshwater specialist will need to conduct a site investigation to confirm the presence of wetlands in this area of the site and the final plans for the subject property should take any confirmed wetland areas into account.

The original vegetation type of the site is Swartland Granite Renosterveld. The majority of the site has been transformed for agriculture purposes. From this desktop investigation, however, it is apparent that there are areas, identified in this report, that have not been cultivated in the last ten years and therefore may contain natural vegetation. It is recommended that a botanical specialist investigate the site to determine the status of the natural vegetation.

This report shows that the identified potentially sensitive vegetation areas coincide with the drainage line and wetland patches and are located in a discrete area of the site as identified in figure 4 of this report.

According to the Stellenbosch Municipality Composite Spatial Plan the site does not contain any A (Core) or B (Buffer) environmental areas.

The total site considered in this report is approximately 180ha in extent. The identified potentially sensitive areas are restricted to less than 20ha. Considering the limited area identified as potentially sensitive, these areas should be easily avoided by proper planning and layout design considering the size of the total property. From a Natural Environmental perspective there is no reason why this site should not be considered for development.

ANNEXURE 13:
HERITAGE COMMENT REV 4



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29 May 2022

CULTURAL LANDSCAPE AND HERITAGE COMMENT ON PROPOSED LIBERTAS DEVELOPMENT, RE/1480; RE/1040, STELLENBOSCH

1. INTRODUCTION

1.1. Purpose of the Report

This heritage comment provides a response to the PRE-APPLICATION SCRUTINY FEEDBACK of the Stellenbosch Municipality, most specifically addressing the following:

- A broad discussion of impact that the proposal will have on the existing character of the area.
- Visual Impact of the various component specifically from the Polkadraai Rd
- Each precinct of the proposed design must be discussed in detail with regards to:
    - Visual impact mitigation
    - Integration of development with its surroundings

Filia Visual undertook a VISUAL IMPACT STUDY AND VISUAL STATEMENT (Smit 2022) and its findings support and elaborate on this document.

2. LANDSCAPE CHARACTER OF THE AREA AND SITE

(Please also refer to the Landscape Character Study of TERRA+ and Visual Statement by FILIA)

As per the Stellenbosch Heritage Inventory and Conservation Management Plan (**CMP 2019**), the proposed site falls within Landscape Unit C15, which is a Grade IIIb Heritage Resource (landscape) within a Green Transition Conservation System:

> The landscape unit is characterised by distinct rectilinear vineyards on a gradual slope that sits as a rural finger on the southwestern edge of Stellenbosch. Wedged between the Eerste River, Technopark and De Zalze Estate, the slope rises toward Technopark on the crest, where most of this office park is hidden behind a tree line. The rise to the south of this landscape shields the R44 and suburban development from view, creating a visual continuum between the Eerste River corridor, the agricultural fields in the foreground, and the foothills and high peaks of the Helderberg Range beyond. The service roads between the vineyards also lie perpendicular to the slope, directing views towards the dramatic mountains as an uninterrupted view. The central area of the northern slopes has high soil suitability, declining towards the eastern edge. Smaller blocks in an irregular pattern of field crops and vineyards denotes the western and southern edge of this land unit, referring to historic commonage. A large, significant historic freehold farm, Libertas, is located in close proximity to Die Boord. The historic Fleurbaix site is particularly vulnerable to agri-industrial development which has already impacted the site. The suburban sprawl of Stellenbosch is a threat to this unique heritage site and its broader landscape. Agricultural landscape attributes a specific rural character to the town of Stellenbosch with significant views from the Polkadraai Road entering Stellenbosch. Any development in this land unit would compromise the rural character of Stellenbosch. The landscape unit demonstrates the relationship between river corridor and settlement, as well as the rural patterns of use and the wilderness beyond. This interplay is extremely characteristic of the Cape Winelands, and key to its high cultural significance.
>
> The main heritage aim for this unit is to conserve and enhance the existing character of this landscape unit, that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape.
>
> This landscape unit is located within the town-scale green transition system, which aims to maintain the clear division between townscape and surrounding rural landscape, and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.
>
> Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape.



Figure1: View from Polkadraai Road towards Stellenbosch



Figure 2: View from Devon Valley showing the context of this landscape unit in relation to Stellenbosch. Note Technopark hidden behind the windbreak.

The site has a distinctly rural, agricultural character typical of the agricultural continuum/domain that traditionally surrounds settlements within the Winelands. For this site, the visual continuity between natural setting (mountains and foothills), green linkages (agricultural landscape, landscape patterns of vineyard, orchard and stands or avenues of trees) and various forms of urbanity of the suburbs and town edges in the valley bottoms is critical in preserving and protecting the key elements of the landscape character and the sense of place from which it derives its significance.

According to the Visual Statement by Filia Visual (Smit 2022), the site, being large, is visually significant within its context when/where visible, especially along some portions of the M12 Polkadraai road, and the portion of Adam Tas Street (R310) directly north of the site, both of which are Scenic Routes. The most visually prominent parts of the site consist of the upper slopes of the low hill, visible from the M12/R310 Scenic route.

It is proposed that a "buffer area" as illustrated in Figure 3 should be considered for the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban). This buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side.



Figure 3: Graphic illustrating the "buffer area" which should be seen as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)

3. POTENTIAL IMPACT OF THE DEVELOPMENT ON THE CHARACTER OF STELLENBOSCH

The initial heritage comments on the proposed development highlighted several concerns pertaining to design aspects that could negatively impact on the heritage significance of the property. The client, Urban Designers, URBA and Landscape Architect, TERRA+, all thoroughly addressed the concerns in a number of team meetings. We were present at these meetings and offered design and approach guidance throughout the process.

The development is localised in two areas of the site, and it will change the character of the site from a predominantly agricultural land unit to one that includes two condensed urban nodes of a medium density, located amongst existing vineyards with environmental corridors.

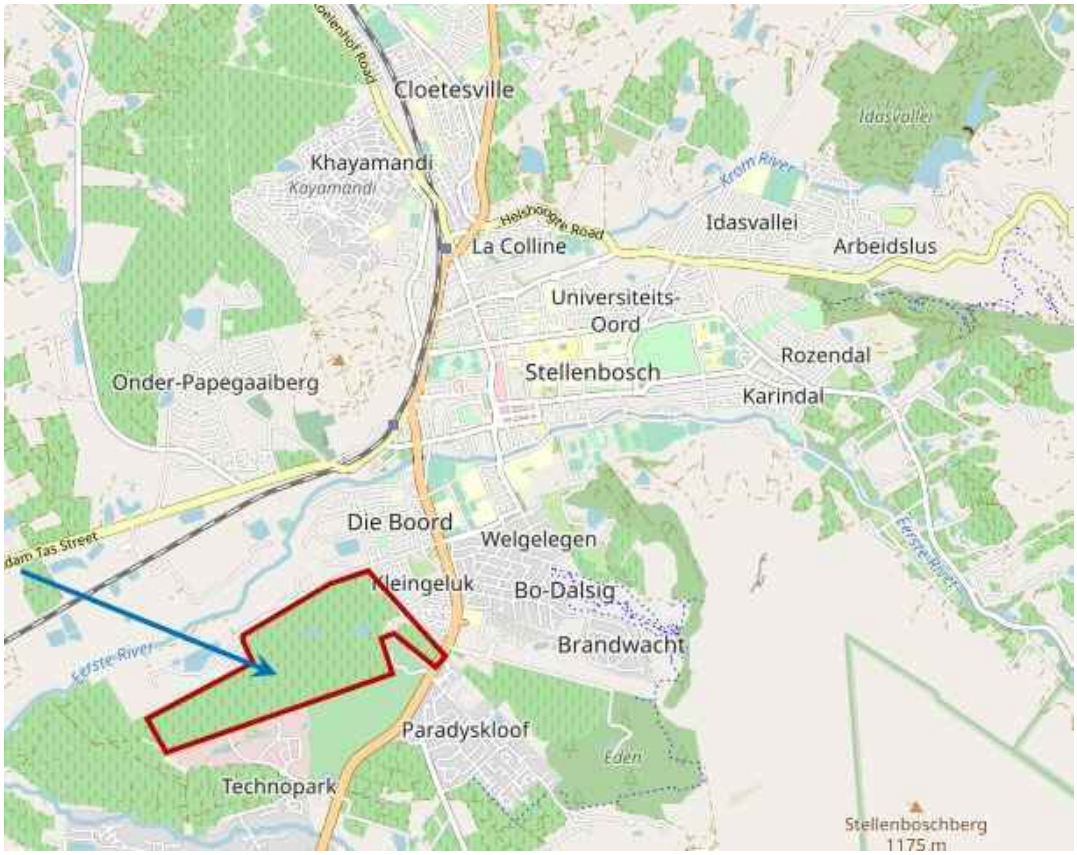


Figure 4: Indicating position of the Landscape Unit in relation to the town of Stellenbosch

3.1 Precincts within the Agricultural Character Landscape

The **proposed low rise medium density village (PRECINCT A)** has been moved lower down the slope to leave the highly visible upper slopes of the rise uninterrupted. It visually extends from the already developed Fleurbaix node, but is interspersed with parks to reduce visual impact. The coding for Precinct A is acceptable, apart from a few of the central buildings that could potentially be of less storeys to minimise visual impact (see Visual Statement 2021).

The proposed **low rise medium density courtyard residential typology with mini apartment blocks interspersed (PRECINCT B)** has been specifically located next to the existing Die Boord residential area to extend this typology and localise higher density development to leave the majority of views to only include vineyard. In this section of the site, this type of development is appropriate in scale and height. The coding for Precinct B is acceptable, apart from a few of the buildings that could potentially be of less storeys to minimise visual impact (see Visual Screener 2021).



Figure 5: LIBERTAS URBAN DESIGN PRINCIPLES: MASTERPLAN – URBA MAY 2021

On the **eastern side of the site (PRECINCT C)**, a narrow strip of vineyards continues from the workers cottages along the contour towards the R44. This specific finger forms part of a typology of vineyards that are interwoven into the urban fabric of Stellenbosch, and upholds the rural character of the town (figure 6). A small strip of buildings is currently proposed on the slope where the current road traverses, but it is advisable that no buildings be allowed within the vineyard block to retain the vineyard's contribution to the agricultural character of Stellenbosch. Also, as per the Visual Study (2022), this entire strip is highly visible and sensitive to views.

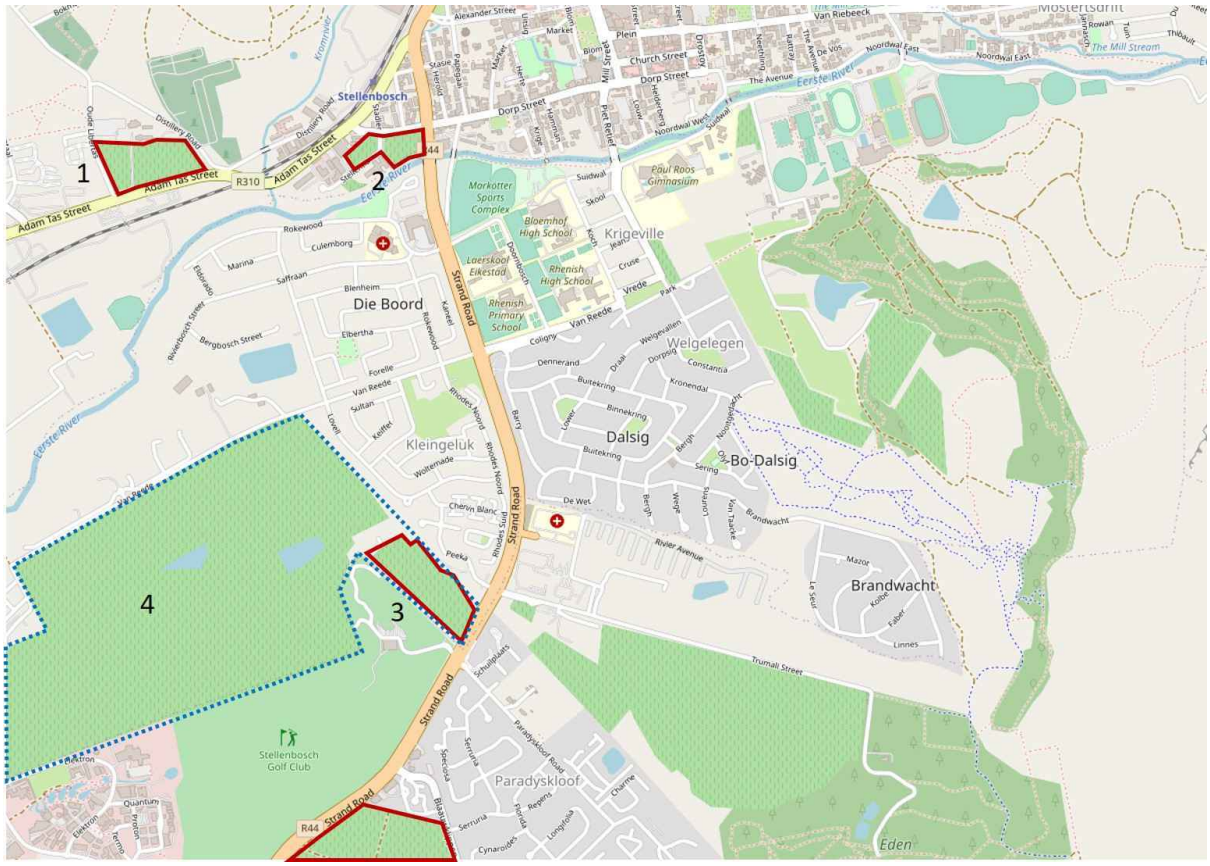


Figure 6: Figure showing the typology of vineyards interwoven into the built fabric of the town of Stellenbosch.



Figure 7: Vineyards against the Adam Tas Road in front of the Ou Libertas building



Figure 8: Vineyards on the corner of Dorp Street and the R44



Figure 9: Vineyards on the proposed development site (4)

3.2 Roads

An opportunity presented itself with regards to the existing service roads around the vineyards, and the alignment of the old wagon route to inform the 'meandering/stepped' road linking Die Boord and Technopark as alternative route. The CMP guidelines direct the design principles in the construction of roads to always make use of existing infrastructure before establishing new ones. The historic map highlights the position of the old wagon route to incorporate as a possible palimpsest:



Figure 10: Historic map showing the wagon route alignment, and freehold farms

> Guideline by CMP 2019: *The scale of roads (especially those that align with historic wagon routes) should be the minimum possible. Insensitive hard elements can compromise the rural character of a landscape as a whole.*
>
> *i) New roads (as far as possible) should be placed along existing farm and landscape unit boundaries to avoid unnecessary fragmentation of agricultural land. (ii) New roads tend to promote speculative urban development, which can have negative impacts on landscape units with heritage significance. Instead, innovative design solutions should seek out new opportunities. (iii) Infrastructure improvement including new roads, and upgrades to road infrastructure need to be appropriate to their rural context (scale, material etc.). Out of scale flyovers and bridges should be avoided, as they detract from the rural character of the Winelands (iv) The design of street furniture and street lighting should be carefully considered so that it positively responds to the specific character of the landscape/townscape unit within which they are situated, and avoid light pollution.*

URBA and TERRA+ made the most of the opportunities that the site presented and followed a design approach that is within the recommendations of the CMP (2019). It features a sensitive internal street network (NOTE: not ROAD) that responds to the landscape character and the proposed people-centred use of the site. It follows the existing service roads layout and opted to not introduce a new road aligned to the old Wagon Route to minimise visual impact in the day and especially the evening. It was originally proposed that the internal vehicular routes do not physically link up with Technopark to reduce rat-running through this significant landscape unit. It is noteworthy that the proposed design encourages public transport, recreational routes and a separate cyclist network (different from a NMT concept).

> *The existing and proposed road network feeds into the site from two ends. From the East via Die Boord and from the West via the proposed new Link Road. From an urban design point of view the aim should be to keep the footprint within the site to the minimum in the context of external capacity, and given the proposed land use mix. Vehicular links to Techno Park is discouraged whilst pedestrian routes are encouraged. (URBA 2021)*

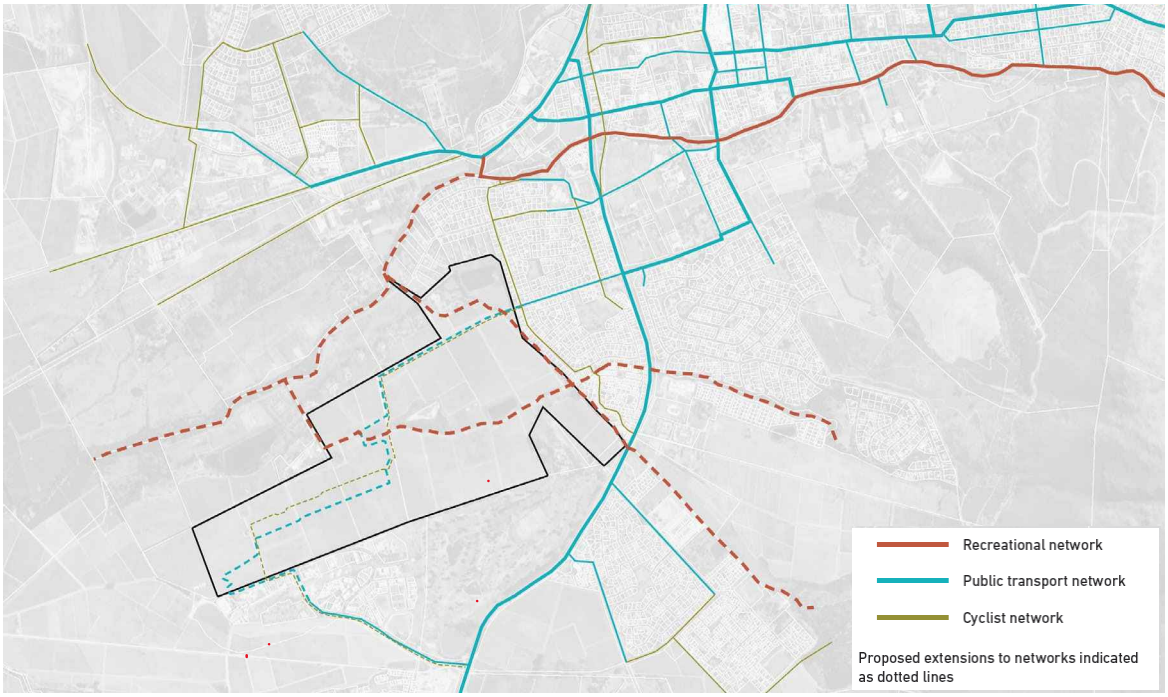


Figure 11: INTEGRATED PUBLIC TRANSPORT, PEDESTRIAN & CYCLIST NETWORK – URBA 2021

In 2022, it became clear that the Municipality requires a class 4 link road between Van Reede Road and Techno Park. Following meetings held with the engineering and planning departments of Stellenbosch Municipality in 2022, the project team investigated a number of options to enable a road to traverse the subject site. According to the latest TIA and development proposal Design Guidelines, future access to the proposed development is anticipated to be via Van Reede Road (exiting the suburb of die Boord and connecting to the R44 in the east), and via Techno Avenue/Neutron Road (exiting Technopark in the south), as well as to Adam Tas Road (MR177) via the future Techno Park Link Road. The proposed route crosses the "buffer area" further west of the previous proposals, but not far enough west to satisfy the recommendations of the preceding study in terms of acceptable alternatives (see Figures 12 below).

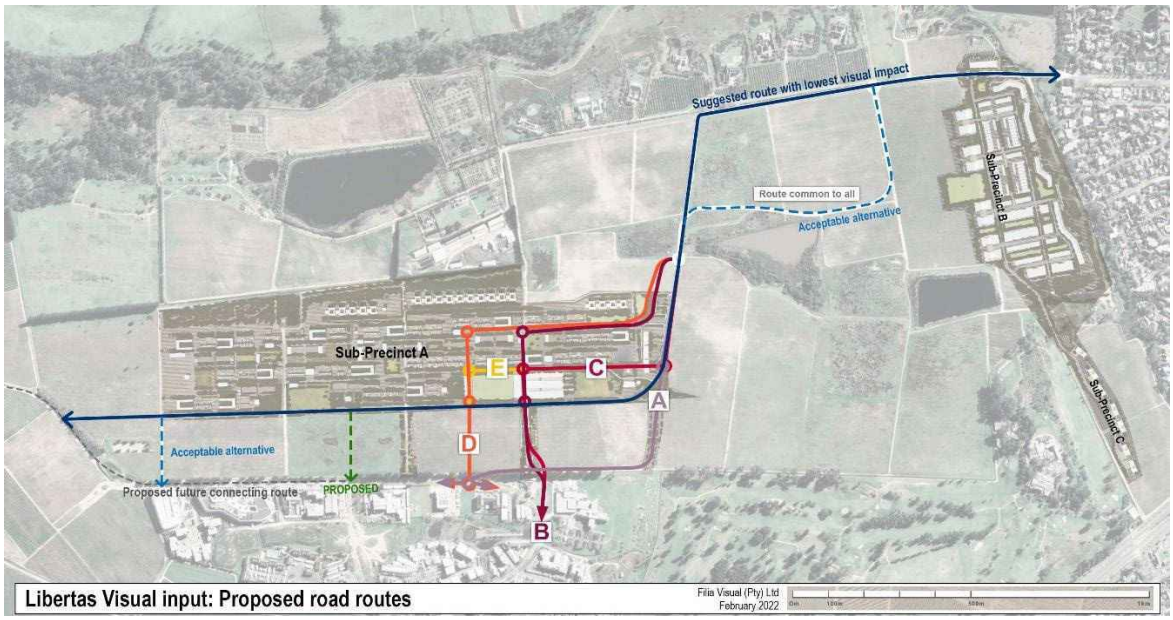


Figure 12: Graphic illustrating the proposed route in green (Smit, 2022; Sources: URBA, 2022)

3.3 Heritage Features: Libertas Farm

Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into the category 'Enhance' in which remedial action will be better than leaving it as is. Action includes restoring or change (adaptable reuse). Even though the proposed development excludes the farm werf, it is proposed that a long-term plan should include its adaptive reuse possibilities. In the current proposal, the central area of site (more or less around the central dam and ecological corridor) remains free from development allowing views from within the Libertas homestead to connect to its agricultural context, supporting views over vineyards all the way to the dramatic mountains in the distance. The condition and use of the Werf is integral to the heritage significance of the site as a whole.



Figure13: Libertas Werf

Guideline by CMP 2019: *Encourage intervention to revive heritage features in decline, by engaging with innovative development proposals where appropriate, and considering sensitive adaptive reuse strategies for each, specific heritage resource. Development and adaptive re-use that caters for the integration of different modes of access and a greater diversity of users should be encouraged.*
Adaptive strategies need to take the surroundings as well as the structures into account.

3.4 Heritage Features: Existing Workers' Houses

In the 18th and early 19th century, housing for slaves was usually provided in buildings that formed part of the farm werf. A tangible consequence of Emancipation in 1838 was two entirely new forms of settlement, the mission village and the cottages cluster (usually linear in form). Farm workers are now being relocated off the farms and their homes have been demolished or converted to guest cottages. The loss of typology, results in a loss of authenticity within the cultural landscape. We suggested that the proposed development would need an Oral History study (specifically focussing on the existing workers community), and an Archaeological Assessment. The Oral History Study will form part of the Socio-Economic Study

by Jonathan Bloom. The Visual Impact and Archaeological Assessments will form part of the Heritage Impact Assessment.



Figure 14: Existing workers' houses and community located on site.

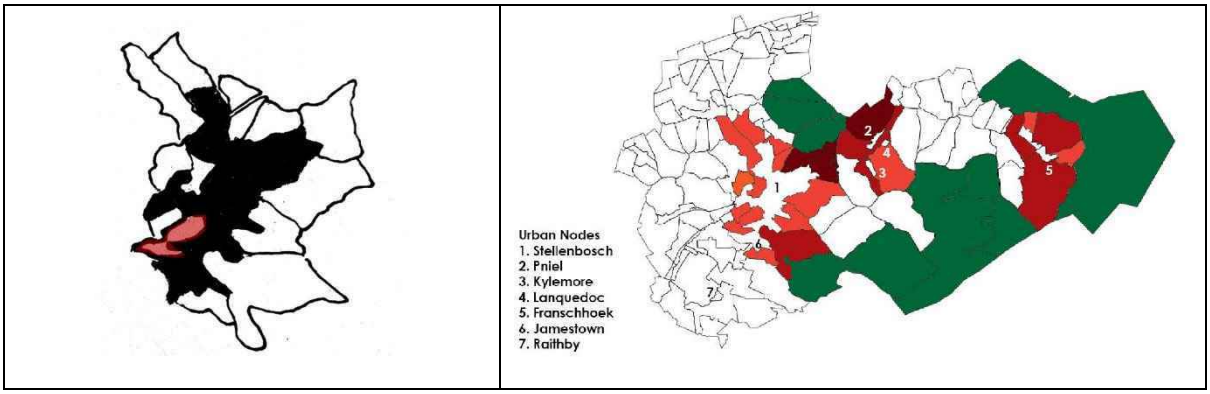
The CMP 2019 offers some guidance:
Respect existing patterns, typologies and traditions of settlement-making by promoting the continuity of heritage features. These include: (a) indigenous; (b) colonial; and (c) current living heritage in the form of tangible and intangible associations to place.

The relocation of farm employees to housing settlements can result in loss of heritage value (authenticity) for workers houses and associated features.

Gentrification of rural settlements through lifestyle 'rural' estates should be discouraged.

3.5 Green Transitions

As mentioned earlier, this site is located within the town-scale green transition system, which aims to maintain the clear division between townscape and surrounding rural landscape, and prevent suburban sprawl. Maintenance of the green and open agricultural character of this site is important and has therefore been incorporated into the design proposal through retaining most vineyard blocks, establishing ecological corridors and an open space network.



Position of agricultural fields to the town of Stellenbsoch	Green Transition Conservation System around the town of Stellenbosch as per the 2019 CMP

Figure 15: Green Transition Conservation System



Figure 16: ECOLOGICAL CORRIDORS & OPEN SPACE NETWORK – URBA 2021



Figure 17: Pockets of remaining ecologically rich, critical biodiversity and support areas



Figure 18: Critical biodiversity and Ecological support areas (Cape Farm Mapper 2020)

Guideline by CMP 2019: *Maintain the balance of Urban, Rural and Wilderness areas. It is the interplay and relationship between these that give the study area its unique character.*

Guidelines from the Green Transitions Conservation System (CMP 2019):

Encourage new development proposals to facilitate new linkages (access), and respect existing linkages, from within the urban nodes to the mountain tops through the Foothills Conservation System (refer to CMP). It is proposed that preference should be given to development proposals that support this vision. Where traditional linkages exist (like Stellenbosch berg), they should preferably be protected, and any development that threatens its current, and historic right of way should be discouraged.

Encourage access to opportunity, as an example, by promoting cycle routes as alternative options to get to places of employment.

Encourage opportunity for interaction between different users. Here the landscape should fulfill a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.

The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.

The following table has been drawn up from the Green Transitions Guidelines from the CMP 2019 to illustrate the Proposal's response:

Green Transitions	
Aim 1-4 Promoting Rural Character. Guidelines (applicable to all scales): Green transitions on a town-scale aim to: 1. Uphold the rural character of Stellenbosch, and to uphold significant vistas towards the agricultural landscape from within these settlement nodes. 2. Prevent urban sprawl from eroding the significant landscape units situated directly adjacent to the historic town. 3. Maintain a clear transition between the townscape and its surrounding rural landscape. 4. Protect a diverse range of heritage values, not only the tangible heritage sites.	
Guideline as per CMP	**Libertas Impact**
Development or rezoning of productive agricultural lands and fragmentation of farmland should be avoided to protect the agricultural landscape, which is key to the unique sense of place of the Cape Winelands. Development should be discouraged on high potential agricultural soil (please refer to the layer on the online map on the Stellenbosch Municipality website).	The proposed development is located on medium to low soil suitability for viticultural use, where Mr Blake retained all vineyards on the high soil suitability areas.
Discourage any large-scale development that constitutes urban sprawl and therefore impedes on the openness or purpose of the green transitions.	The character of Stellenbosch town is intimate, based on a single or double story, flat roofed building typology, located in the valley of the town. This typology has been recognised in the less dense node Precinct A adjacent to Fleurbaix. The higher density Precinct B of the proposed development is located adjacent to Die Boord.
Any development proposals that threaten significant views, vistas and landmarks should be discouraged.	The Visual Screener confirmed that most of the areas visible from surrounding areas have been kept free from development, therefore supporting uninterrupted views towards the mountainous backdrop. These are views specifically relevant to the approach and entrance to Stellenbosch from the Polkadraai and Baden Powel Road respectively. A full VIA will be conducted to assess the impact of the proposed development within a landscape of landmark quality that upholds the rural character as one of the green fingers of Stellenbosch.
Stimulate innovative and sustainable solutions (like urban regeneration) to cater to the demand for new development, and promote the increased use and viability of public transport for greater access to underutilized urban areas.	The design is intentional and incorporate innovation in the sculpting of the built structures within the landscape.

Aim 5-6 Relating to Quality of life Guidelines (applicable to all scales). 5. Stimulate innovative development that is focused on urban regeneration and densification, such that brownfields sites should always be considered first before greenfield sites can be developed. 6. Become connectors for the public to gain access to larger natural landscapes, which promotes connectedness with their landscape setting, and improves quality of life. **Green transitions should:**	
Encourage new development proposals to facilitate new linkages (access), and respect existing linkages, from within the urban nodes to the mountain tops. It is proposed that preference should be given to development proposals that support this vision. Where traditional linkages exist (like Stellenbosch berg), they should preferably be protected, and any development that threatens its current, and historic right of way should be discouraged.	The opportunity to restore public access from the Eerste Rivier/ Distell cricket ground and the proposed Adam Tas development corridor, all the way to Stellenbosch mountain via a strip of commonage (on the mountain side of the R44) has been responded to in the design proposal. The agricultural fields have also been opened for recreation (walking/ jogging/ cycling). Access across this piece of land will be beneficial to more individuals than a single landowner. *Guideline by CMP 2019: It is recommended that physical permeability to communal resources such as rivers and mountains is maintained and enhanced, for the enjoyment of all members of the public. This is particularly true when considering any new development proposals. (a) Promote public footpaths across the cultivated landscape. (b) Restore areas of recreation, especially where the public has traditionally enjoyed rights of access. Action might include the removal of fences and walls, where it is appropriate. (c) Prevent privatisation of natural places that form part of the historical public open space resource network. (d) Allow for sustainable, traditional use of natural places for recreational, spiritual and resource collection purposes.*
Encourage access to opportunity, as an example, by promoting cycle routes as an alternative option to get to places of employment.	The current design proposal indicates a formal response to these routes and continues throughout the site (see ROADS above).
Encourage opportunity for interaction between different users. Here the landscape should fulfil a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.	The Precinct B adjacent to the boundary of Die Boord is designed as a higher density development for lower to middle income units. Historically, development patterns occurred next to the Eerste River. In this

	location, the development has least impact.
The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.	The Landscape Architectural proposal by TERRA+ describes this in detail

3. CONCLUSION

It is our opinion that the present urban design team, URBA in consultation with TERRA+ Landscape Architects, presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development will result in a change to the landscape and scenic character of the site. Any form of urban development within this agricultural landscape will result in the erosion of scenic resources, but the nature of the development demonstrates a high level of sensitivity to the visual, heritage, cultural etc. indicators that the professional team have uncovered over time. Therefore, based on the current proposal, it believed that the proposed development will not result in significant loss of the agricultural character of this landscape unit (the C15 Eerste River Central Area Landscape Unit) if the necessary guidelines are followed. The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further heritage concerns, but we are confident that these will be addressed in consultation with the design teams during the detail design phases.

Thank you,



Liana Jansen

PrLArch SACLAP 20156, APHP PHP, ICOMOS ISSCL Vice President Africa, ICOMOS ICICH Expert Member

ANNEXURE 14:
HIGH LEVEL VISUAL ANALYSIS AND LANDSCAPE FRAMEWORK



LIBERTAS

HIGH LEVEL LANDSCAPE FRAMEWORK

(Remainder Farm No. 1040 and 1480; Portion Two Farm of No. 374; Portion Two of Farm No. 371)

JUNE 2021

TERRA+ landscape architects



LIBERTAS

HIGH LEVEL LANDSCAPE FRAMEWORK

CONTENTS:

GENERAL CONTEXT
APPROACH
IMPLICATIONS FOR DESIGN
INTRODUCTION TO SITE
SYNOPSIS OF LANDSCAPE INDICATORS
HIGH LEVEL LANDSCAPE FRAMEWORK PLAN PRECINCTS
LANDSCAPE APPROACH
HIGH LEVEL FRAMEWORK - PRECINCT A AND D
STREETSCAPE
HIGH LEVEL FRAMEWORK - PRECINCT B AND C
INTERFACES AND EDGE CONDITIONS
PRECEDENT IMAGES
OVERALL HIGH LEVEL LANDSCAPE FRAMEWORK PLAN

TERRA+ landscape architects



The proposed development lies in a valley delineated by the rolling hills of Papegaaiberg, composed of malmesbury shale, to the west and the sharp ascent of Stellenbosch Mountain's table mountain sandstone, to the east. The surrounding lowlands are composed of rich alluvial soils supporting agriculture, primarily viticulture, and are dissected by a prominent water course to the north, the Eerste river and to the south the lesser Blouklip river.

The property is bounded by the nearby R44 'Strand/ Broadway Boulevard' to the south and east, and the R310 'Adam Tas Street' to the north. Access to the property directly from Stellenbosch passes through the suburb Die Boord via Van Reede Road. Alternative access is off Baden Powell Drive, via the inconspicuous Van Ryn road, to the south of the property. Both of these access routes cross water courses and pose a problem since their capacity would require upgrades. Alternative access points will be considered as part of the traffic engineering exercise.

The property is described by landscape remnants of both cultural and ecological significance. The historic Libertas 'werf', a farm homestead on the estate, is a significant heritage site due to it's long-standing association with Stellenbosch is populated with a number of alien trees and indigenous trees. Currently the river course requires rehabilitation to reduce the impact of the alien vegetation and improve the quality.

The site has a natural gradient towards the river course, with north and north-west slopes currently planted with vineyard.

The farm dam and surrounding seep area has been allowed to re-wild to the natural occurring fynbos of the area.

GENERAL CONTEXT

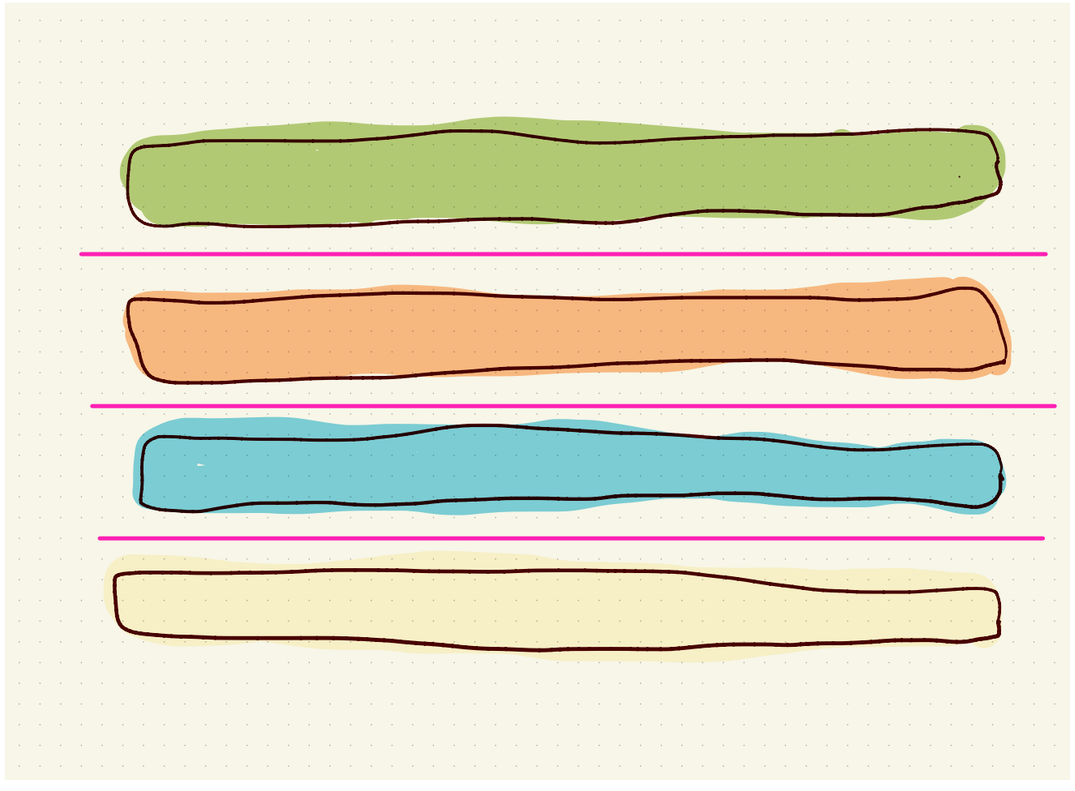


Fig. 1 Diagram depicting relationship of systems according to traditional design thinking

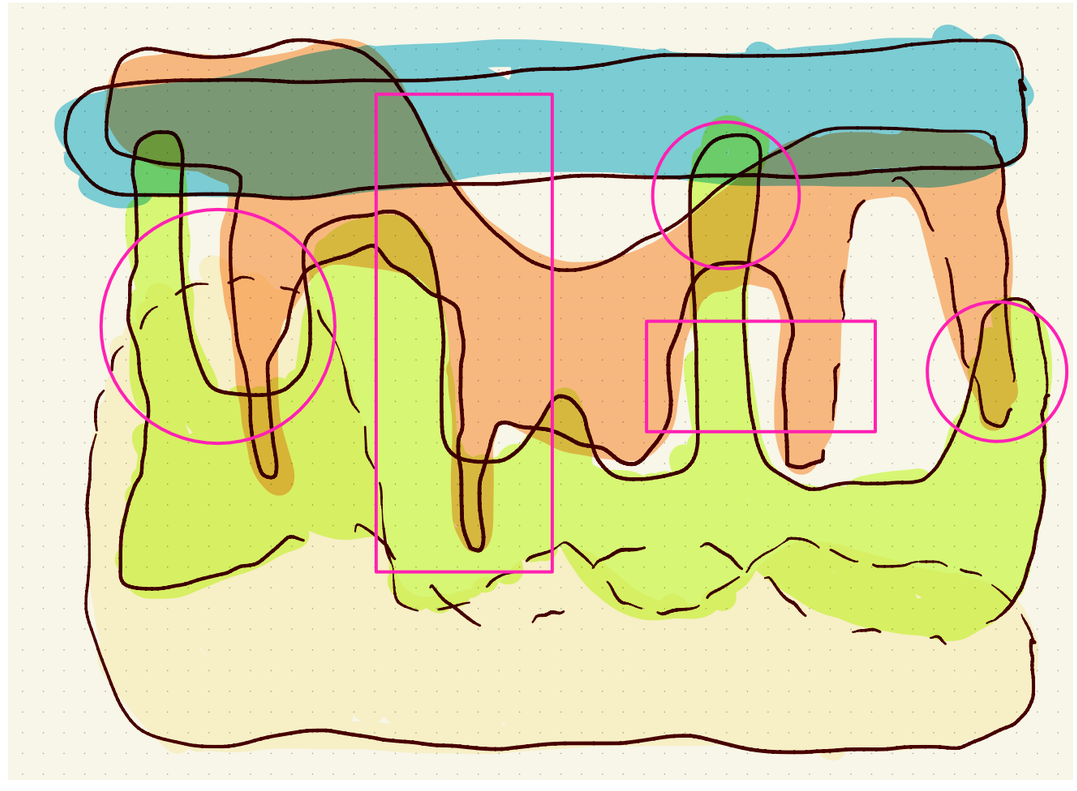


Fig. 2 Diagram depicting relationship of systems according to interactive and responsive design thinking

TRADITIONAL DESIGN

The traditional systems thinking and design approach takes the concept of the "layer cake" of systems and the interactions of these systems to find the areas of potential for development and to inform development. In principle this application of knowledge gathering and informative design is not intrinsically incorrect however the following reasons:

1. Parts are often designed in isolation and outcome or result is a sum of the parts
2. There are assumed interaction and a reliance on incidental interactions
3. The design is often mono-functional and determined
4. The outcome of design has a visual value only

INTERACTIVE AND RESPONSIVE DESIGN

The interactive and responsive design approach is in essence a systems model too, but with notable differences in the approach and the recognition of intrinsic complexity of each system and their interactions and to allow for the design to respond to these crucial aspects, most notably the following:

1. The approach accepts and understands that systems are in essence in flux
2. The design allows for possible and intentional interactions
3. That as a premise, it also allows in the design for serendipitous and unintentional interactions by virtue of the recognition of complexity
4. The ultimate value and amenity of the design lies not only in the eidetic qualities but an integration of all aspects, both visual and functional
5. The whole is an integration of the parts

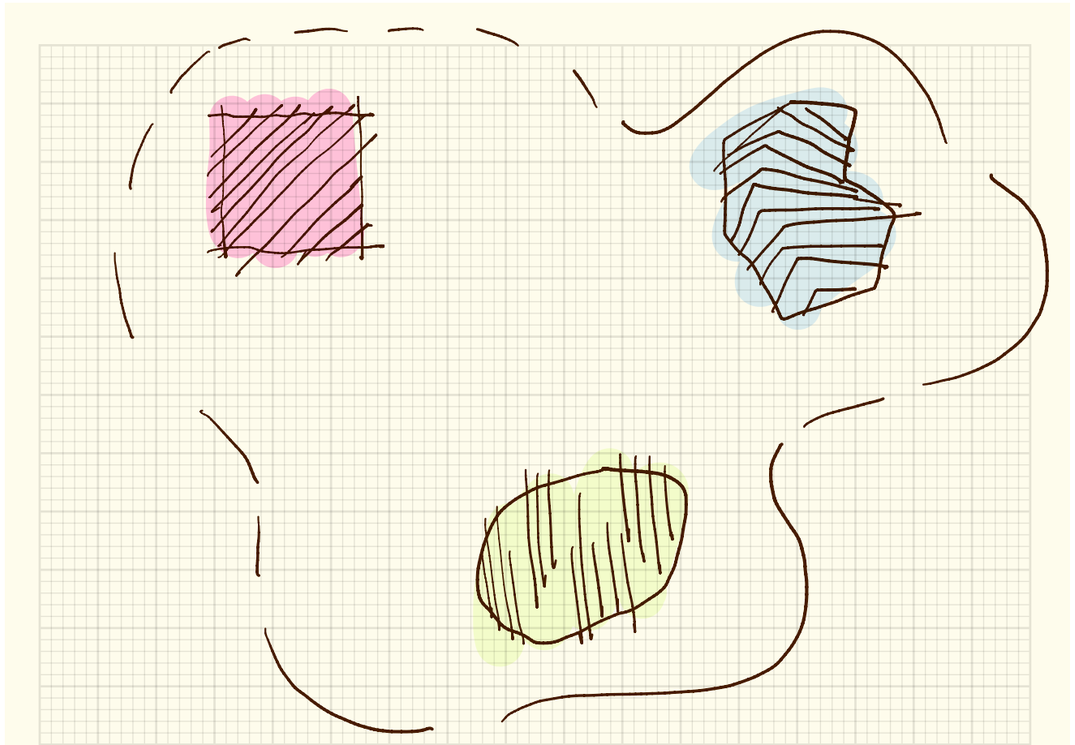


Fig. 3 Diagram of relationship of spaces

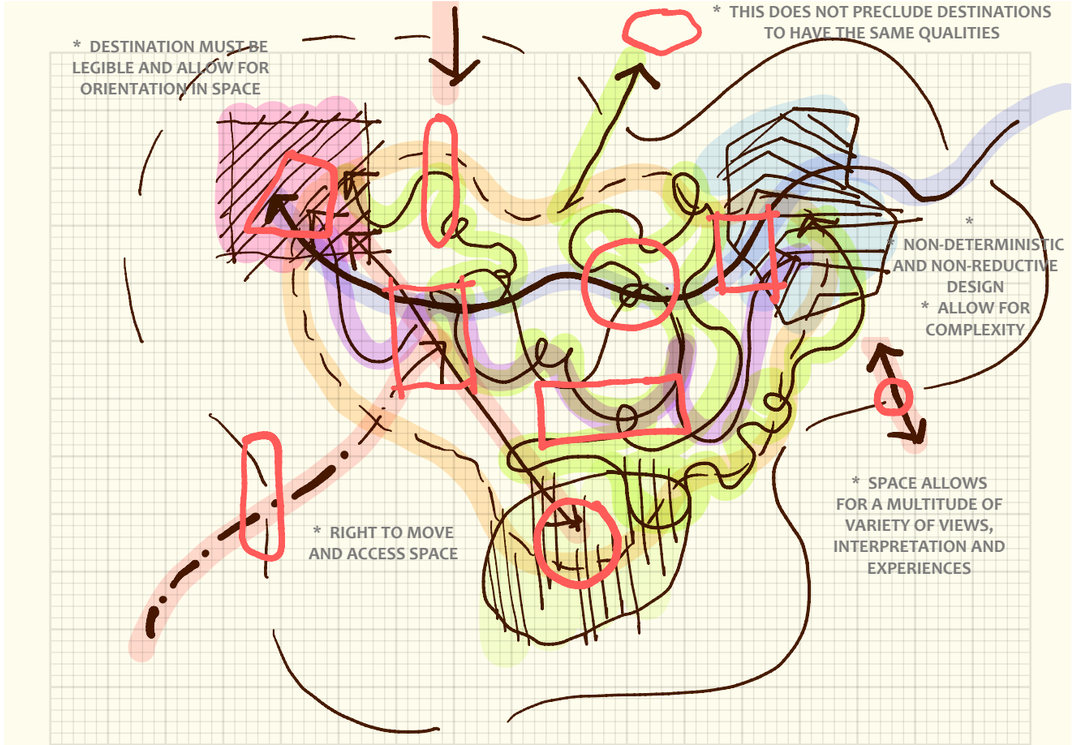


Fig. 4 Diagram of principles of spatial integration

WHAT DOES THIS MEAN?

The recognition of the complexity of spaces and the role of designing within a space forces the designer to re-assess and re-calibrate their views and challenge the accepted constructs. Design takes place in a continuum and the outcomes and interactions are not always determined. There are the possibilities of a variety of functions and qualities that can be developed and explored. The implications for ecological, social and spatial integrations lies at the core of this shift in thinking and the approach to designing in the space for people inhabiting the space. These layers and interactions of layers are also what underpin the concept of the Cultural Landscape. This was thoroughly explored and documented in the VISUAL AND LANDSCAPE CHARACTER ANALYSIS dated May 2021, and iterative discussions with the appointed Urban Designers, URBA with Henri Comri at the creative helm.



ANALYSIS AND CONCEPT DEVELOPMENT

As part of the concept development, a visual study and landscape character analysis of the site has been completed. The rural quality of the area and the particular layout of the werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

Together with the appointed professional team, consisting of:
URBA (Henri Comri) - Urban Designers and Architects
Liana Jansen and Marike Franklin - Heritage
Firstplan (Gideon Roos)- Town Planners
Doug Jeffrey - Doug Jeffrey Environmental Planners

TERRA+ Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. This included comments raised by Liana Muller and Marike franklin dated 02.02.2021 and the issues raised as part of the analysis and recommendations. These include the Development Criteria as per the Stellenbosch Conservation Management Plan (2019) in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIb (heritage area).



Fig. 5 Diagram depicting access to ecological system constraints (red); significant heritage zones (amber) and important historic green matrix connections (purple)



Fig. 6 Diagram of agricultural mosaic depicting heritage nodes

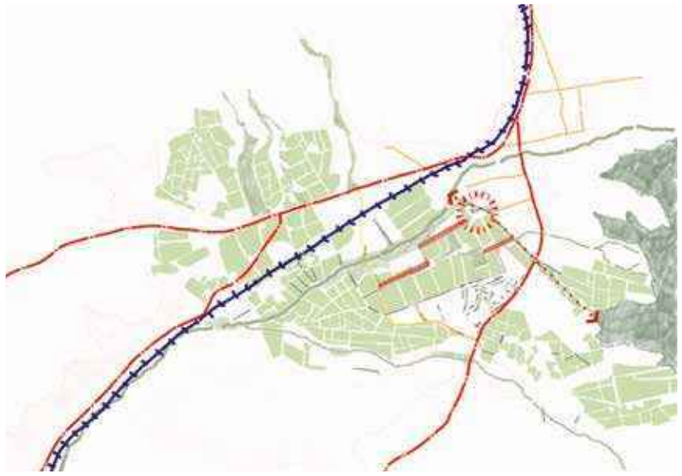


Fig. 7 Diagram depicting movement and access

- SEQUENCE OF IMPORTANT NODES ALONG EASTERN DRAINAGE EDGE
- WERF IS SIGNIFICANT IN THE CONNECTION TO THE RIVER
- VINEYARD ALONG THE R44 IS CONTACT OF AGRICULTURAL PATTERN IN URBAN SETTING

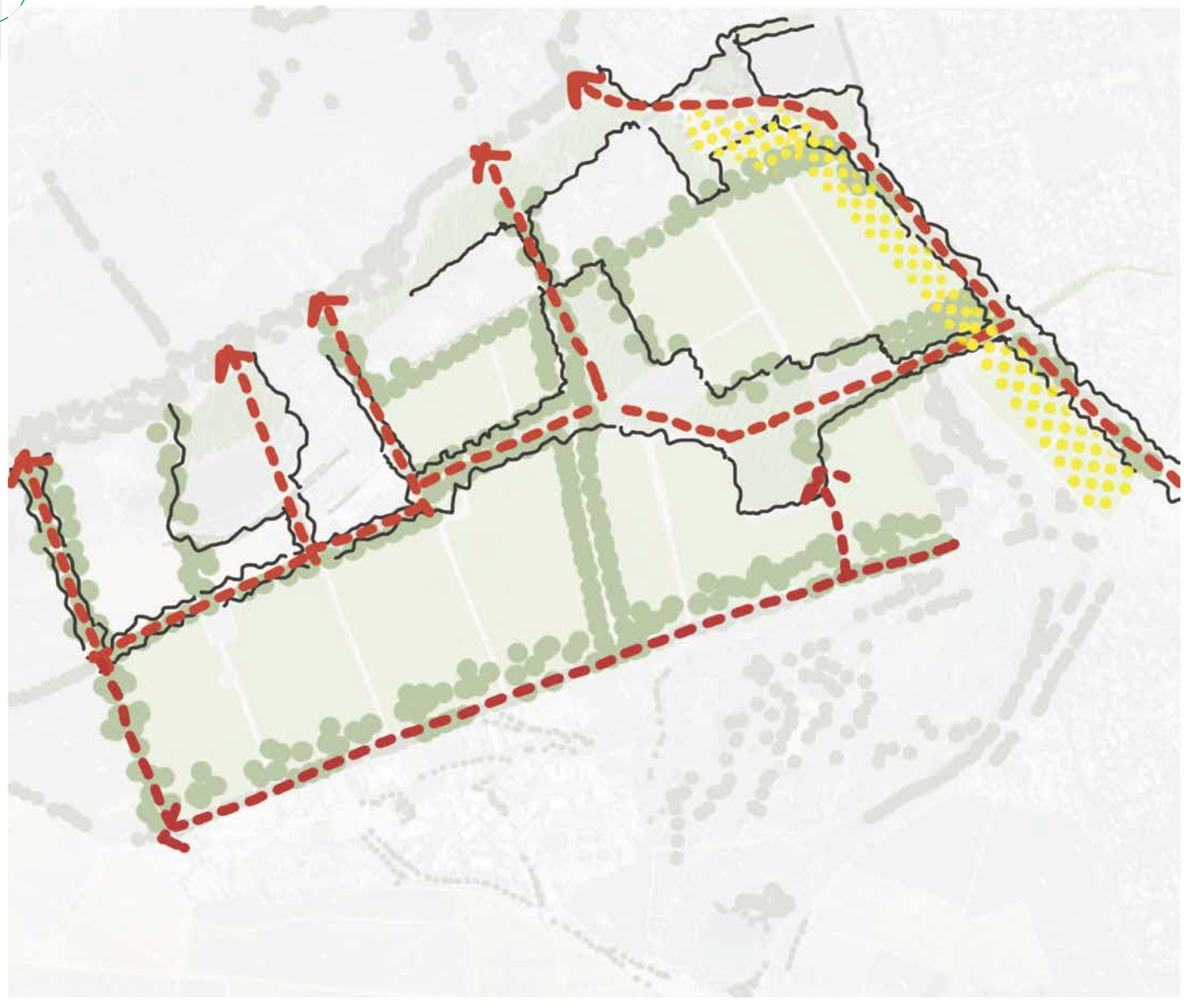


Fig. 8 Diagram of framework exploring re-connection and re-ocreating the eroded landscape patterns on site



Fig. 9 Diagram of two different character zones on site



Fig. 10 Discussion diagram of framework plan

ESSENTIAL TO RE-ESTABLISH AND RE-CONNECT ERODED LANDSCAPE PATTERNS

RE-CONNECT TO THE ECOLOGICAL CORRIDOR

RECOGNISE THE IMPORTANCE OF THE WERF IN RE-CONNECTING THE SITE TO THE RIVER



Fig. 11 Diagram of indicative framework plan development with important areas to retain to allow for visual an heritage connections

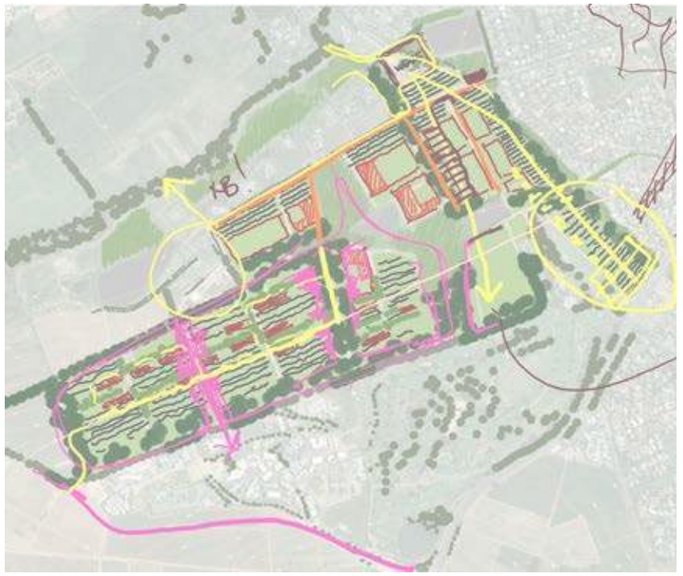


Fig. 12 Development of framework plan discussion diagram

- FUTURE DEVELOPMENT TO RECOGNISE THE WERF TYPOLOGY IN LAYOUT AND LANDSCAPE RESPONSE
- LINEAR DEVELOPMENT ON WESTERN PORTION OF THE SITE USING THE CONTOURS TO ESTABLISH DEVELOPMENT PATTERN
- POSSIBLE HIGHER INTENSITY DEVELOPMENT ALONG EASTERN EDGE
- RETAIN AN CLEAR LINE OF SITE FROM THE WERF TO THE SITE CONTEXT

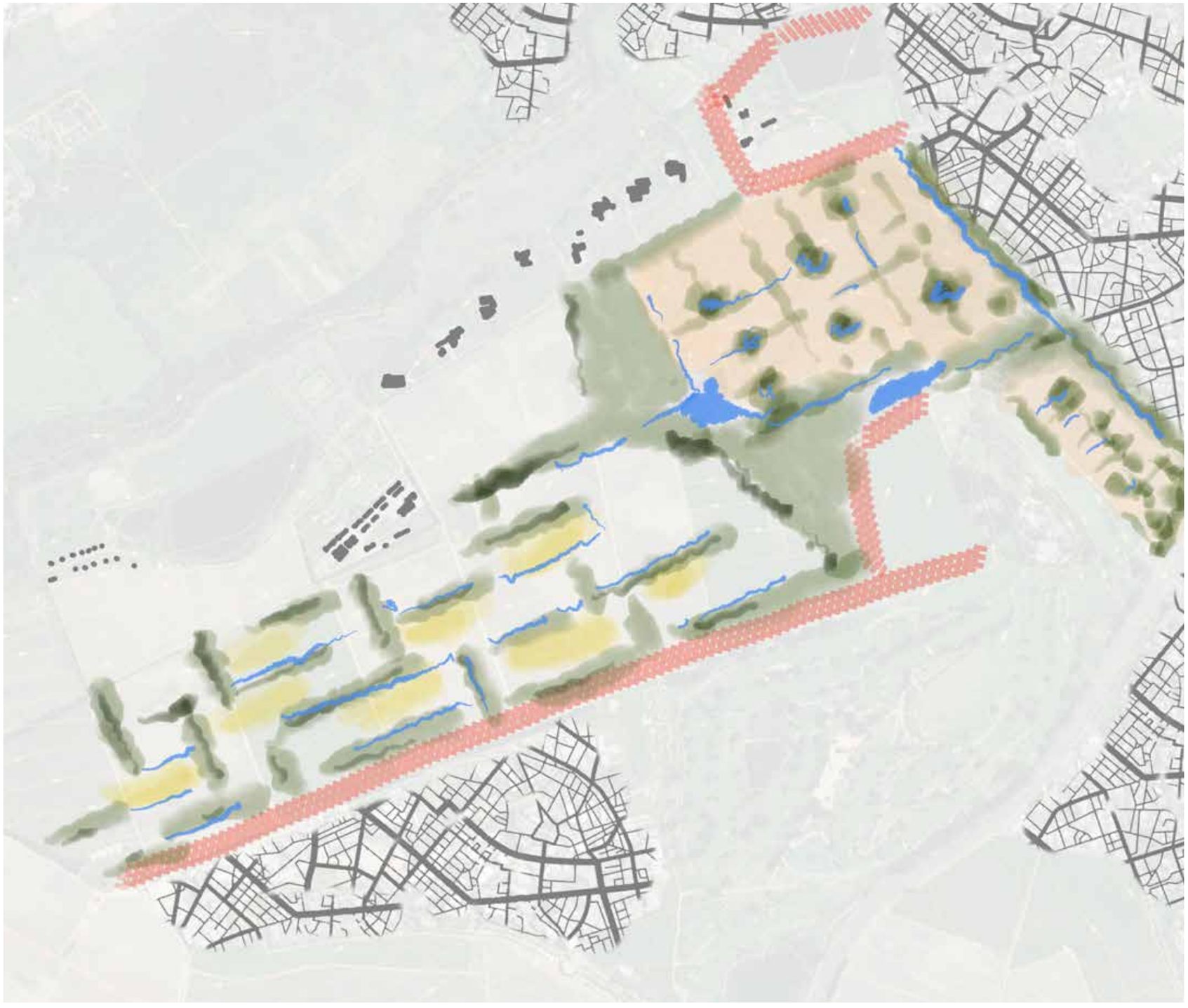


Fig. 13 Design response to historic landscape identity

- DEVELOPMENT ON SITE IN TWO DISTINCT DEVELOPMENT TYPES
- RED AREAS INDICATE “NO-GO” AREAS FOR DEVELOPMENT
- ECOLOGY EMBEDDED IN THE DEVELOPMENT
- DEVELOPMENT EMBEDDED IN ECOLOGY
- RECOGNISE HERITAGE TYPOLOGY

SYNOPSIS OF LANDSCAPE INDICATORS - EXTRACT FROM VISUAL AND CHARACTER ANALYSIS DOCUMENT

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Fig. 14 Overall HLFP indicating the various areas* as described in the Urban Design Framework by URBA

HIGH LEVEL LANDSCAPE FRAMEWORK PLAN PRECINCTS

* FOR THE PURPOSE OF SYNERGY THE SAME PRECINCT NAMING AND NUMBERING UTILISED BY THE URBAN DESIGNERS WILL BE USED TO DESCRIBE THE VARIOUS LANDSCAPE AREAS

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1 _ *PRECINCT A AND ASSOCIATED CONNECTED GREEN SPACES*

PRECINCT LANDSCAPING

The landscape approach is a strategy of management of various spaces, transition spaces, connection and systems rather than over-design elements that have little to no contributing value to the overall precinct. To this end the following aspects will be explored:

Natural River Course and Ecological Connections

Although the site has no direct boundary to the river, the presence of the river is an important link to the broader context and connection to the river is essential for developing a sound ecological matrix for the development. The river is one of the most valuable assets and potential amenities for the proposed development and requires rehabilitation to a more natural state, closer to an functional, healthy ecological system. The success of this will determine the future use and potential of this amenity and positive connection to the broader context.

Man-made connections and Storm-water Management

Storm-water management of the development is intended to be managed through a system of swales, channels and detention ponds prior to being discharged into the river system. The management of storm-water will follow the SUDS principles developed for the City of Cape Town. These systems will be planted with suitable plant material endemic and indigenous to the area. This will ensure the crucial biodiversity connectivity and continuity.

There will be a hierarchy of systems connecting the storm-water management at the source and connecting continuously to the larger detention facilities allowing recharge of the ground-water.



Fig. 15 Examples of path design, construction, materiality and planting

Pathways, Edges and Accessibility

Accessibility of the river and other green corridors is essential to the success and integration of the development to the context. These linkages are also integral to the heritage layer and heritage response of the development. Further linkages can be strengthened by providing pedestrian access to the river. The footpaths will connect to the overall pedestrian infrastructure. To ensure the survival of the natural systems the pathways and routes will be fixed and determined, constructed from natural material in a in a contemporary rendition of a traditional path.



Fig. 16 Example of seasonal mowing regime in practice, where meadow space becomes social amenity



Fig. 17 diagram depicting relationship between forest and meadow, illustrating hedgerow biodiversity

Meadows and Hedgerows

An important aspect of the farm and the rural nature is the presence of meadows or fallow fields and vineyards edged by the clusters of trees and/or forest. From the major approach road,the buildings of this precinct are seen in the distance with the vineyards, fields and a farm dam in the foreground. This is one of the landscape typologies that provides such a strong rural character to the site. As with the river corridor and development of the ecological corridors, this aspect must be developed to become a real amenity for the development. The vegetation around the existing farm dam can be further enhanced with rehabilitated fynbos planting to create a diverse ecology for the site and seasonal interest and amenity for the inhabitants.

The mono-culture nature of the fallow fields can be re-rehabilitated to closer resemble clearings which would naturally occur between densely planted areas. The transition between one landscape type to another will provide seasonal variety and diversity which is currently lacking in the landscape.

This would provide a further extension of the ecological connection, with re-planted fynbos hedgerows as edging to the forested areas. Pathways through the meadows and forests can be less structured and follow seasonal whims and notions, with mown paths that are allowed to disappear during transitions between seasons.

Where these fynbos hedgerow edge the intended food gardens species can be chosen that are naturally edible and forage plants. It is a landscape of transition and seasonal interest with a strong ecological back-bone and connection to the context.



Fig. 18 Composite design (green stitching; agricultural patterning; interstitial spaces; surface water hydrology) responds to complex web of social, cultural and ecological informants



Fig. 19 Green stitching - acknowledges typology of heritage remnants, facilitates ecological connectivity



Fig. 20 Agricultural patterning - acknowledges typology of heritage remnants, maintains semi-rural aesthetic



Fig. 21 Interstitial spaces - supports social and recreational opportunity, merges development typologies



Fig. 22 Storm-water hydrology - facilitates ecological connectivity, provides amenity

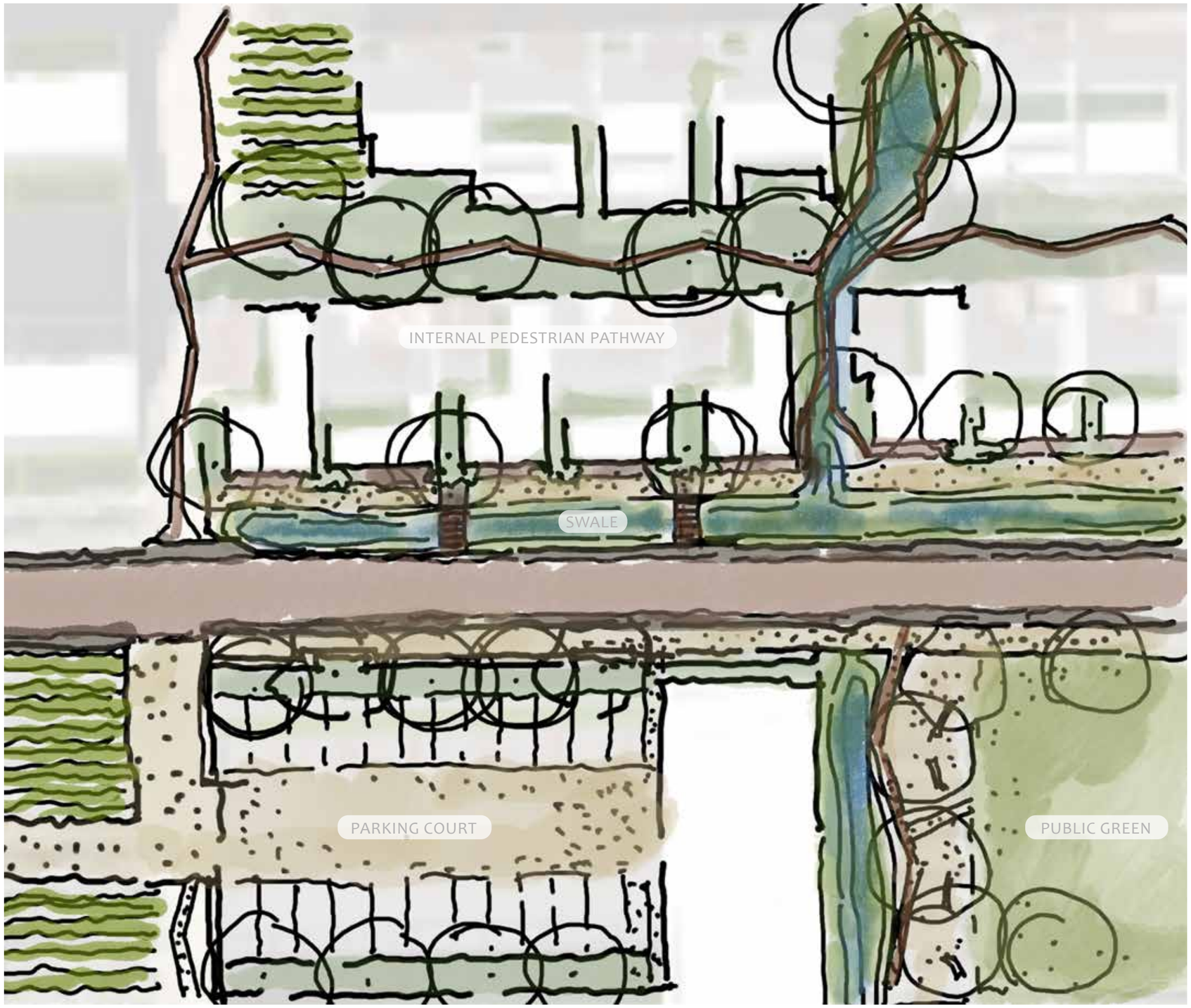


Fig. 23 Streetscape diagram of main order street with movement network linking residential development, parking, public open space, green space and agriculture



Fig. 24 Site with residential area indicated in red



Fig. 25 Residential area with street-scape indicated in red

- MAIN CIRCULATION ROAD
- MIXED-USE EDGE
- PEDESTRIAN WALKWAY
- TRAIL THROUGH GREEN BELTS

STREETSCAPE



GREEN CONTINUITY

* Flowing lines of movement, green corridors and SUDS systems combine in a robust, cohesive fabric



MULTIDIMENSIONAL

* Edges and canopy are crucial in shaping dynamic spaces that people experience with all their senses.



SHARED ACCESS

* Non-hierarchical movement and soft edges support an inclusive approach to access and transit

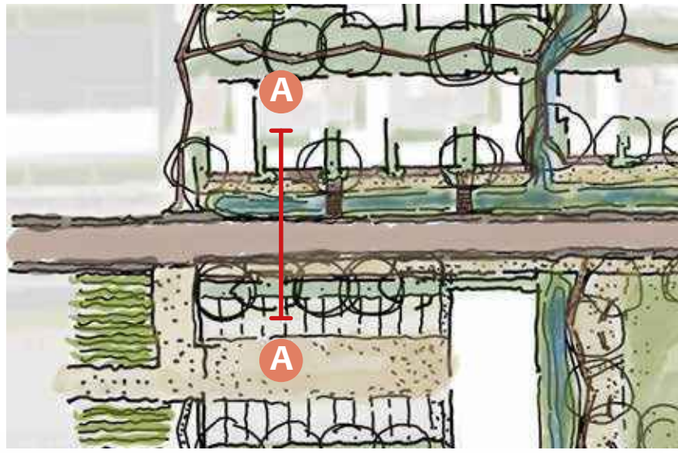


Fig. 27 Streetscape excerpt with section line A indicated in red

CREATING PLACE

* Contoured slopes mediated by permeable strata: roadway, parking platforms stitched with walkways and seating

A

A

Fig. 26 Section A, typical section through storm-water swale and main order street, from residential development to embankment and parking

STREETSCAPE - INDICATIVE SECTION A

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GREEN MATRIX

* Integrated Ecological Corridor/Storm-Water Management matrix provides a functional recreational amenity

SHARED ROUTES

* Shared-space movement networks shift hierarchy from vehicle dominant to community orientated

TRANSITION

* Agricultural/green development mosaic (semi-rural landscape domain) stitches rural and urban typologies

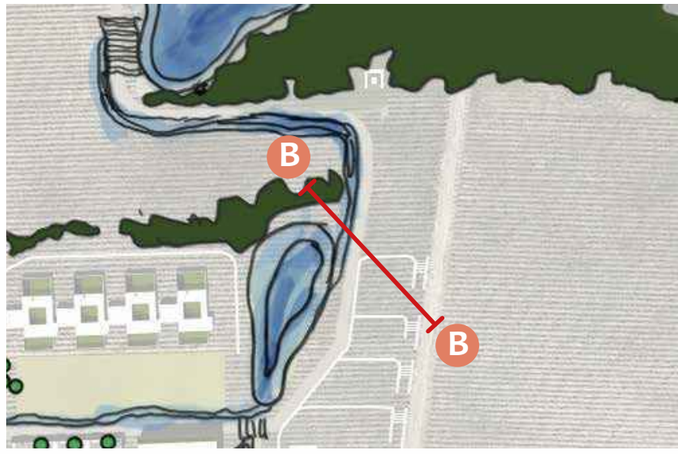


Fig. 29 Streetscape excerpt with section line B indicated in red



Fig. 28 Section B, typical section through secondary order road, from storm water swale to permeable stone drainage channel and agricultural vineyards

STREETSCAPE - INDICATIVE SECTION B

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UNIQUE CHARACTER

* Identification and preservation of cultural and ecological heritage resources contributes to place making



HEALTHY STREETS

* Design to support healthy environments and lifestyle choices. by integrating active and ‘green’ engagement



PROTECT VIEWS

* Develop experience and identity through identification and preservation of site views and vistas

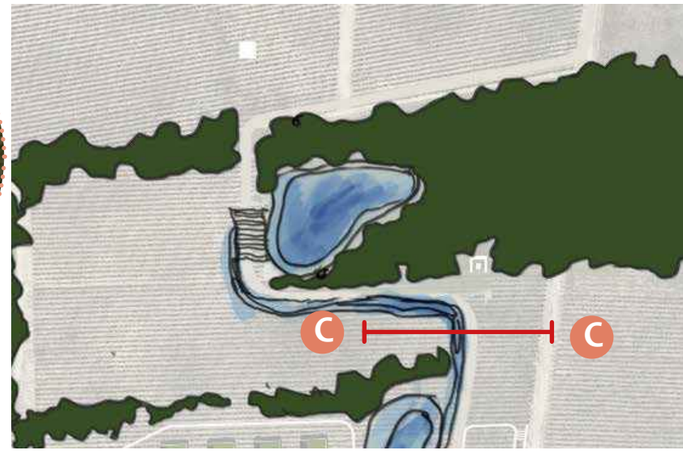


Fig. 31 Streetscape excerpt with section line indicated in red



Fig. 30 Section C, typical section through second order road, passing between agricultural vineyards

STREETSCAPE - INDICATIVE SECTION C



Fig. 32 Composite design (green stitching; agricultural patterning; interstitial spaces; surface water hydrology) responds to complex web of social, cultural and ecological informants

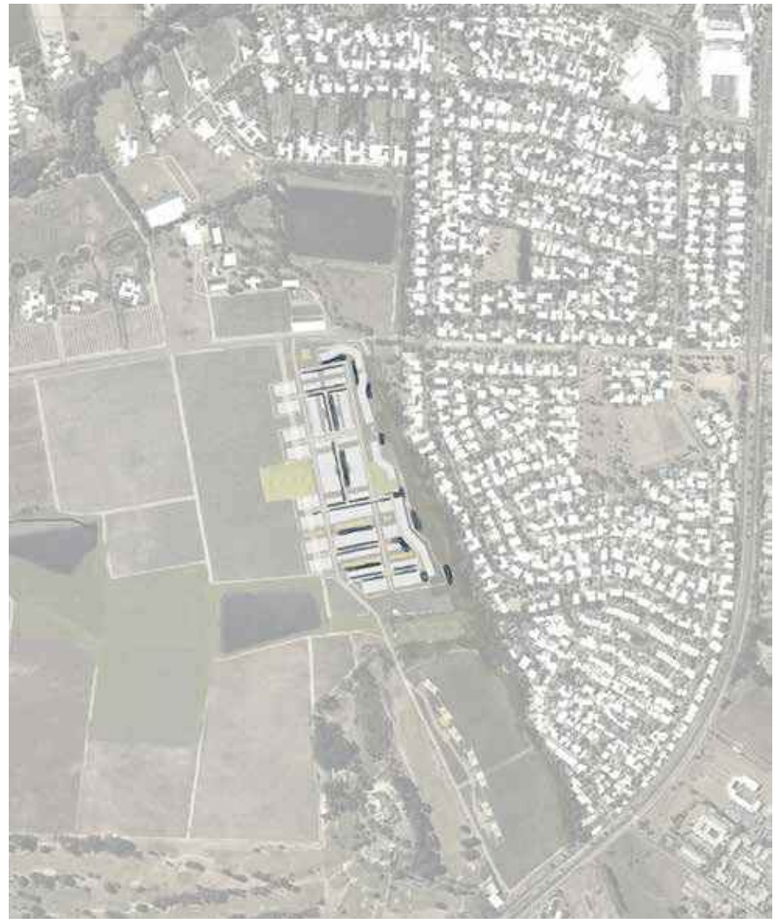


Fig. 33 Storm-water hydrology - facilitates ecological connectivity, provides amenity



HIGH LEVEL FRAMEWORK - PRECINCT B AND C



Fig. 34 Green stitching - acknowledges typology of heritage remnants, facilitates ecological connectivity



Fig. 35 Agricultural patterning - acknowledges typology of heritage remnants, maintains semi-rural aesthetic



Fig. 36 Interstitial spaces - supports social and recreational opportunity, merges development typologies











2 _ PRECINCT B AND ASSOCIATED SPACES

The higher intensity development on the eastern portion will provide a more dense configuration of dwellings units and therefore the internal green spaces and their connection to the broader landscape is of utmost importance.

Visual and Physical Connections

Due to the density envisaged for this portion the inhabitants will require ample outdoor space and should be allowed to access the broader site as a direct amenity. Clear visual line and physical connectivity will be integrated with the storm-water management systems. Footpaths and pedestrian links will continue to the broader pedestrian network.

It is important that a continuous green seam runs through the development and so anchors this portion to the broader identity and sense of place albeit a much higher density.

Streets and Storm-water Management

The street verges will play a crucial part in the green connectivity. A hierarchy in street parameters will provide a variety of applications to ensure pedestrian dominance and connection the overall pedestrian network of the site and overall development.

Certain conscious design decisions such as limiting pavements in the secondary streets and narrowing the hard-surface will further provide traffic calming and pedestrian friendly environments. Storm-water is integrated in the street design to connect to the proposed green corridors which also function as storm-water management systems.
Subtle shifts in the alignment forces motorists to slow down and provides traffic calming without the need for obtrusive speed-bumps.

Paving and other materials will be chosen to enhance the rural quality of the development, but with a contemporary application and design intent.

Pathways, Edges and Accessibility

The design intent is to provide ample pedestrian pathways and connectivity to the entire site. This will allow for active surveillance of open spaces. Where street reserves are less than 12 m the intent is not to have any pavements but rather treat the streets as pedestrian dominant zones.

Pedestrian paths and board-walks will connect to the internal streets to provide a continuous pedestrian system and will be managed as insertions in the natural landscape where these paths are determined and permanent. The areas such as the meadows where there is a seasonal quality pathways can be mown and have a seasonal interest and adaptability.

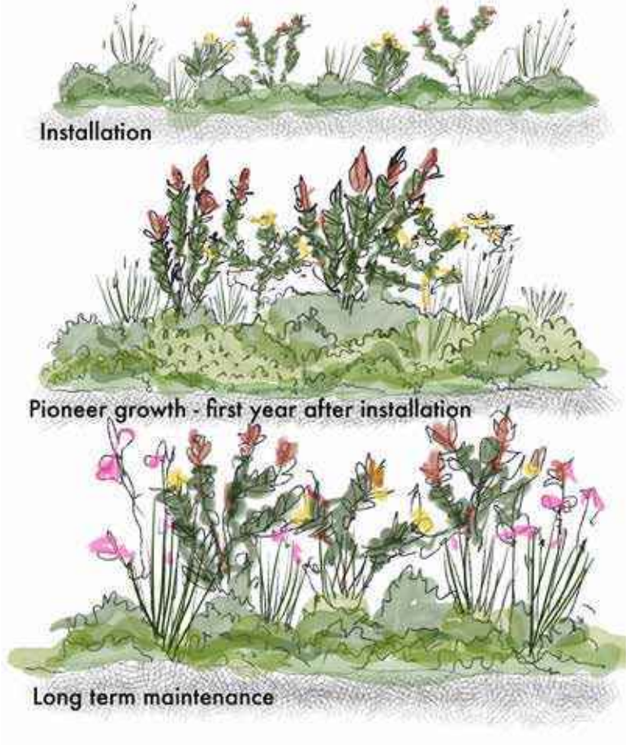
Ecology and People

In all instances where soft-landscaping is applied the recognition of the broader ecology is paramount. The influence of ecology on the daily life should be celebrated and the diversity of various ecosystems on the site must be enhanced and developed. It should be understood that the health of the micro system is dependant on the health of the macro system and visa-versa. Maintenance then becomes self evident and the strategy to retain and maintain verges and other green spaces are crucial for a sustainable and resilient landscape.

Where erven are adjacent to the river corridor, meadow or forest, the interface must be managed with long-term landscape strategies to retain the natural interactions of a healthy ecology. This may require certain erven to have a ecological servitude as an extension to the erf boundary.



Fig. 37 Typical section of the relationship of planting and accessibility to edible and fragrant plants



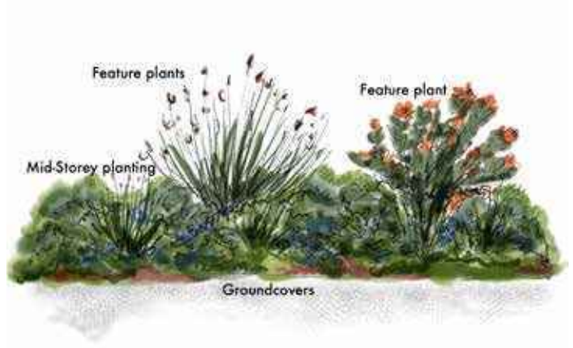


Fig. 38 A series of illustrations explaining the concept of design through maintenance and recognising the role that the natural senescence plays in developing a resilient planting strategy.

Edge conditions and buffer areas

The unique setting of this portion or parcel of the development is that it is adjacent to an number of varying ecological conditions and the potential to provide an internal spine as connection to the broader context and ecology. The use of allotments and an accessible, sustainable, and harvestable landscape allows for the implementation of interesting and unusual landscape typologies.

Senescence and the landscape

The landscape approach and strategy or methodology will be one of mimicking the planting and grouping of plants in their natural setting and allowing for the active development and action of senescence to take place. This implies that the maintenance period is an active part of the design process and future implementation of soft-landscaping should take this into account.

It is a landscape where the seasonal qualities of the landscape is understood and enhanced to allow for a year long change and interest in the landscape.

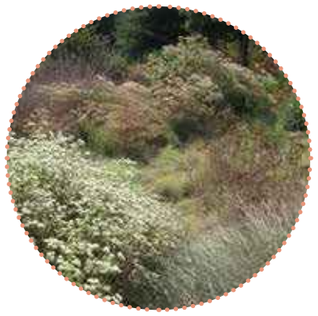
Edible gardens and harvestable landscapes

Due to the nature of the site and the rural qualities that must be enhanced and developed, the notion of an edible garden or harvestable landscape is useful. The site lends itself to the structured planting of such a landscape and the various transition zones between urban and agriculture, Forest and meadow, Meadow and vineyard allows for these zones to be occupied by hedgerow planting and a transition to more agricultural planting to encompass this idea of a garden with variety and bounty.









GREEN BUFFER

* Agriculture to function as buffer between development and ecologically sensitive areas

SOCIAL AMENITY

* Integrate sensitive, interactive recreational opportunities to consolidate urban and rural typologies

GREEN LINKS

* Identify local eco-systems and areas of ecological importance to be protected and enhanced.

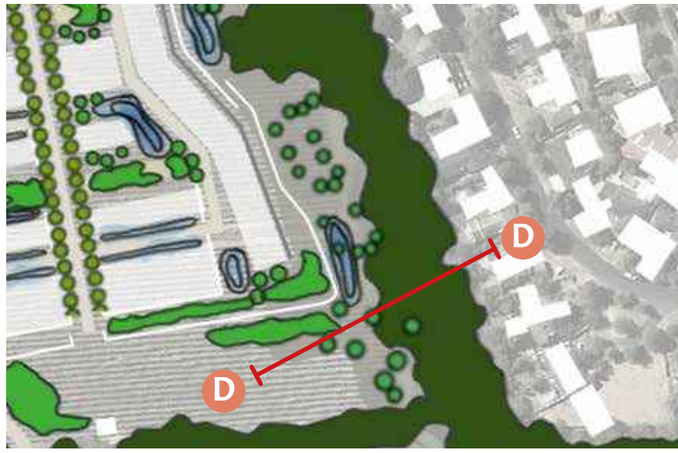


Fig. 40 Landscape excerpt with section line D indicated in red

RIVER CORRIDORS

* Preserve the functional integrity of natural hydrological systems and support associated biodiversity.





Fig. 39 Section D, typical section through recreational path and boardwalk, passing between agricultural vineyards

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION D

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URBAN EDGE/WALL

* Building edge and connection to intense urban development
* Active surveillance
* Opportunity to engage with green systems

ACCESS PATHWAYS

* Pedestrian pathways as part of overall pedestrian network
* Connect werf and historical green system to ecological network

ECOLOGY

* Rehabilitate and protect ecological systems
* Connection to the broader green network and historical outspan and green infrastructure



Fig. 42 Landscape excerpt with section line E indicated in red

EXISTING URBAN EDGE

* Recognition of existing urban edge
* Public access to green system and context



Fig. 41 Section E, typical section of recreational path and terrace interface between development and greenbelt with stream frontage

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION E

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RE-WILDING

* Re-planting of indigenous forest species
* Create a connection to the green matrix
* Forest edge and hedgerow

SEASONAL

* Natural fields and meadows
* Seasonal interest with variation
* Amenity with incidental pathways

INTERACTIONS

* Increased interaction between agriculture and natural vegetation
* Interesting edges with increase potential for biodiversity and ecological connections i.e. beetle banks

DIVERSITY

* Establish a landscape identity through connection to wilderness
* Natural hedgerows facilitate an increase of biodiversity



Fig. 43 Section F, typical section of meadow and mown recreational paths between woodland and green belt

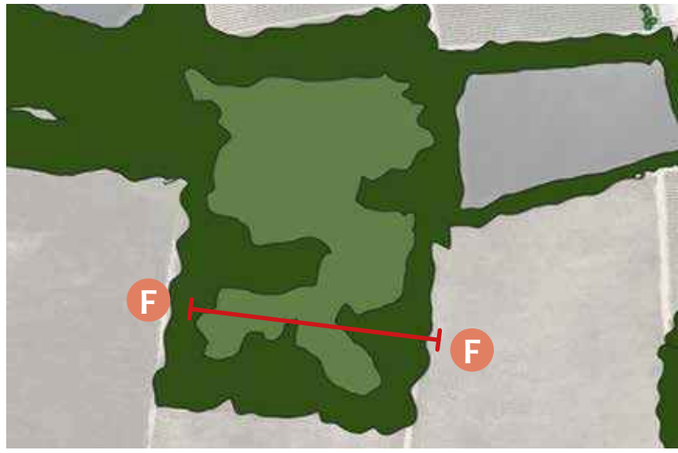


Fig. 44 Landscape excerpt with section line F indicated in red

INTERFACES AND EDGE CONDITIONS - INDICATIVE SECTION F

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Fig. 45 Path design with central drainage channel



Fig. 46 Indigenous fynbos planting in swale



Fig. 47 Detention pond planting



Fig. 48 Swale planting on verge of path



Fig. 49 Indigenous planting in seasonal pond



Fig. 50 Indigenous planting on verge of path

PRECEDENT IMAGES - VERGE DESIGN AND PLANTING



Fig. 51 Composite high level framework plan diagram indicating areas

OVERALL HIGH LEVEL LANDSCAPE FRAMEWORK PLAN

1. Entrance Avenue
2. Historic Landscape Patterns
3. Embedded ecology and green systems - Development as per Urban Design Framework
4. Connection to broader green network and ecology
5. Increased indigenous tree planting and fynbos planting - increased diversity and green connection
6. Embedded ecology and green systems - Development as per Urban Design Framework

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26 Fig. 49 Indigenous planting in seasonal pond
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26 Fig. 50 Indigenous planting on verge of path
27 Fig. 51 Composite high level framework plan diagram indicating areas



LIBERTAS

VISUAL AND LANDSCAPE CHARACTER ANALYSIS

(Remainder Farm No. 1040 and 1480; Portion Two Farm of No. 374; Portion Two of Farm No. 371)

JUNE 2021

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LIBERTAS

VISUAL AND LANDSCAPE CHARACTER ANALYSIS

CONTENTS:

METHODOLOGY
CONTEXT: MACRO
CONTEXT: LOCAL
RELATIONSHIP TO BROADER LANDSCAPE
CONTEXT: SITE
SITE POTENTIAL AND RESPONSE
LANDSCAPE HERITAGE
LIST OF FIGURES

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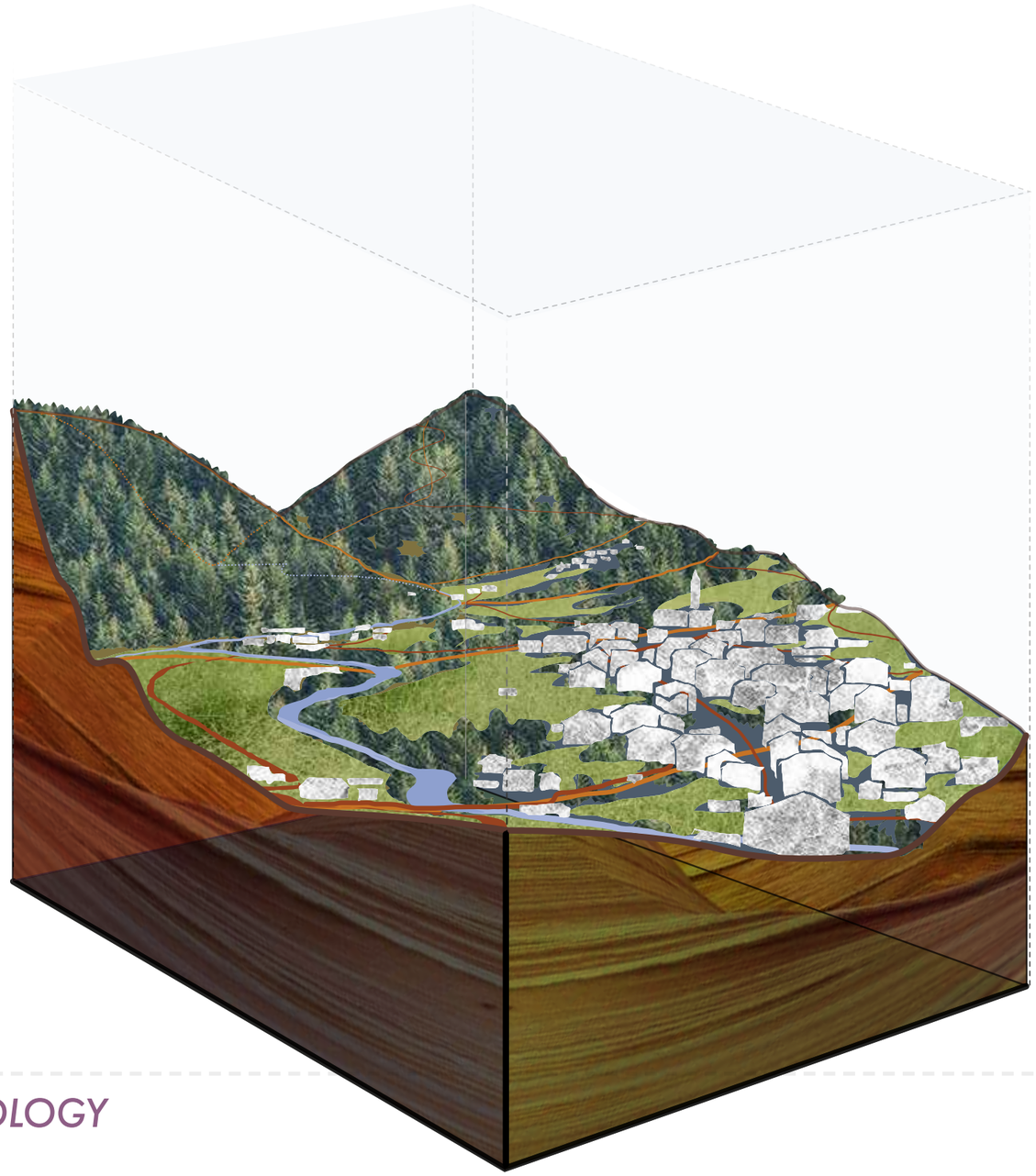
LIBERTAS

METHODOLOGY

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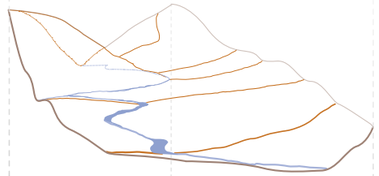
Methodology:

The analysis starts with the macro context, exploring the significance of the site within the city context, and then narrows into the local and site context. The environmental, physical and historical context is evaluated at these different scales.
Capturing of cultural landscape elements runs parallel to this exercise, as the environment in which the site is located is rich in cultural heritage and scenic significance.

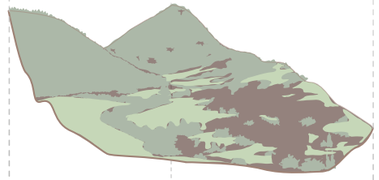




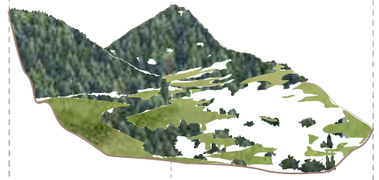
- DEVELOPMENT



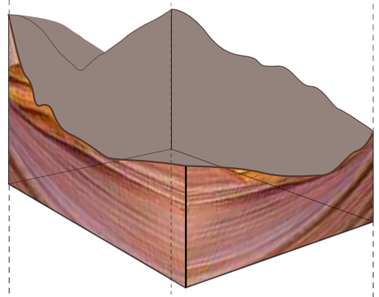
- HYDROLOGY



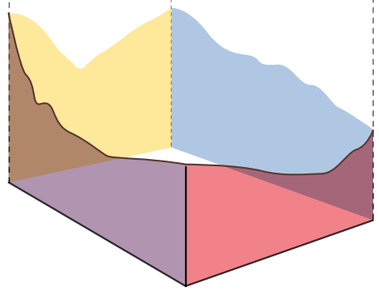
- LAND USE



- VEGETATION



- GEOLOGY



- SITE EXTENT

Cultural Landscapes Continuum

DESIGNED LANDSCAPES	VERNACULAR LANDSCAPES	ASSOCIATIVE LANDSCAPES		
CONSCIOUSLY ORDERED	ORGANICALLY EVOLVED		ETHNOGRAPHIC LANDSCAPES	HISTORIC SITES
Gardens and parklands constructed for aesthetic reasons, often associated with religious spaces and/or monumental buildings/ and ensembles	Rural historic districts and agricultural landscapes - single farm complexes or entire districts of historic farmsteads along river valleys Relic (fossil) / continuing	Hunting grounds, initiation sites, ancestral lands, significant by virtue of powerful religious, artistic or cultural associations with natural elements rather than material cultural evidence	Ancient rock art sites; sacred religious sites, massive geological formation sites, and contemporary settlements containing a variety of natural and cultural elements identified as heritage resources by the people with which they are associated	Battlefields, burial sites, presidential homes and properties deemed significant by their virtue of their association with historic events, activities, practices, persons or groups of people

LANDSCAPE DOMAIN TYPOLOGY



RURAL
Unaltered to green altered landscape

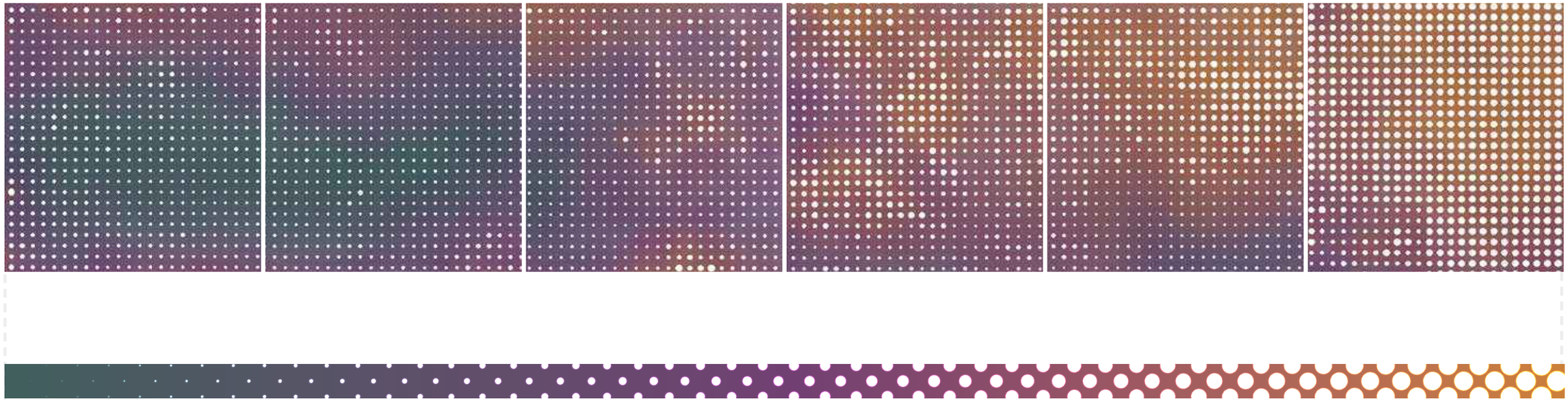
BUILT
Green altered to green developed landscape

SITE-SPECIFIC
Concentrated developed landscape

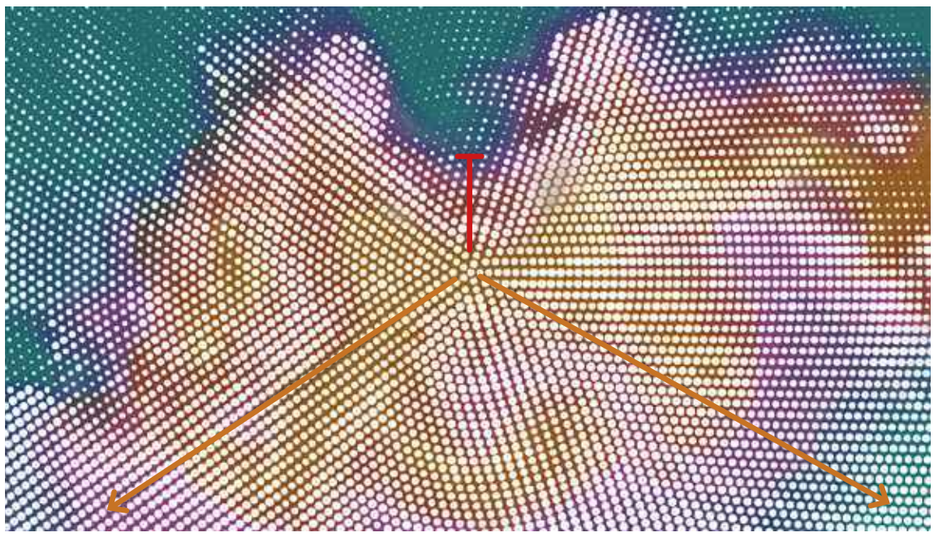
LANDSCAPE DOMAIN CONTINUUM

WILDERNESS ⟵ TRANSITION ⟶ URBAN

LANDSCAPE DEVELOPMENT CONTINUUM



UNSUITABLE / UNFAVOURABLE ← TRANSITION → SUITABLE / HOSPITABLE



DEVELOPMENT PRESSURE: POTENTIAL FOR EXPANSION

METHODOLOGY

TERRA+ landscape architects

LANDSCAPE DOMAIN TYPOLOGY



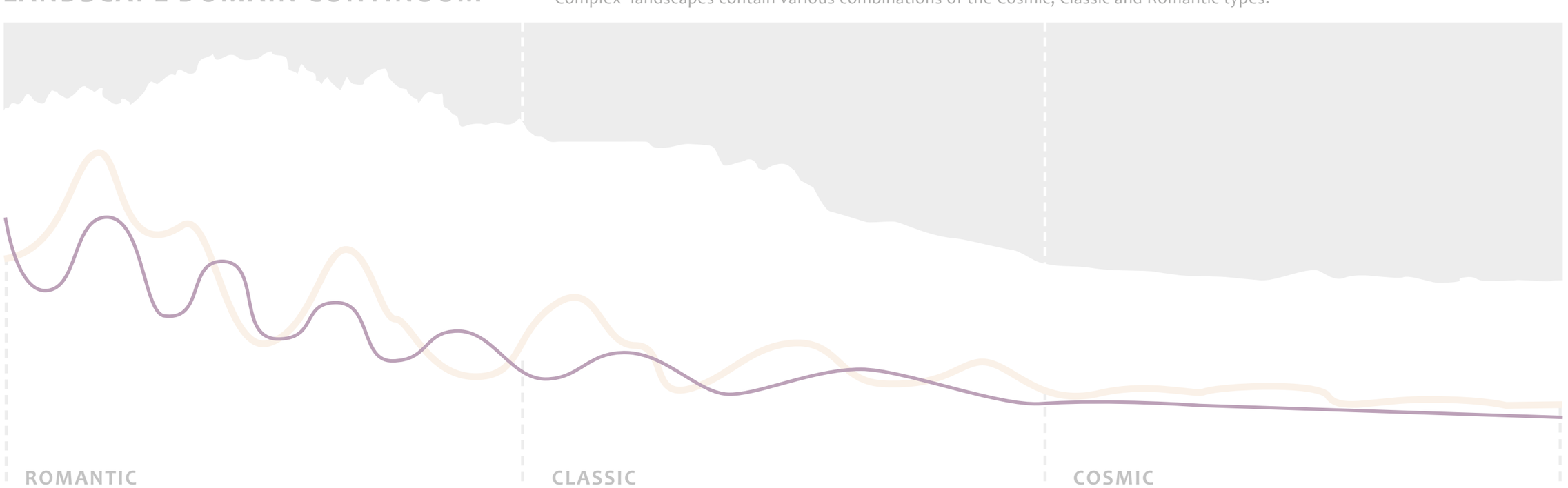
ROMANTIC
Earth-dominated landscape

CLASSIC
Earth-sky balanced landscape

COSMIC
Sky-dominated landscape

LANDSCAPE DOMAIN CONTINUUM

‘Complex’ landscapes contain various combinations of the Cosmic, Classic and Romantic types.





LIBERTAS

CONTEXT: MACRO

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Fig. 1 Macro context with Libertas site shaded in purple

CONTEXT

The site for proposed development lies in a valley formed by rolling hills composed of malmesbury shale, to the west, and the sharp ascent of Stellenbosch mountains to the east. This basin in the landscape creates a natural “room” where the rural cultivated farmlands meet the urban development of the town of Stellenbosch.

This is also the start of the Hottentots Mountains and a gateway to the mountainous region of Stellenbosch, Franschoek and Paarl which is the receiving landscape after leaving the Cape Flats.

The threshold moment is significant and is further illustrated by the following figures and diagrams.



Fig. 2 Sentinal aerial map scale 1:100 000


DURBANVILLE
KRAAIFONTEIN
BRACKENFELL
BRACKENFELL SOUTH
BELLVILLE
STIKLAND INDUSTRIAL
PAROW
GOODWOOD
KUILS RIVER
ELSIES RIVIER
EPPING
BELHAR
MAITLAND
MAITLAND
MAITLAND

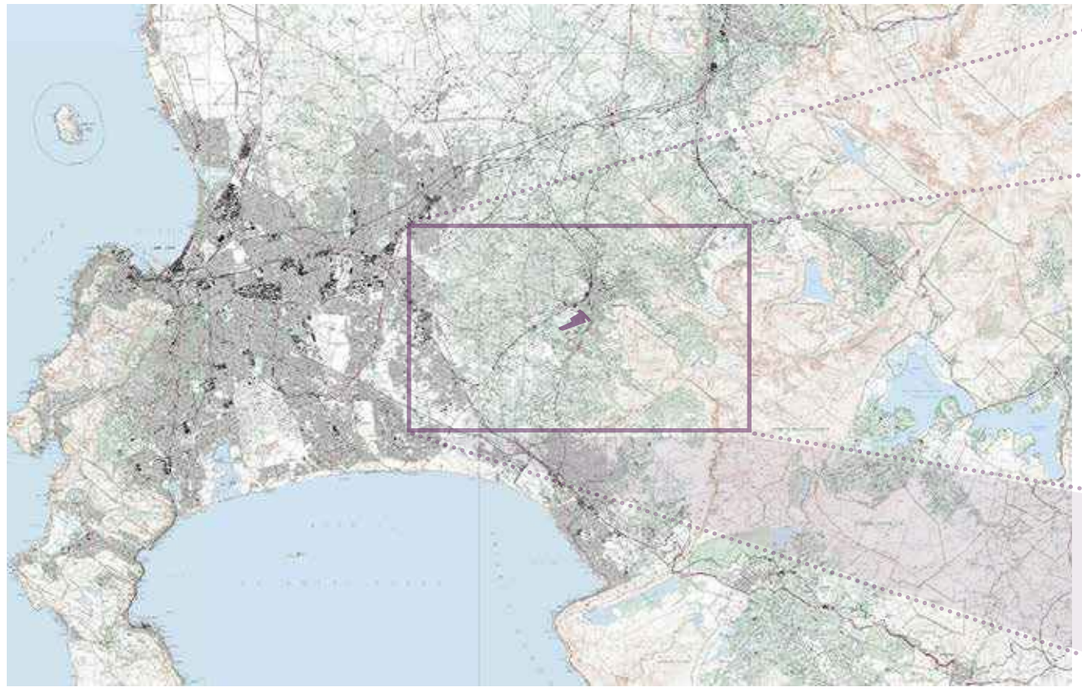


Fig. 5 Topocadastral map indicating site location in relation to City of Cape Town Metropolitan Municipality

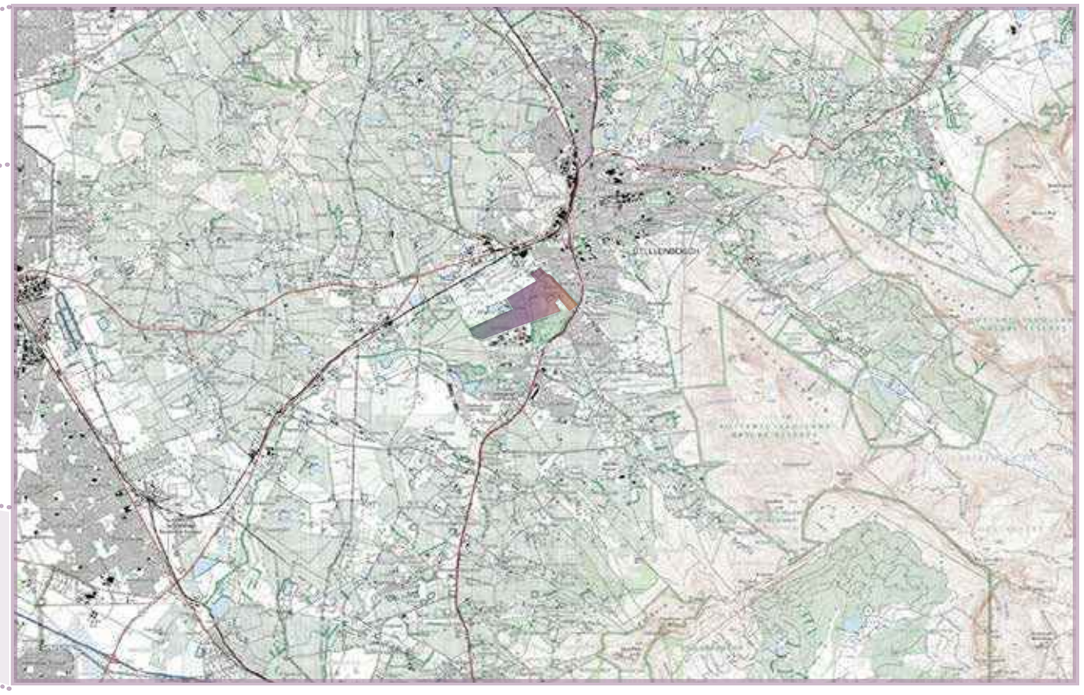


Fig. 6 Topocadastral map indicating site location in relation to Stellenbosch Municipality

LANDSCAPE DEVELOPMENT CONTEXT

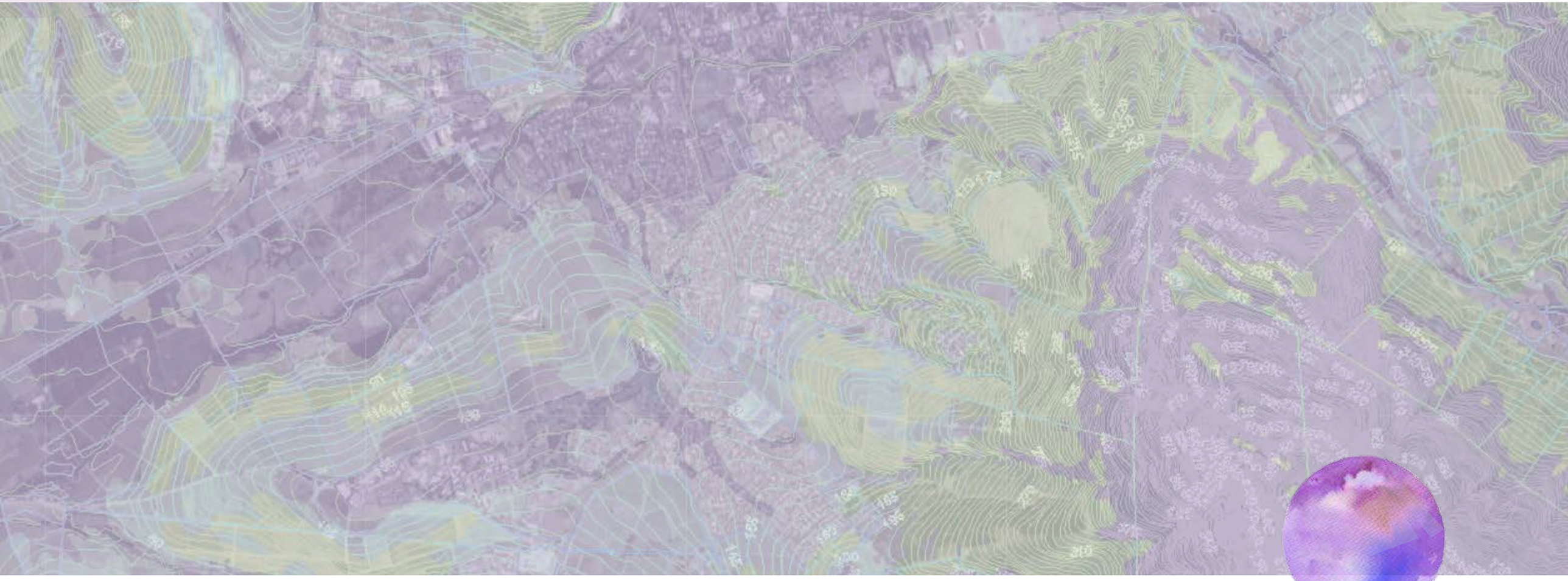
- GREATER METROPOLITAN AREAS
- FAST GROWING AREA
- DEVELOPMENT PRESSURES
- CUSP OF AGRICULTURE AND URBAN DEVELOPMENT
- THRESHOLD IN THE LANDSCAPE
- TRANSITION FROM RURAL TO URBAN



Fig. 7 Graphic representation of site location in relation to expanding Stellenbosch development pressure

CONTEXT: MACRO

TERRA+ landscape architects



LIBERTAS

CONTEXT: LOCAL

TERRA+
landscape architects



Fig. 8 Local context with Libertas site outlined in purple

CONTEXT

The site ...
Within a river basin shaped by distinct geology and edged by river
Views across to both edges of the valley
Relatively flat site
Site visible from paarl mountain
Connection to the river and river corridor of utmost importance

Visual connection to wilderness areas
Strong agricultural patterns of rows of vineyards and fields create a tapestry of textures in the landscape
Landscape patterns of planes of agricultural fields a dominant element in the landscape
Disconnected from agricultural/rural landscape along the northern edge
Combination landscape - romantic and classical (norberg-schulz definition)



Fig. 9 Illustrative section through Libertas site (B) from Papegaaiberg (A) to Stellenbosch Berg (C) with Google Earth panoramas of segments A-B and B-C

CONTEXT: LOCAL

TERRA+ landscape architects

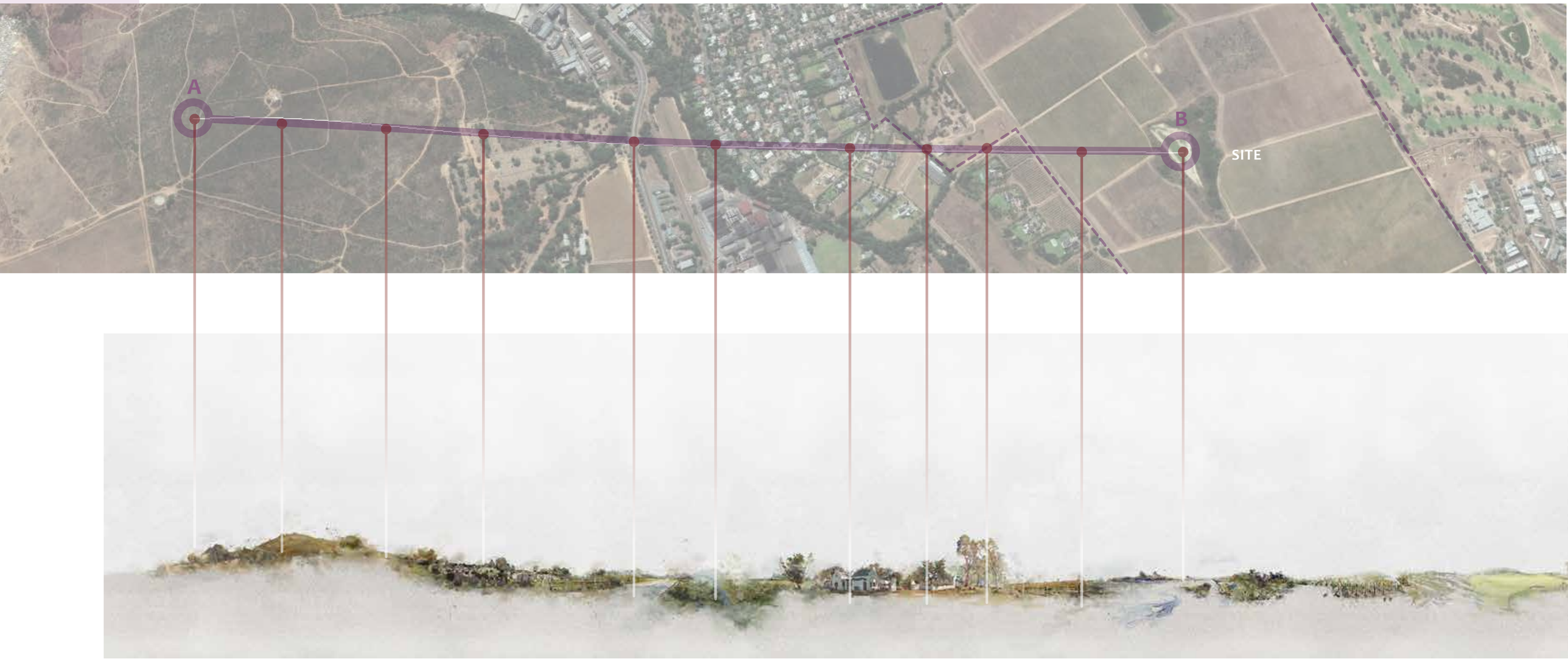
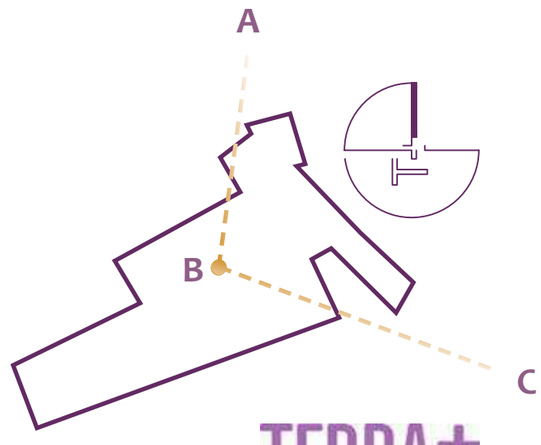


Fig. 10 Illustrative section A-B from Papegaaiberg (A) to Libertas site (B) complimented by Google Earth aerial photograph of segment A-B



CONTEXT: LOCAL

TERRA+
landscape architects

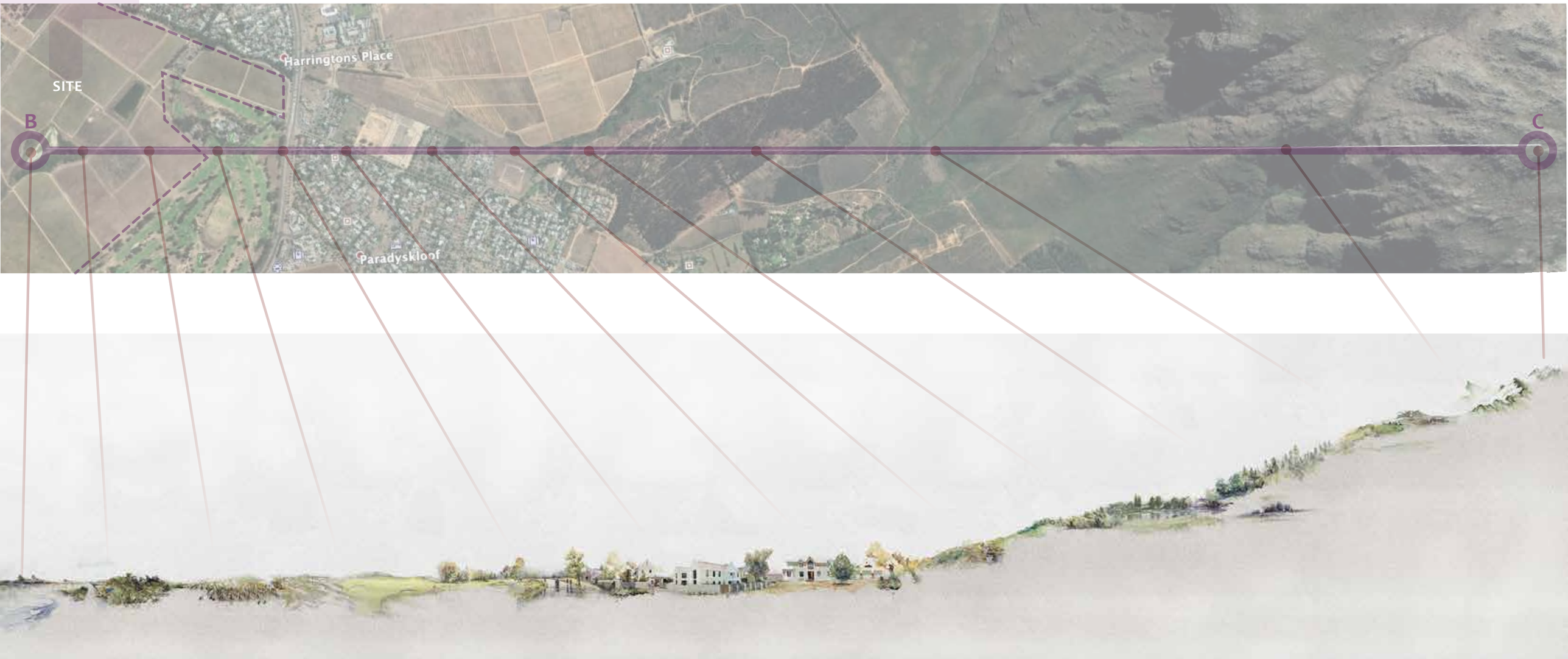
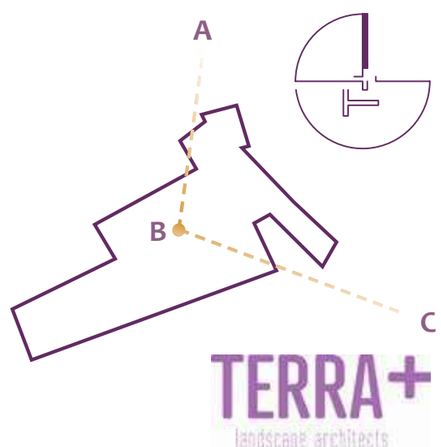


Fig. 11 Illustrative section B-C from Libertas site (B) to Stellenbosch Berg (C) complimented by Google Earth aerial photograph of segment B-C



CONTEXT: LOCAL

TERRA+
landscape architects

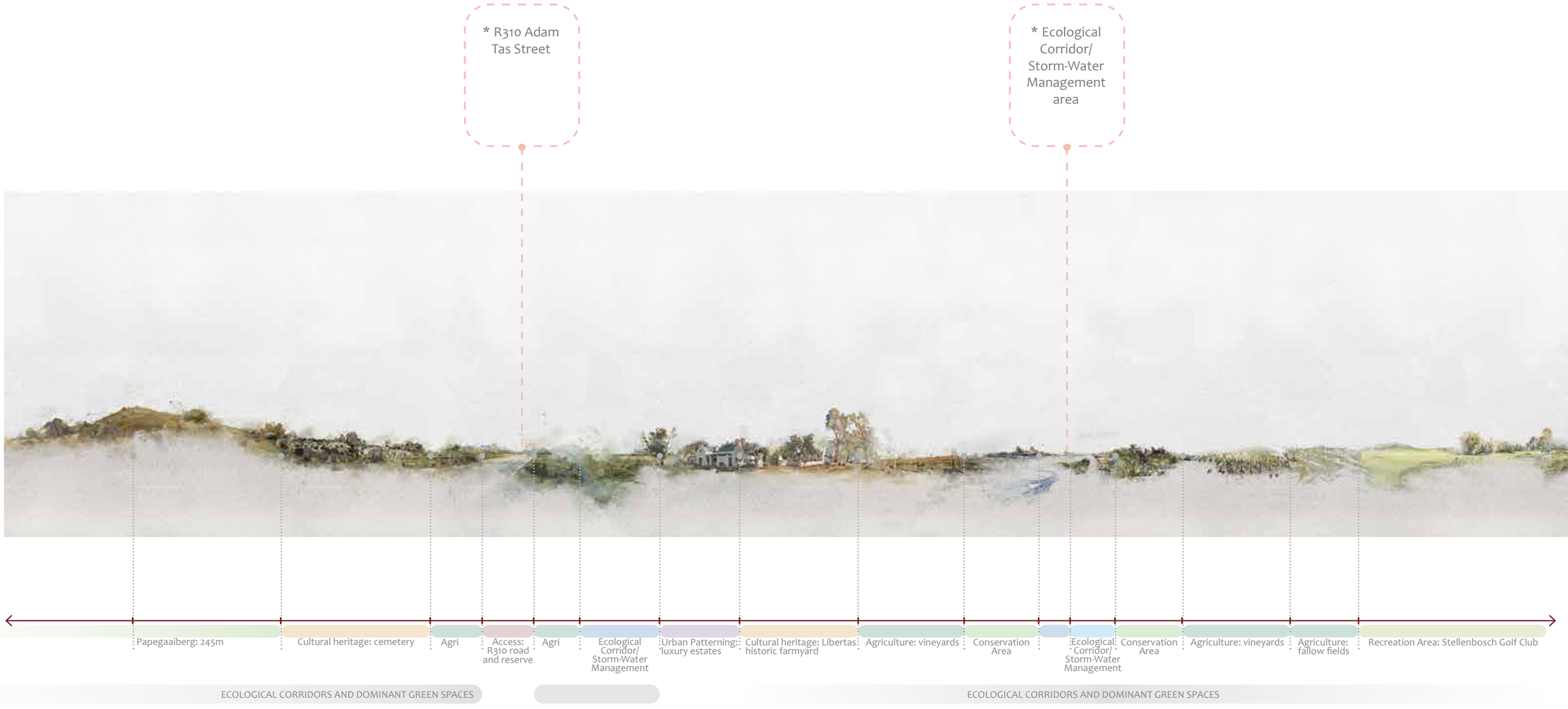


Fig. 12 Illustrative section A-B from Papegaaiberg (A) to Libertas site (B)

CONTEXT: LOCAL

TERRA+ landscape architects

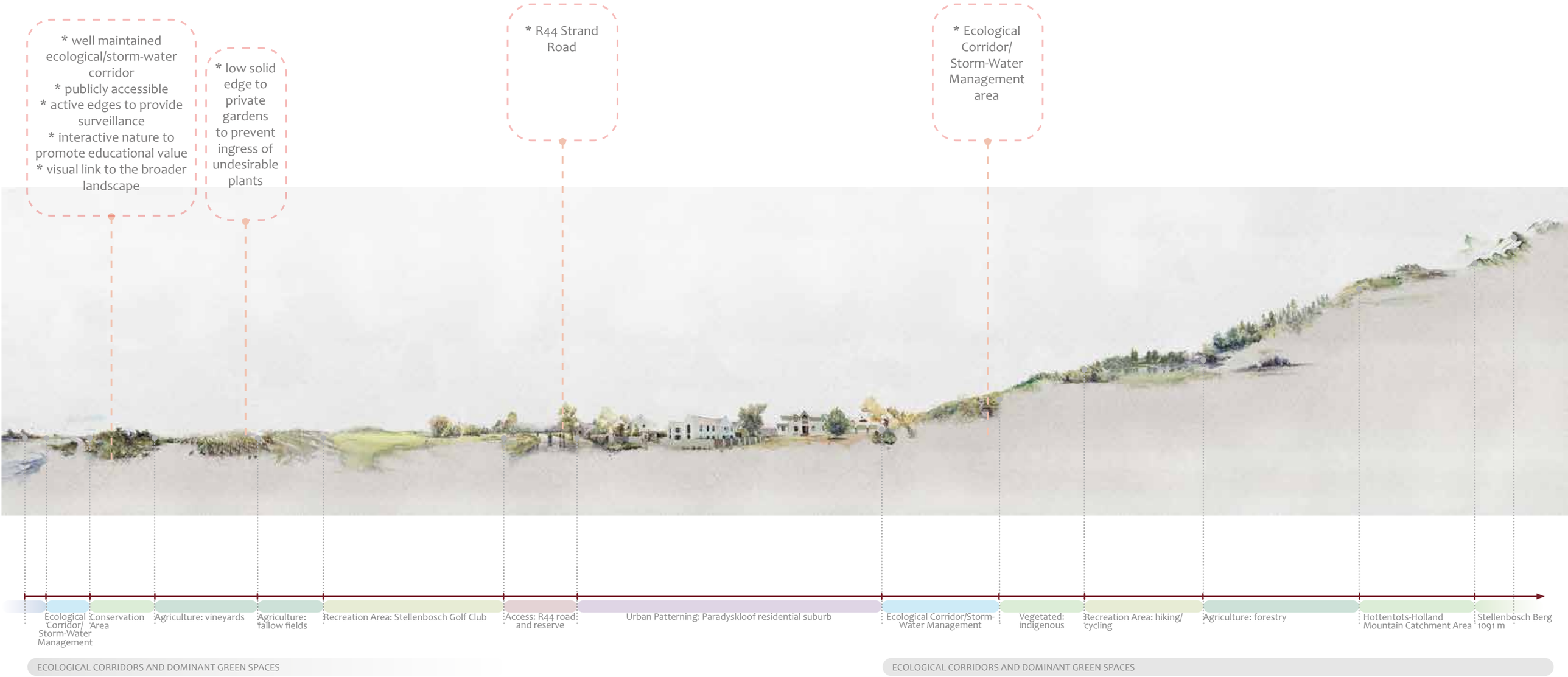


Fig. 13 Illustrative section B-C from Libertas site (B) to Stellenbosch Berg (C)

CONTEXT: LOCAL

TERRA+ landscape architects



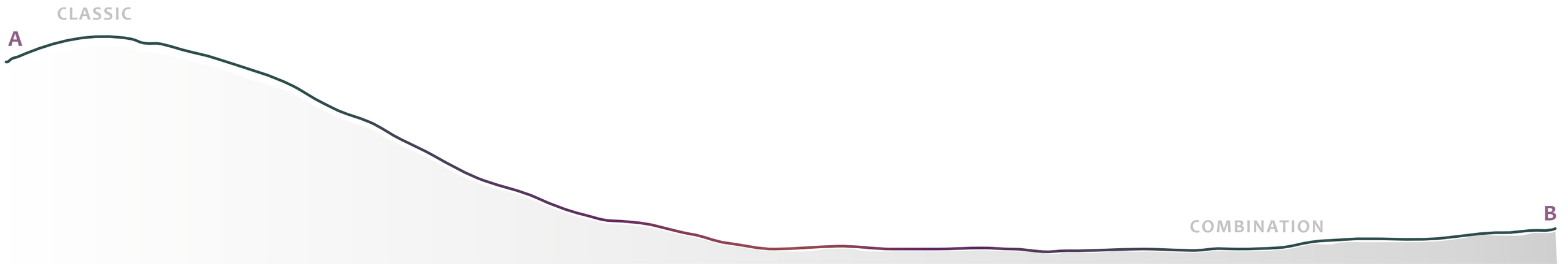
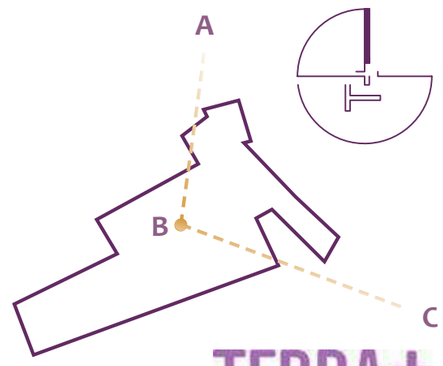


Fig. 14 Section A-B from Papegaaiberg (A) to Libertas site (B) with Google Earth aerial panorama of segment A-B at a northerly orientation



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landscape architects

CONTEXT: LOCAL



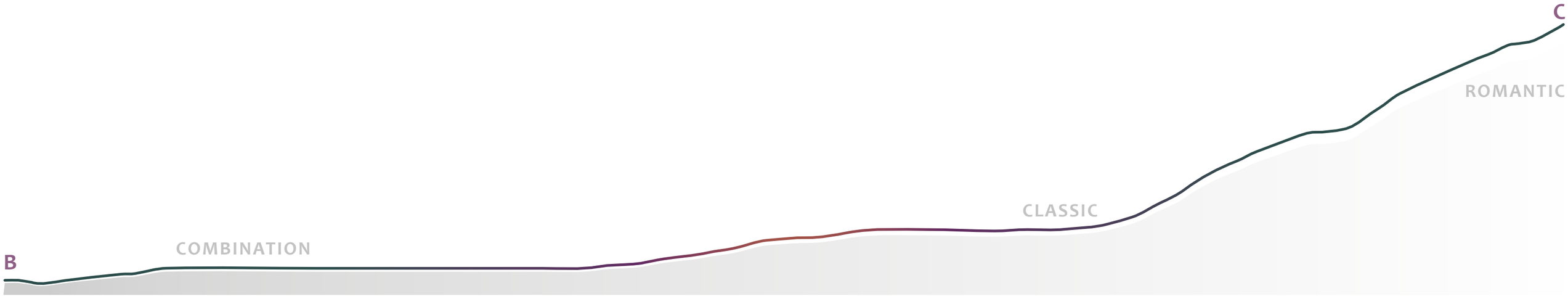
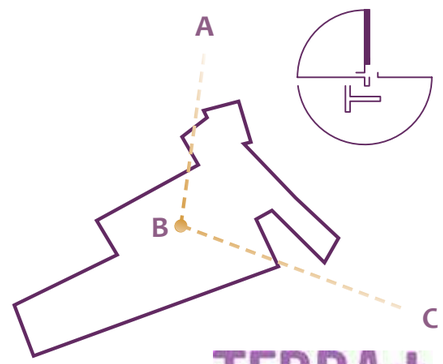


Fig. 15 Section B-C from Libertas site (B) to Stellenbosch Berg (C) with Google Earth aerial panorama of segment A-B at a northerly orientation



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CONTEXT: LOCAL

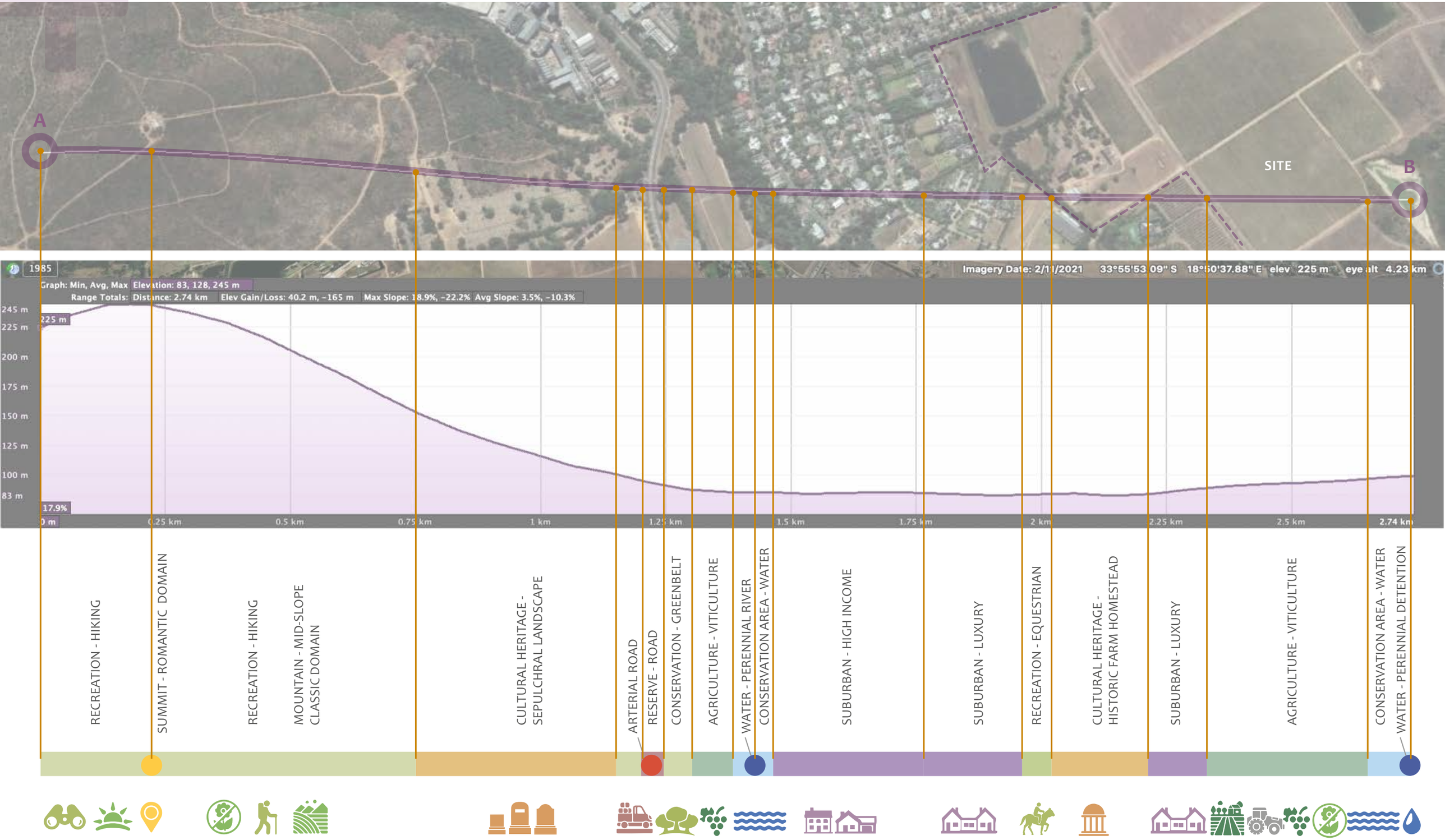


Fig. 16 Unpacking of section A-B, from Papegaaiberg to Libertas site: identification and classification of landscape resources

CONTEXT: LOCAL

TERRA+ landscape architects

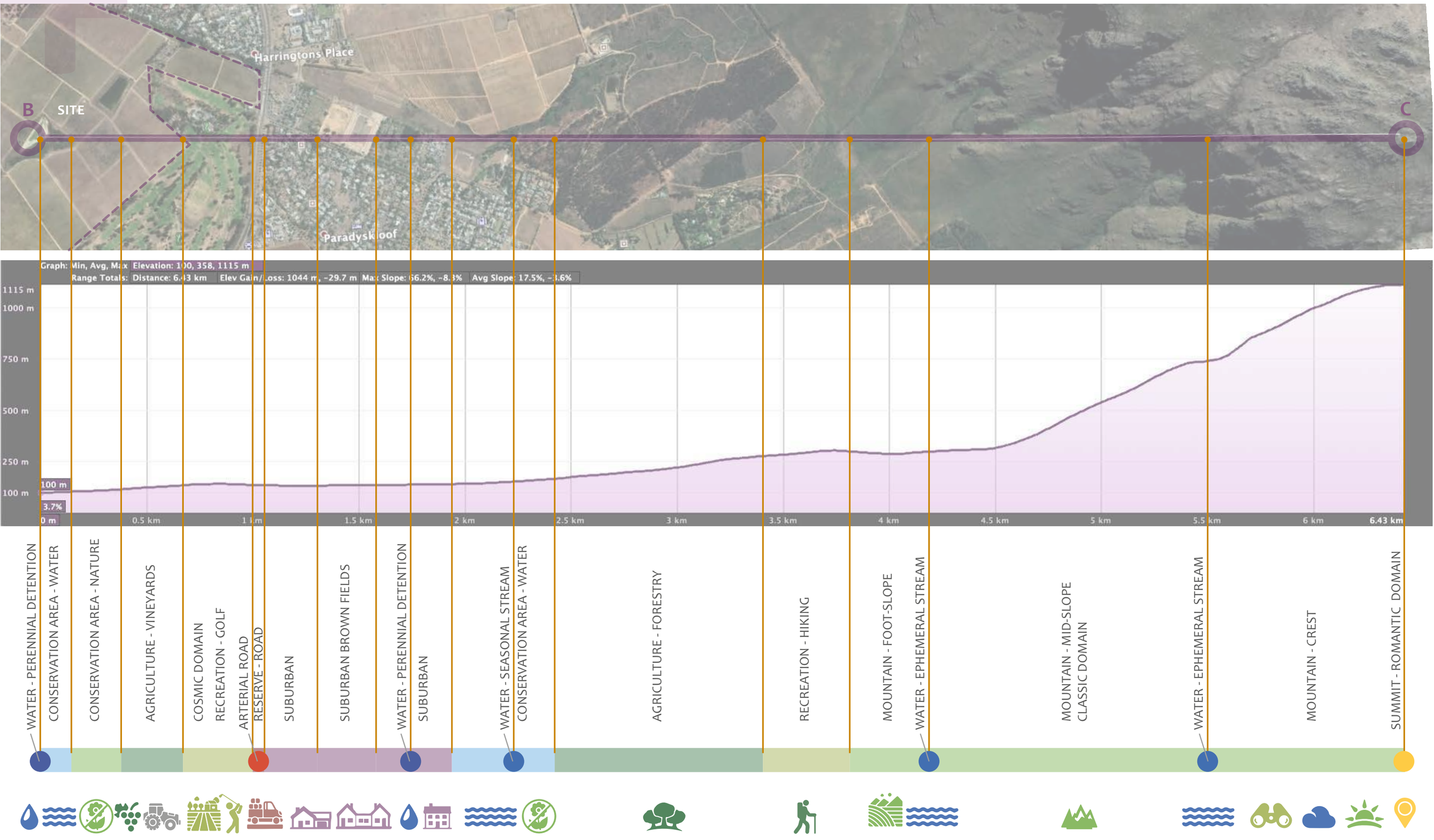
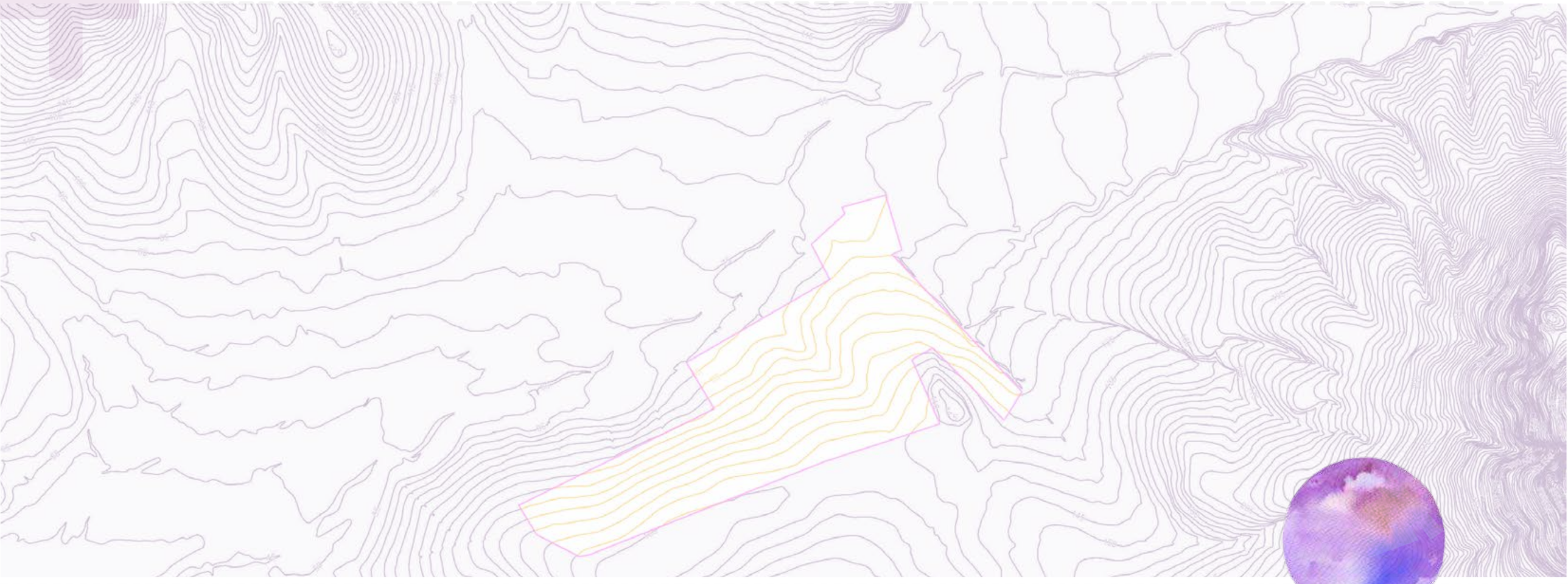


Fig. 17 Unpacking of section B-C, from Libertas site to Stellenbosch Mountain: identification and classification of landscape resources

CONTEXT: LOCAL

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LIBERTAS

RELATIONSHIP TO THE BROADER LANDSCAPE

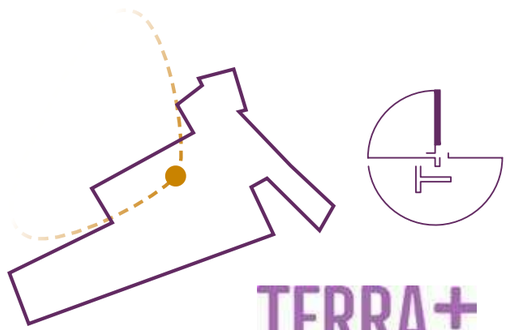
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Fig. 18 West-ward panoramic photograph of site from internal road

SIGNIFICANT VIEWS

The views to the north-west from the access road within the site show the rolling hills typical of eroded malmesbury shale and granite. These are gentle hills with typical cultivated fields, orchards and vineyards and are typical of the rural character of the area.



VIEWS LOOKING NORTH-WEST

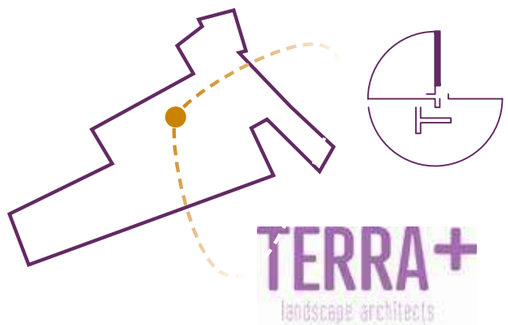
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Fig. 19 East-ward panoramic photograph of site from internal road

SIGNIFICANT VIEWS

The views to the south-east from the access road within the site are of the imposing and dramatic sandstone mountains of the Hottentots-Holland mountain range with peaks and valleys dominating the landscape. These mountains are predominantly vegetated with natural fynbos and are the wilderness areas bounding the site and holding the site in the broader context.



VIEWS LOOKING SOUTH-EAST



LANDFORMS



LAND FEATURES



HYDROLOGY



ACCESS



URBAN PATTERN



HERITAGE



AGRICULTURE



CONSERVATION

ELEMENTS IN THE LANDSCAPE

TERRA+ landscape architects

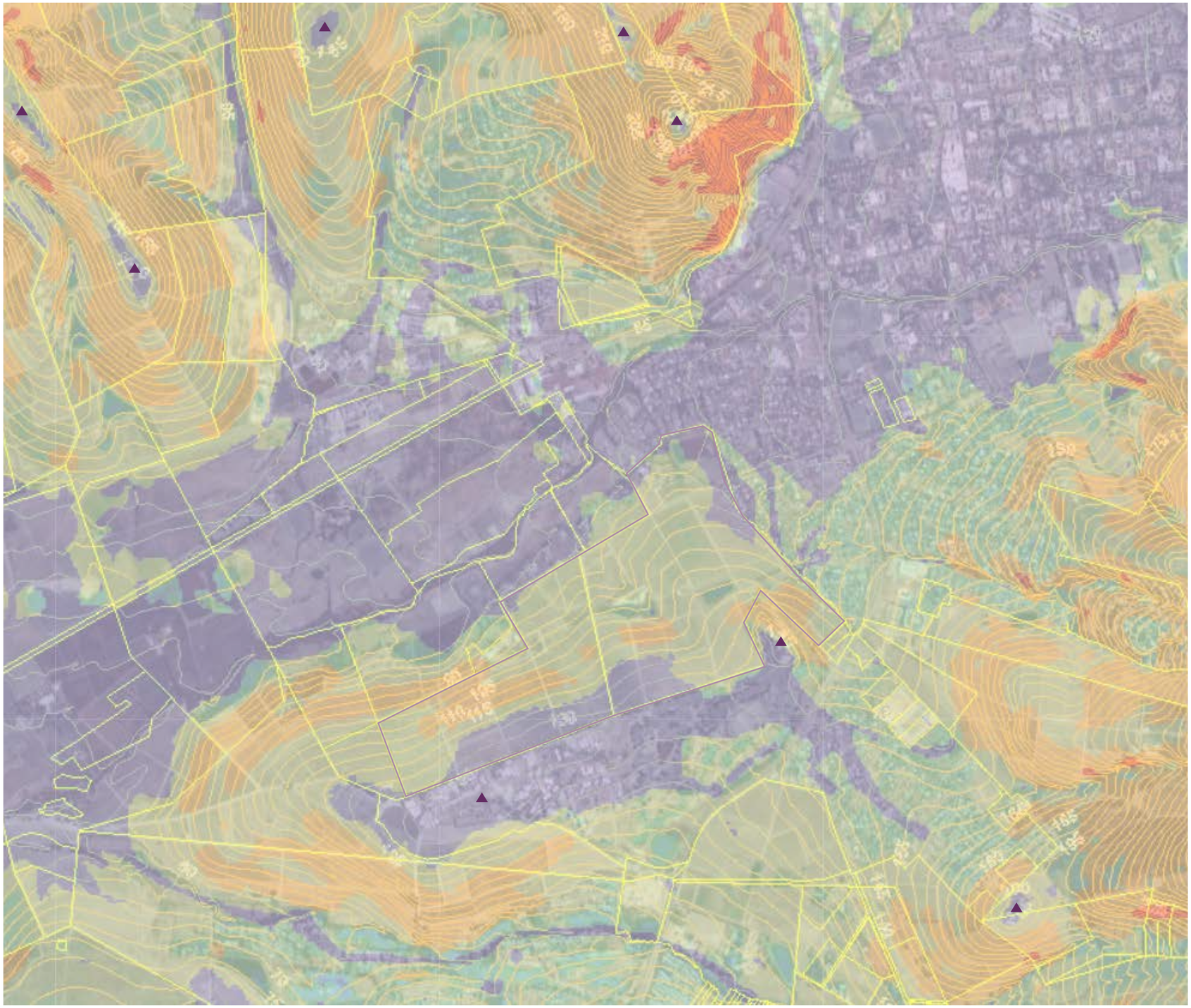


Fig. 20 Google satellite photograph of study site with contour overlay indicating site location in relation to valley and surrounding landforms



LANDFORMS

- SITE LIES IN ALLUVIAL VALLEY
- VALLEY DEFINED BY RIVER CORRIDOR
- DOMINANT SLOPE IS NORTH - NORTH-WEST FACING
- ON THE SLOPE OF A MID-HEIGHT PROMONTORY
- DRAMATIC MOUNTAINS TO THE SOUTH-EAST
- ROLLING CULTIVATED HILLS TO THE NORTH-WEST





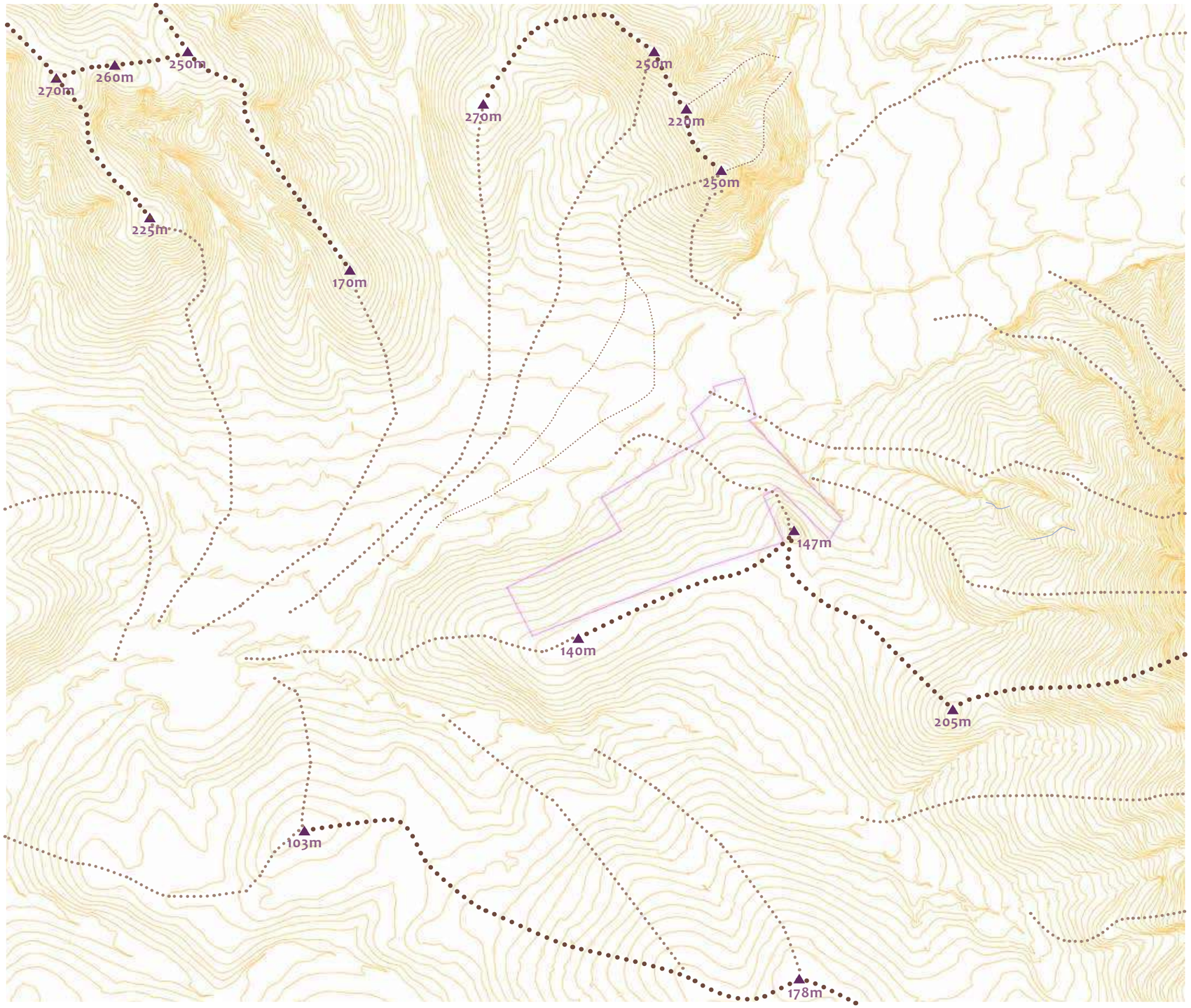
LAND FEATURES

- THE SLOPES ARE PREDOMINANTLY WARM NORTH-WEST SLOPES
- NORTH ASPECT PROVIDES IDEAL AGRICULTURAL POTENTIAL
- NORTH ASPECT IDEAL FOR COMFORTABLE DWELLING UNITS
- NATURAL SLOPE AND ASPECT ACROSS THE SITE

Fig. 21 SUDEM colourised satellite photograph of study site with contour overlay indicating site position in relation to aspect and slope

LAND FEATURES: ASPECT AND SLOPE

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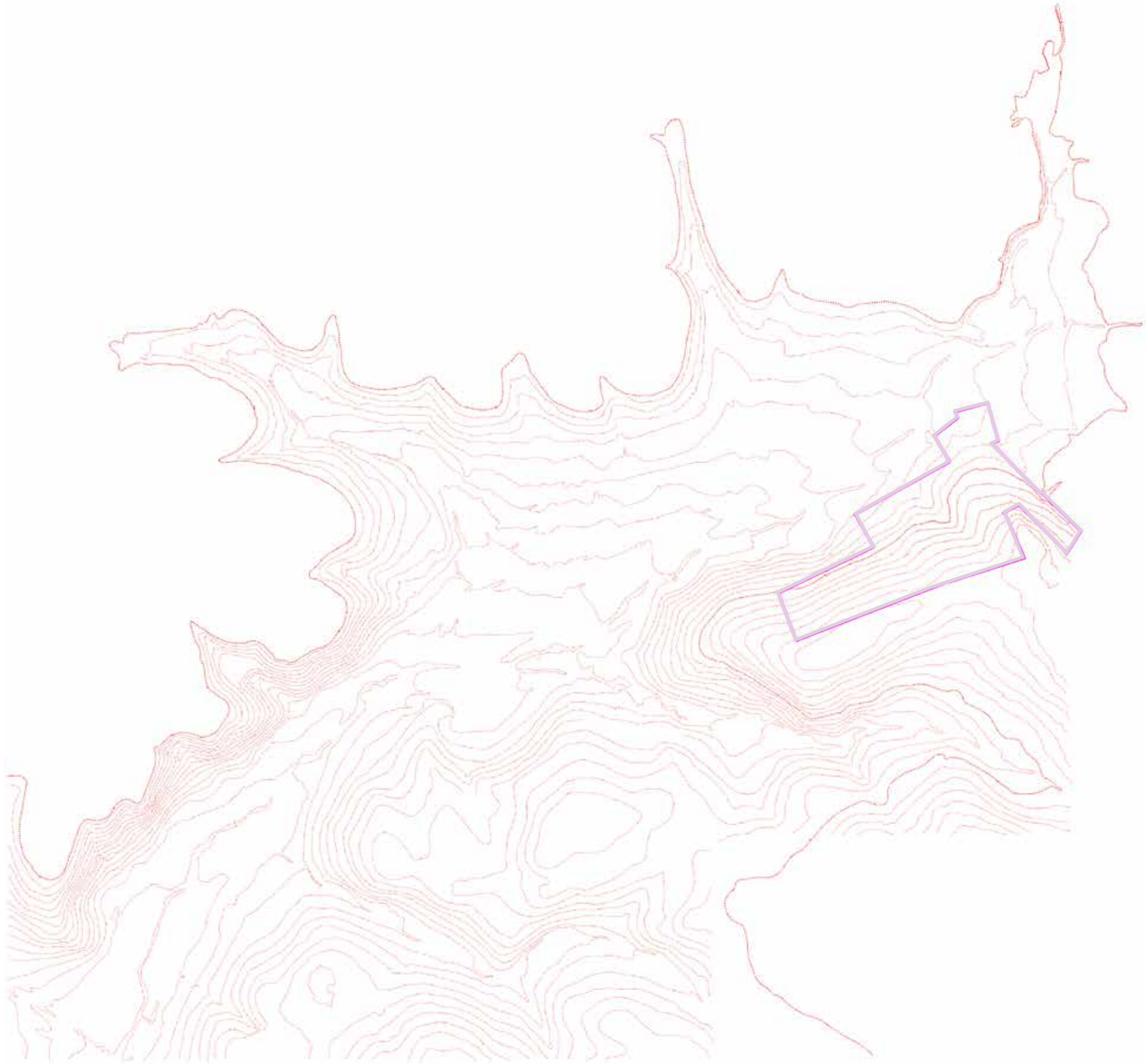
LAND FEATURES

- SIGNIFICANT RIDGES AND PEAKS
- SOUTHERN EDGE LIES ON A RIDGE
- VIEWS TO THE DOMINANT PEAKS AND MOUNTAIN RANGES
- THESE VIEWS ARE ESSENTIAL TO THE SENSE OF PLACE AND IDENTITY OF THE SITE
- CONNECTIONS TO THESE VIEWS MUST BE MAINTAIN AND CELEBRATED

Fig. 22 Contour overlay indicating site location in relation to ridge lines and surrounding peaks

LAND FEATURES: PEAKS, RIDGES AND VALLEYS

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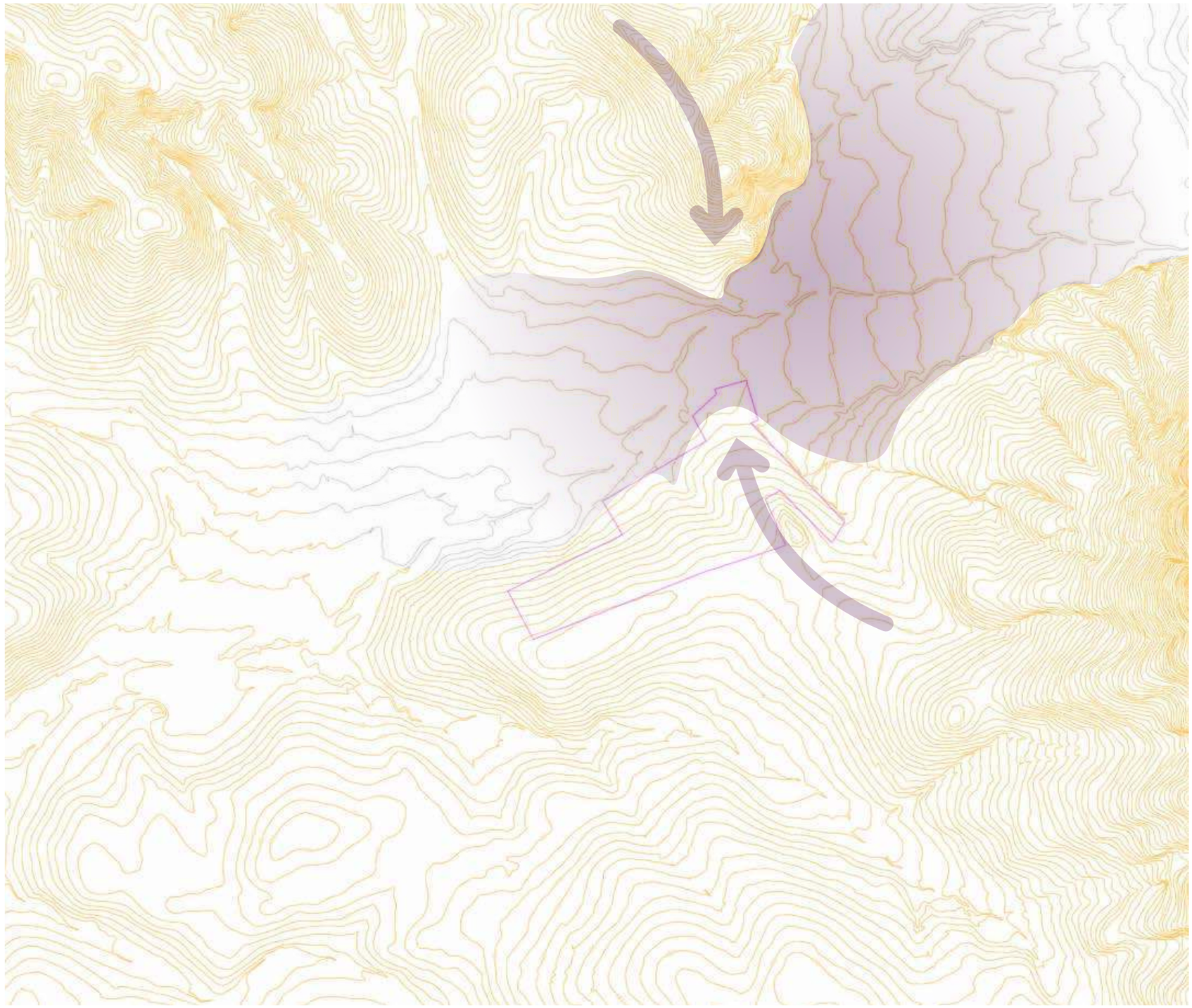
LANDFORMS

- SITE IS SITUATED AT A PINCH POINT
- PINCH POINT CREATE BY OVERALL LANDFORMS
- PERCEPTION OF THIS POINT TRAVELLING TOWARDS STELLENBOSCH ON THE R310
- SITE IS VISIBLE ALONG THIS ROUTE

Fig. 23 Contour overlay indicating site location in relation to valley and surrounding landforms

ON THE EDGE OF A PINCH-POINT

TERRA+ landscape architects





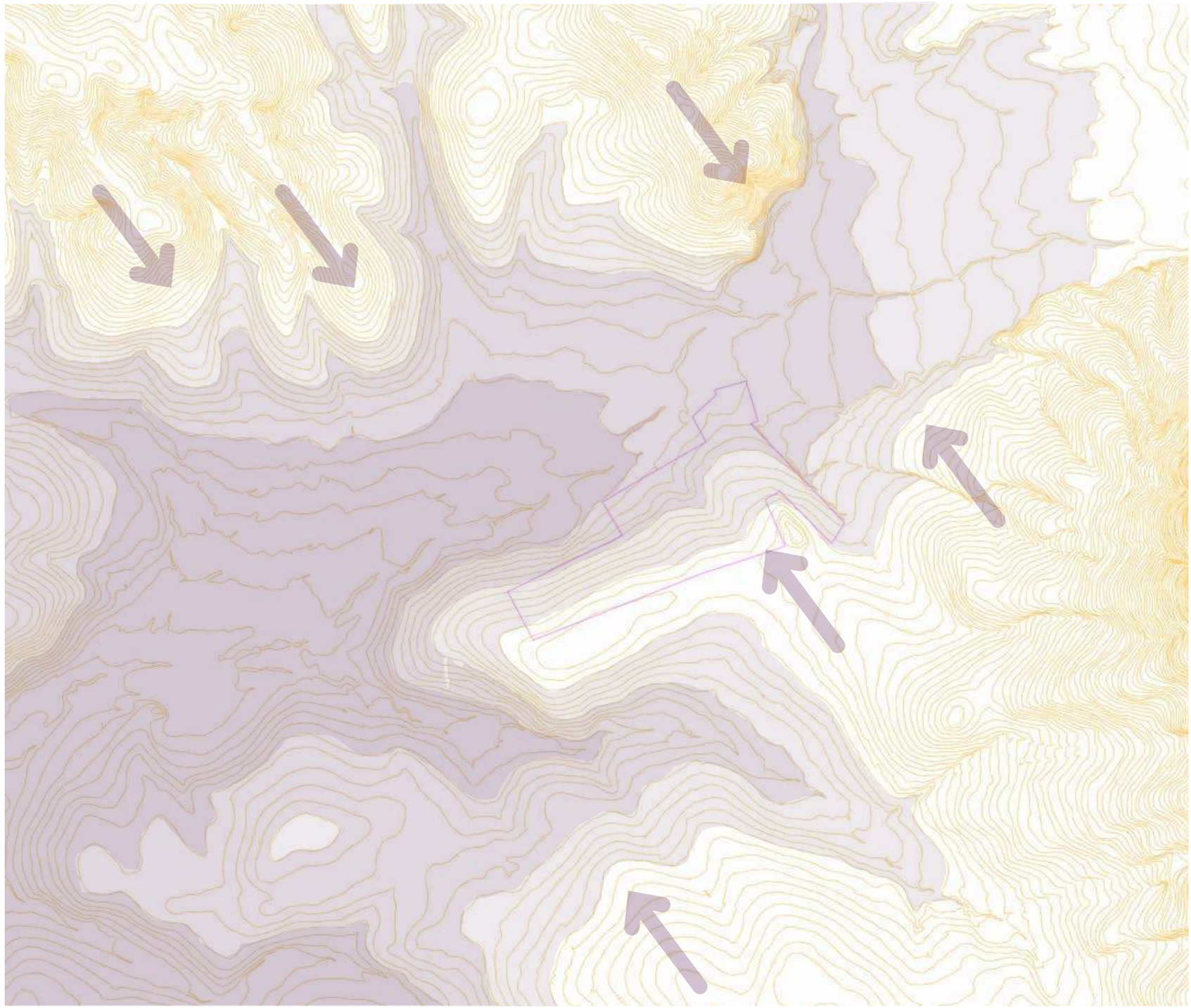
LANDFORMS

- SITE IS SIGNIFICANT WITHIN THE CONTEXT
- THIS CAN BE DEVELOPED TO FURTHER ESTABLISH A UNIQUE IDENTITY AND SENSE OF PLACE
- CREATE A POINT OF ORIENTATION AND CONTEXTUAL SIGNIFICANCE IN THE LANDSCAPE

Fig. 24 5m contour map derived from Cape Farm Mapper, with graphic overlay indicating height intervals of 25m, and arrow heads marking pinch points

ON THE EDGE OF A PINCH-POINT

TERRA+ landscape architects



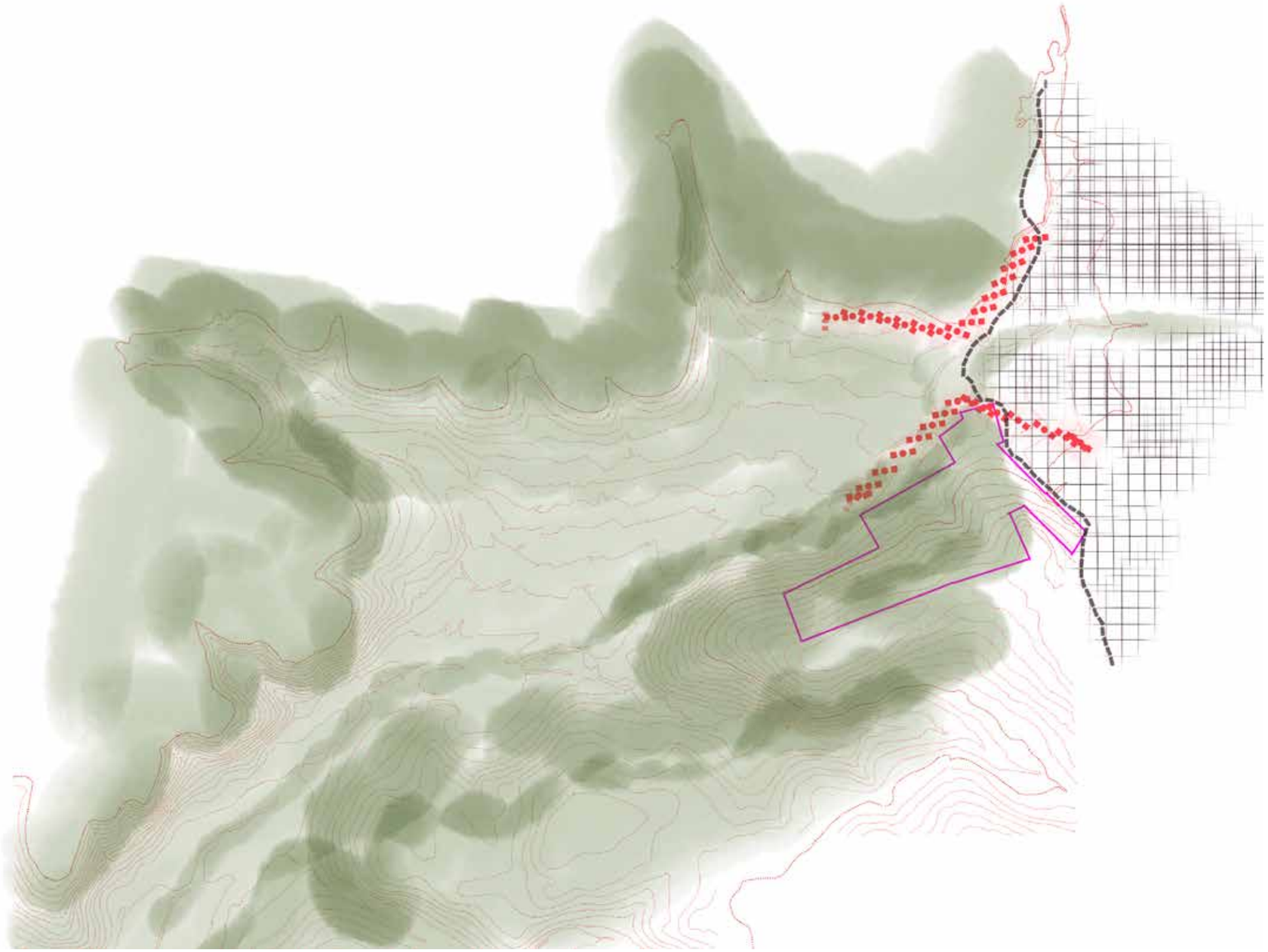


LANDFORMS

Fig. 25 5m contour map derived from Cape Farm Mapper, with graphic overlay indicating height intervals of 25m, and arrow heads marking pinch points

ON THE EDGE OF A PINCH-POINT

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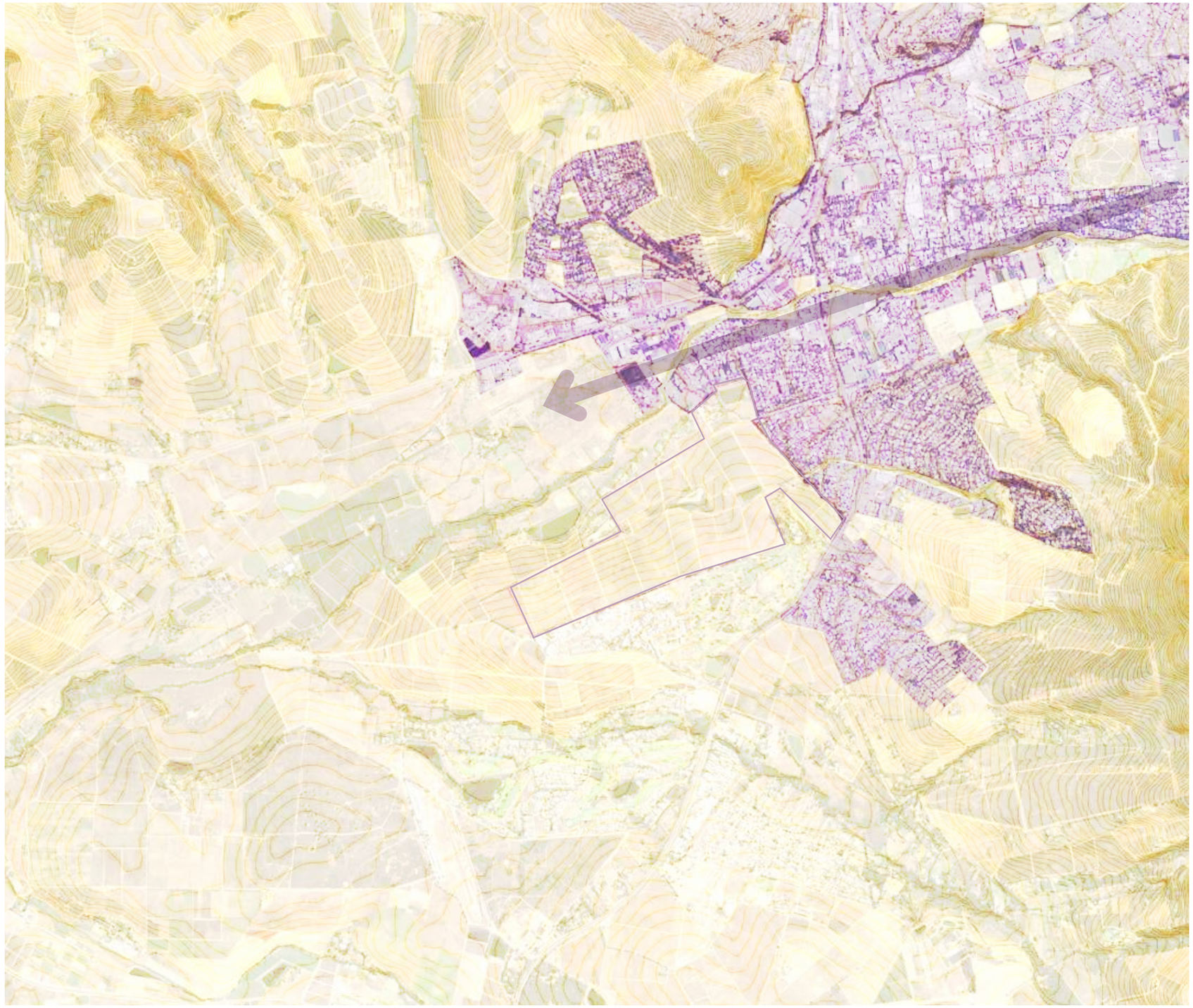




AGRICULTURE

- SITE LIES ON THE CUSP BETWEEN AGRICULTURE AND URBAN DEVELOPMENT
- DUALITY OF IDENTITY
- AGAIN DEVELOPMENT SHOULD HARNESS THESE QUALITIES AND DEVELOP THEM FURTHER
- DEVELOPMENT RESPONSE AND PLACING OF BUILDINGS SHOULD RECOGNISE THIS DUALITY
- THIS MAKES THE SITE UNIQUE!

Fig. 26 Illustration on contour map showing the significant position and cusp of the site





URBAN PATTERN

- SITE IS A GATEWAY TO THE BOTH THE URBAN CONTEXT AND RURAL CONTEXT
- FUTURE ORGANISATION OF DEVELOPMENT MUST RECOGNISE AND RESPOND TO THIS DUALITY
- UNIQUE CHARACTER IS AN AMENITY AND MUST BE DEVELOPED

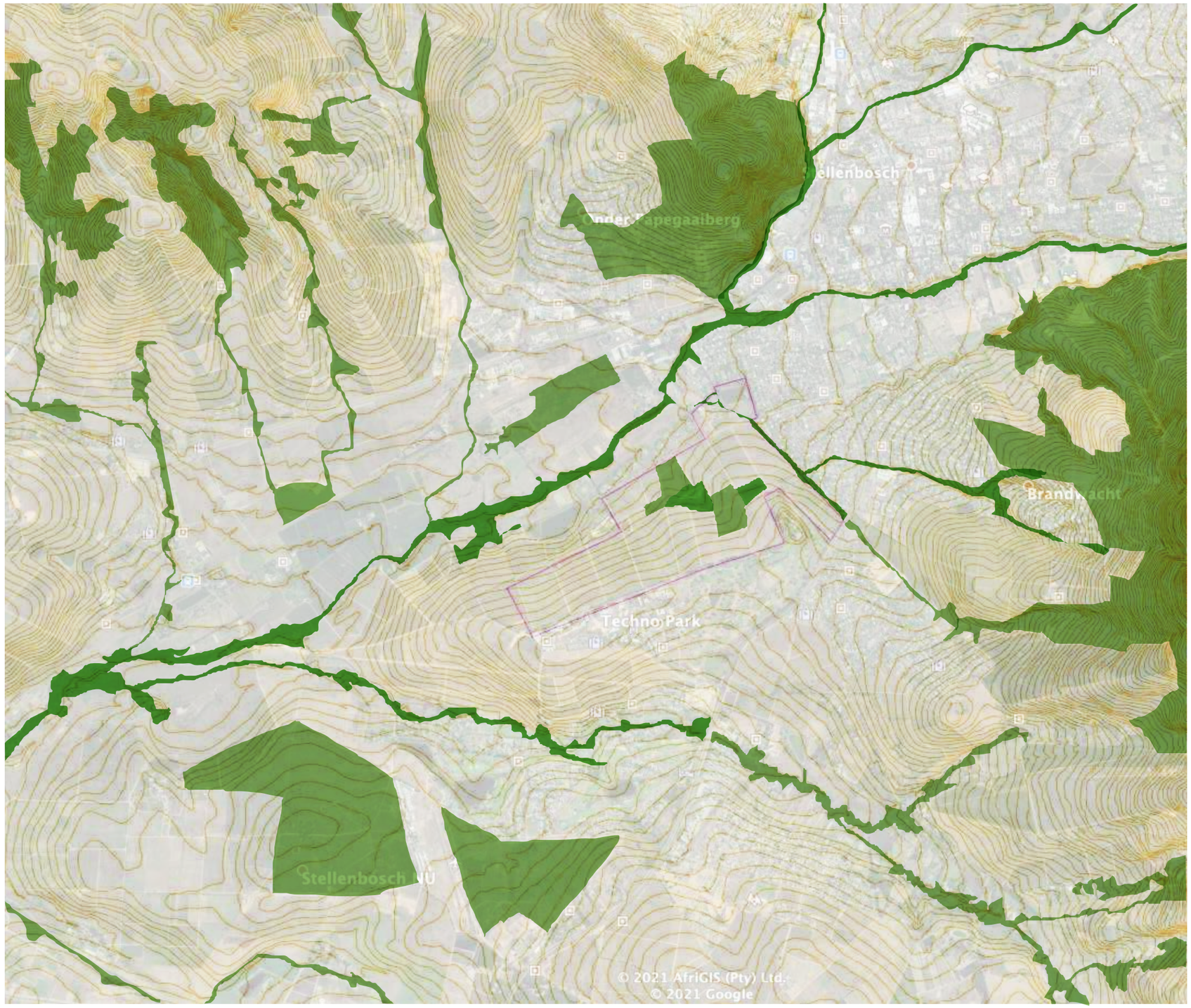
Fig. 27 Contour overlay indicating site location in relation to rural and urban and the unique situation of threshold and gateway



WHAT WE REMEMBER OF PLACE

It is important to note that an experience is recalled from memory and generally memory of a place is exaggerated and enhance by specific qualities of the landscape and place. This illustration from memory illustrates that the natural features of the context are enhance and these attributes of place and character are what remain.

Fig. 28 Illustrative impression of memory and experience in approach to Libersas and Stellenbosch





CONSERVATION

- MOUNTAIN AREAS ARE NATURAL WILDERNESS AREAS
- WATERCOURSES ARE NATURAL ECOLOGICAL CORRIDORS AND CONNECTORS TO THE WILDERNESS AREAS
- CONSERVATION OF UPPER CATCHMENT AREAS ARE ESSENTIAL
- NATURAL OCCURRING AREAS ON SITE ARE DISCONNECTED TO THE BROADER CONTEXT

Fig. 29 Contour overlay indicating site location in relation to natural vegetation and wilderness areas

GREEN MATRIX - WILDERNESS AND ECOLOGY

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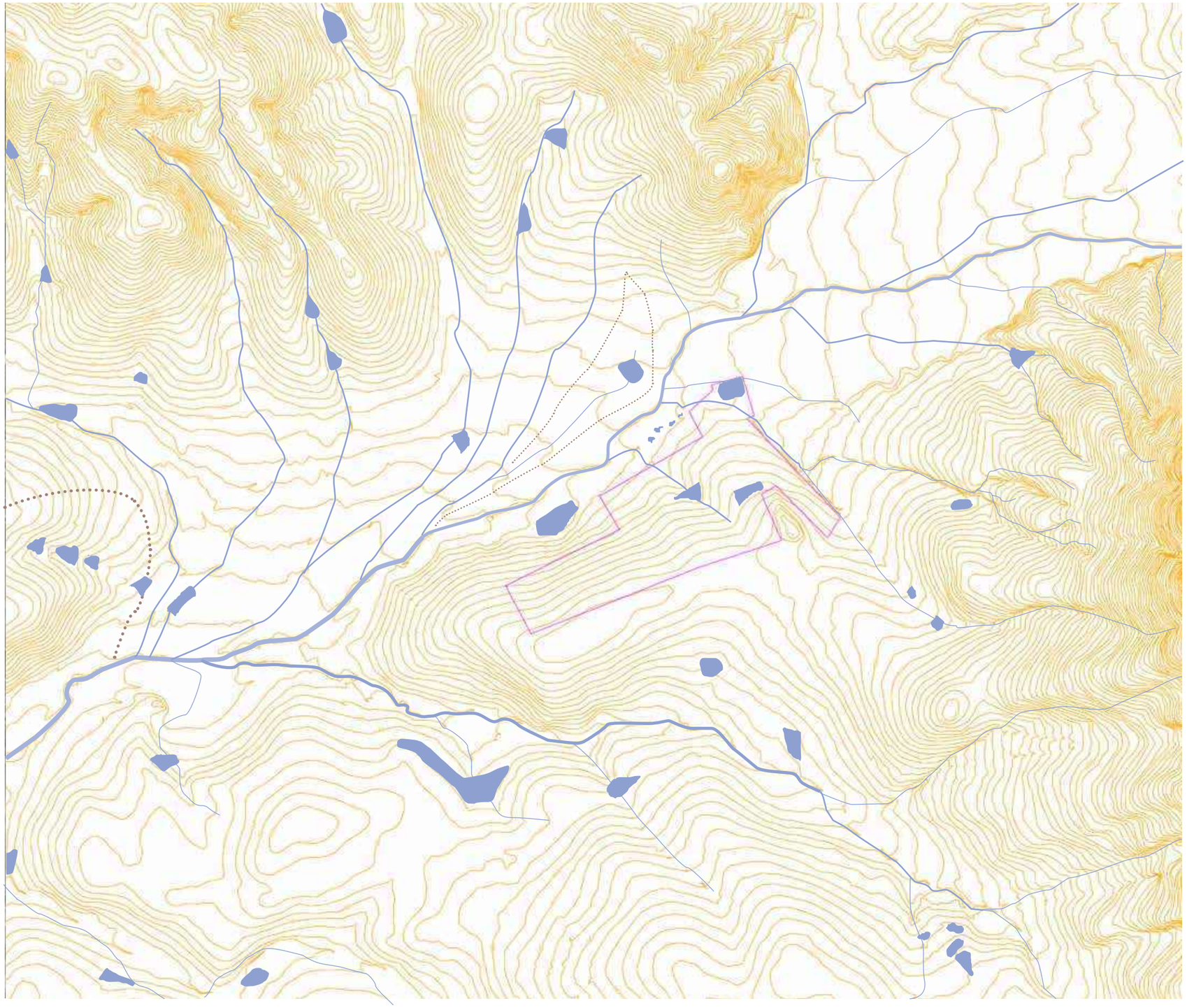
AGRICULTURE

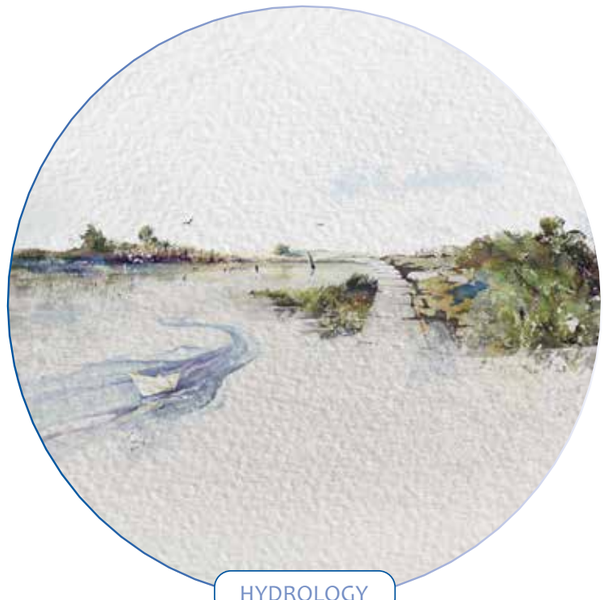
- DOMINANT AGRICULTURAL PATTERNING ADDS TO RURAL CHARACTER OF SITE
- AGRICULTURE CONNECTIVITY AND HERITAGE
- TYPICAL PATTERNS AND TREE-LINES/WINDBREAKS
- AGRICULTURAL PATTERNS FOLLOW CONTOUR LINES

Fig. 30 Contour overlay indicating site location in relation agricultural patterning

GREEN MATRIX - AGRICULTURE

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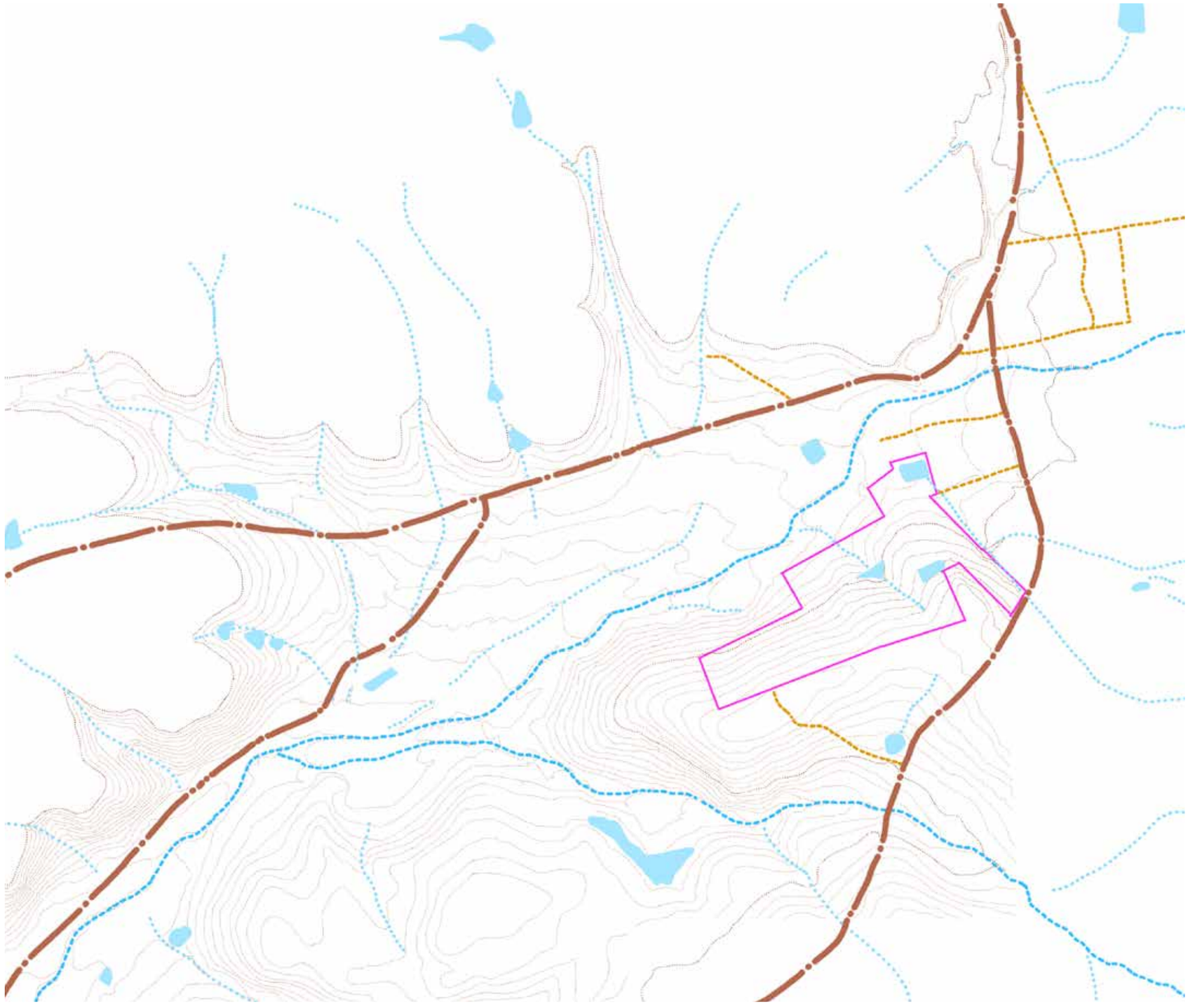
HYDROLOGY

- WINTER RAINFALL
- FERTILE VALLEY ALONG RIVER-COURSE
- DAMS OCCUR IN THE NATURAL DRAINAGE LINES ON THE SITE
- SECONDARY RIVERS/STREAMS CONNECTS SITE TO THE DOMINANT RIVER SYSTEM

Fig. 31 Contour overlay indicating site location in relation to dams, river and ephemeral streams

HYDROLOGY: RIVERS, EPHEMERAL STREAMS AND DRAINAGE - WATER ON THE EDGE AND OVERLAND

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- THE SITE IS AT A CONFLUENCE OF ACCESS ROUTES
- SIGNIFICANTLY THERE IS BUT ONE DOMINANT ACCESS ROUTE TO THE SITE AND THIS IS THROUGH A RESIDENTIAL AREA
- THE ACCESS TO THE HISTORIC WERF IS A-TYPICAL

Fig. 32 Contour overlay indicating site location in relation to access routes and major roads

ACCESS

LIBERTAS

CONTEXT: SITE

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Fig. 33 Green matrix study overlay indicating vestiges of historic planting in relation to reinvigorated remnants of indigenous vegetation, woods and agriculture



CONSERVATION

- RIVER CORRIDOR IS A DOMINANT GREEN ELEMENT IN THE LANDSCAPE
- TREE-LINES ARE FRAGMENTED
- REMNANTS OF AVENUE ALONG ACCESS ROAD
- CLUSTERS OF TREES IN HISTORIC WERF AREA
- CLUSTERS OF TREES ALONG DRAINAGE LINES AND BUILDINGS ASSOCIATED WITH THE FARM
- SITE IS DOMINATED BY VINEYARDS AND FIELDS

GREEN MATRIX - TREE LINES, ECOLOGY AND AGRICULTURE

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HYDROLOGY

- FARM DAMS FOLLOW THE DRAINAGE PATTERNS ON SITE
- THERE IS A DISCONNECTION ON SITE BETWEEN THE DRAINAGE PATTERNS AND THE RIVER SYSTEM
- SEEP AREAS ARE LEFT TO NATURALLY REHABILITATE

Fig. 34 Water and hydrological study overlay indicating perennial and ephemeral surface water in relation to site

WATER - USES AND WHAT IS IGNORED

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URBAN PATTERN

- SITE IS BOUNDED BY URBAN DEVELOPMENT TO THE EAST AND COMMERCIAL DEVELOPMENT TO THE SOUTH
- ACCESS TO THE SITE IS THROUGH SUBURBAN DEVELOPMENT
- VARYING EDGE CONDITIONS OF THE SITE

Fig. 35 Existing urban fabric study overlay indicating expansion of urban development in relation to site

URBAN FABRIC

LIBERTAS

SITE POTENTIAL AND RESPONSE

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Fig. 36 Green corridors study overlay in relation to site

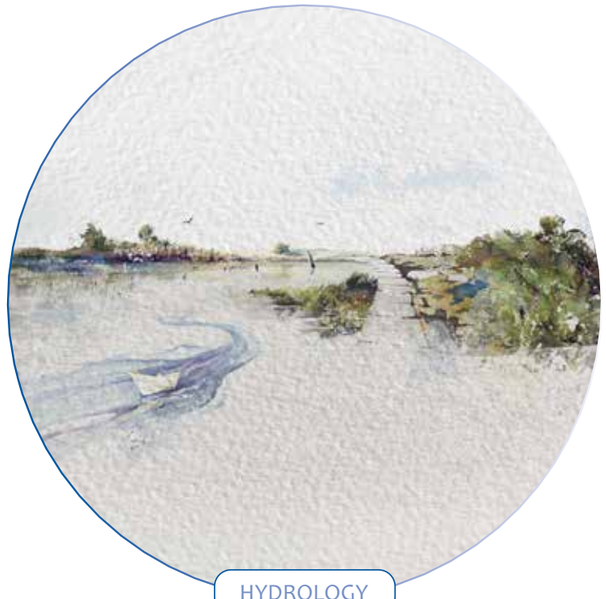


- RECREATE THE GREEN CONNECTIONS AND CONNECT TO THE BROADER ECOLOGICAL SYSTEM
- ENHANCE ECOLOGICAL SYSTEM ON SITE
- RECOGNISE HISTORIC PATTERNS
- CREATE AMENITIES OF GREEN SYSTEMS

CONNECTING AND MAKING SENSE OF ECOLOGY

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HYDROLOGY

- CREATE AN INTEGRATED HYDROLOGICAL AND ECOLOGICAL SYSTEM
- STORM-WATER SYSTEMS TO FOLLOW “SUDS” PRINCIPLES
- STORM-WATER AS ORGANISING ELEMENT TO FUTURE DEVELOPMENT
- STORM-WATER SYSTEM AN AMENITY TO THE FUTURE DEVELOPMENT

Fig. 37 Proposed green corridors and hydrological network overlay indicating how integrated systems provide opportunity for amenities

STORM-WATER - INTEGRATED AMENITY AND VALUE

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Fig. 38 Emerging concept design responding to site characteristics



URBAN PATTERN

- DEVELOPMENT ON SITE IN TWO DISTINCT DEVELOPMENT TYPES
- RED AREAS INDICATE “NO-GO” AREAS FOR DEVELOPMENT
- ECOLOGY EMBEDDED IN THE DEVELOPMENT
- DEVELOPMENT EMBEDDED IN ECOLOGY
- RECOGNISE HERITAGE TYPOLOGY

WHAT TO DO WHERE - THE WAFT AND THE WEAVE

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Fig. 39 Cohesive relationship between functional and aesthetic design

ILLUSTRATIVE PANORAMA OF VIEW TO THE SOUTH-EAST

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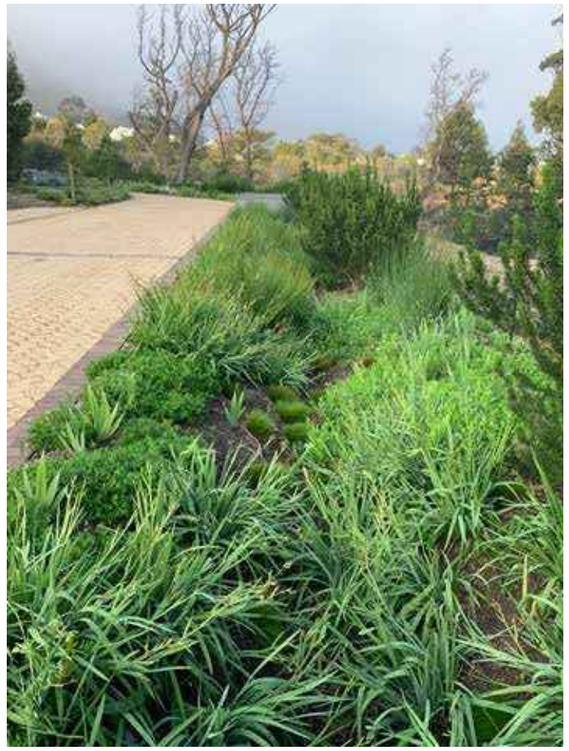


Fig. 40 SUDS design for storm water management

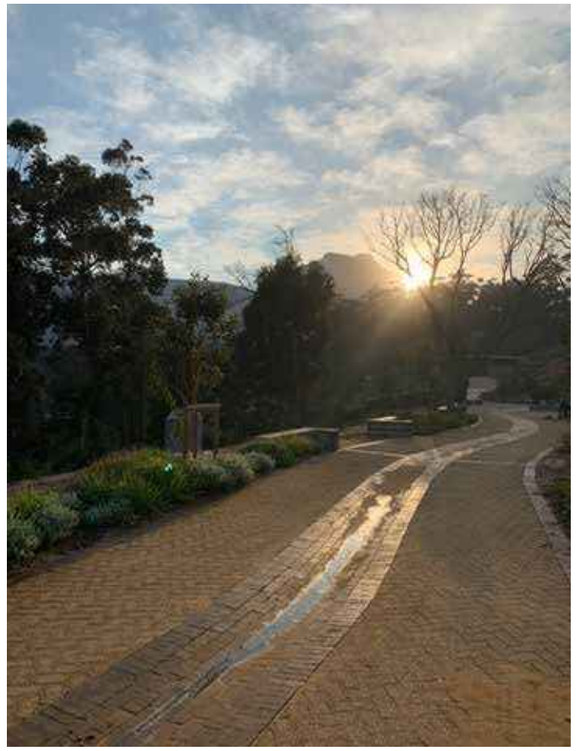


Fig. 41 Integrated Storm-water design



Fig. 42 Indigenous aquatic planting for water filtration



Fig. 43 Indigenous fynbos planting adapted to climate



Fig. 44 Storm-water as amenity - dynamic relationship between landscape, planting and climate



Fig. 45 Storm-water as an amenity - movement through site

PRECEDENT IMAGES - MATERIALITY AND PLANTING

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LIBERTAS
LANDSCAPE HERITAGE

* IN ADDITION TO THE DIAGRAMS AND ANALYSIS DEVELOPED AS PART OF THE LANDSCAPE HERITAGE ANALYSIS OF THE CONTEXT AND THE SITE, THE COMMENTS RAISED BY LIANA MULLER AND MARIKE FRANKLIN DATED 02.02.2021 WERE TAKEN INTO ACCOUNT. THE ISSUES RAISED WERE ADDRESSED AS PART OF THE ANALYSIS AND RECOMMENDATIONS. THESE INCLUDE THE DEVELOPMENT CRITERIA AS PER THE STELLENBOSCH CONSERVATION MANAGEMENT PLAN (2019) IN PARTICULAR LANDSCAPE UNIT C15 EERSTE RIVER CENTRAL AREA (7.7) THAT HAS BEEN AWARDED A GRADE IIIB (HERITAGE AREA).

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Fig. 46 Aerial photograph of site and immediate context, 1938, with graphic overlay identifying historic landscape character



Fig. 47 Aerial photograph of site and immediate context, 1938

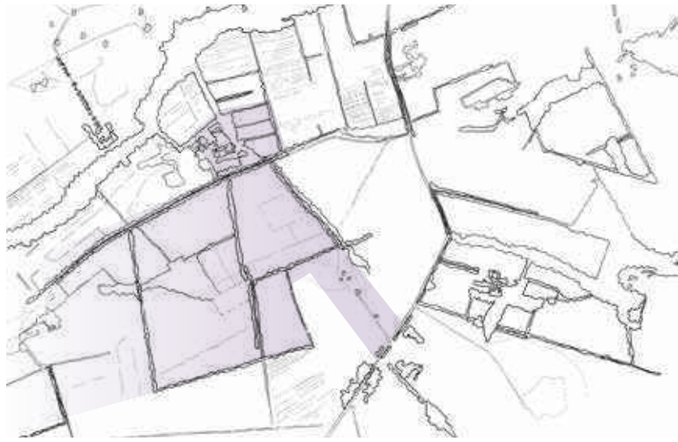


Fig. 48 Graphic study of historic landscape structural features

- HISTORIC PATTERNS ARE INTEGRATED AGRICULTURAL PATTERNING
- STRONG PATTERNS OF TREE-LINES AND WIND-BREAKS
- RIVER CORRIDOR IS CONNECTED TO THE SITE
- RIVER CONNECTION OF HISTORIC WERF IS CLEAR AND WELL ESTABLISHED

HERITAGE - LANDSCAPE PATTERNS

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Fig. 49 Diagram depicting access to ecological system constraints (red); significant heritage zones (amber) and important historic green matrix connections (purple)

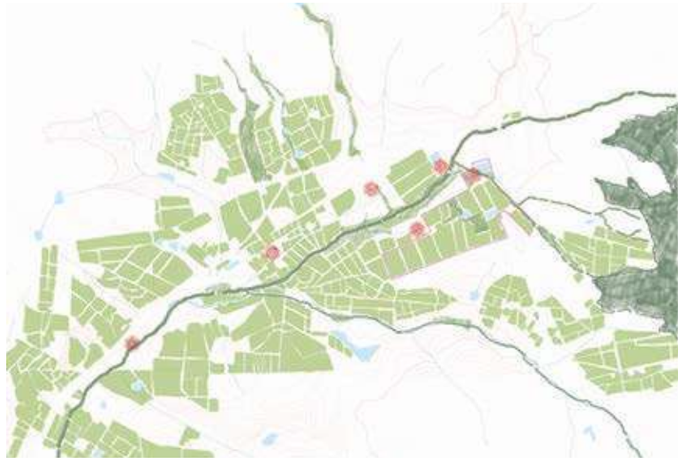


Fig. 50 Diagram of agricultural mosaic depicting heritage nodes



Fig. 51 Diagram depicting movement and access

- SEQUENCE OF IMPORTANT NODES ALONG EASTERN DRAINAGE EDGE
- WERF IS SIGNIFICANT IN THE CONNECTION TO THE RIVER
- VINEYARD ALONG THE R44 IS CONTACT OF AGRICULTURAL PATTERN IN URBAN SETTING

HERITAGE - RELATIONSHIP TO AGRICULTURE

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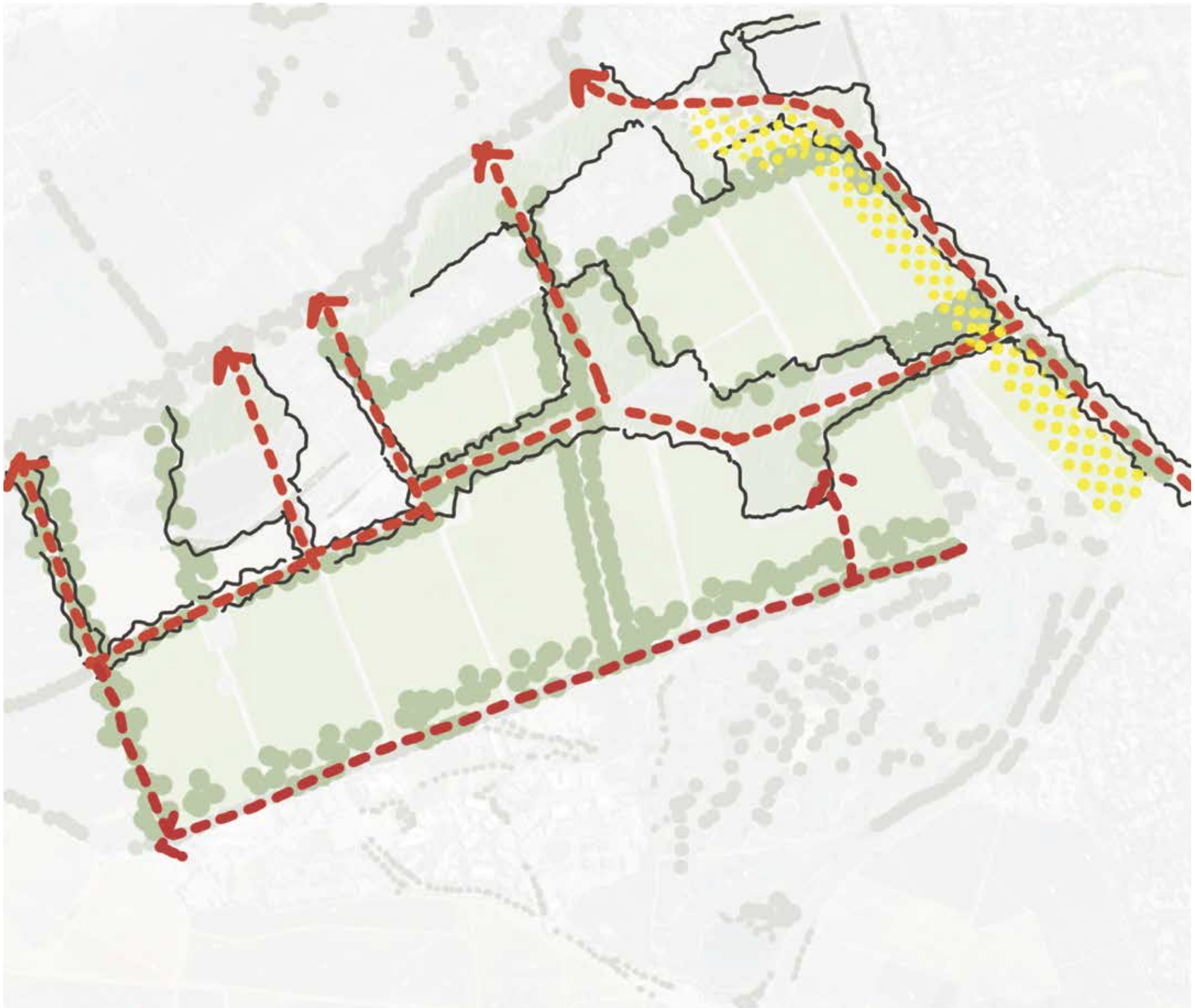


Fig. 52 Diagram of framework exploring re-connection and re-ocreating the eroded landscape patterns on site



Fig. 53 Diagram of two different character zones on site



Fig. 54 Discussion diagram of framework plan

- ESSENTIAL TO RE-ESTABLISH AND RE-CONNECT THE ERODED LANDSCAPE PATTERNS
- RE-CONNECT THE ECOLOGICAL CORRIDOR
- RECOGNISE THE IMPORTANCE OF THE WERF IN RE-CONNECTING THE SITE TO THE RIVER

HERITAGE - RE-CONNECTION OF GREEN

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Fig. 55 Diagram of indicative framework plan development with important areas to retain to allow for visual an heritage connections

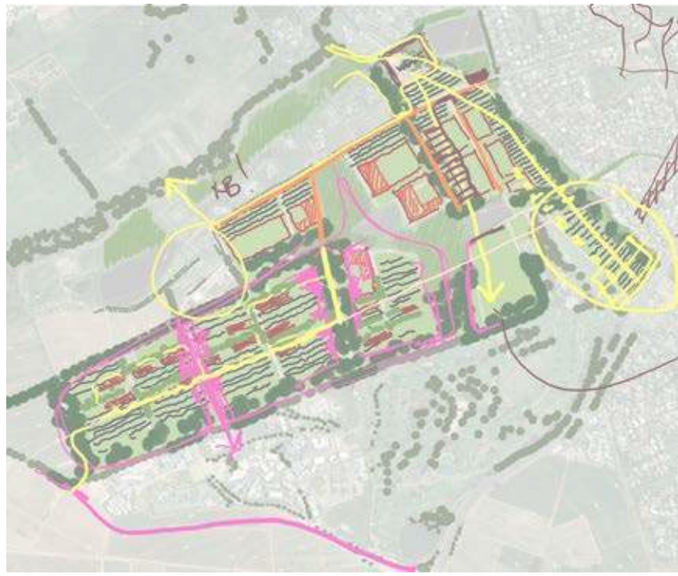


Fig. 56 Development of framework plan discussion diagram

- FUTURE DEVELOPMENT TO RECOGNISE THE WERF TYPOLOGY IN LAYOUT AND LANDSCAPE RESPONSE
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HERITAGE - VIEWS AND VISUAL CONNECTION

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ANNEXURE 15:
VISUAL IMPACT STUDY AND VISUAL STATEMENT REV 1 MAY 2022

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To whom it may concern

VISUAL IMPACT STUDY AND VISUAL STATEMENT FOR THE PROPOSED DEVELOPMENT: LIBERTAS DEVELOPMENT, RE/1480; RE/1040, STELLENBOSCH

Filia Visual was appointed by Reset Properties (Pty) Ltd to prepare an independent Visual Impact Statement for the abovementioned project, to be submitted along with the Libertas development proposal for rezoning to be submitted to the Stellenbosch Municipality.

The Stellenbosch Municipality have requested more detail of the applicant regarding the potential visual impact that the proposed development may have on the existing (specific heritage) character of the area, with specific reference to the development proposal's integration with the surroundings and potential visual impacts from the local scenic routes (especially Polkadraai Road).



Figure 1: *View over Libertas Farm towards Simonsberg (URBA: Urban Design Principles document, 2021)*

The purpose of the Visual Statement is to determine the potential Visual[1] Impact of the proposed development on the visual and scenic environment; and to ensure that the visual & aesthetic consequences of the proposed project are understood and adequately considered in the land use planning process.

According to the DEA+DP Guideline and the brief provided by the project team, the service required calls for specialist involvement in the **Pre-application planning stage** (to identify scenic resources and visually sensitive areas or receptors, which may determine site selection, and layout of the project; and to determine potential fatal flaws, possible significant negative impacts and possible mitigation measures) and the **Screening stage** (to determine if a more detailed visual assessment is required).

1. Desktop study

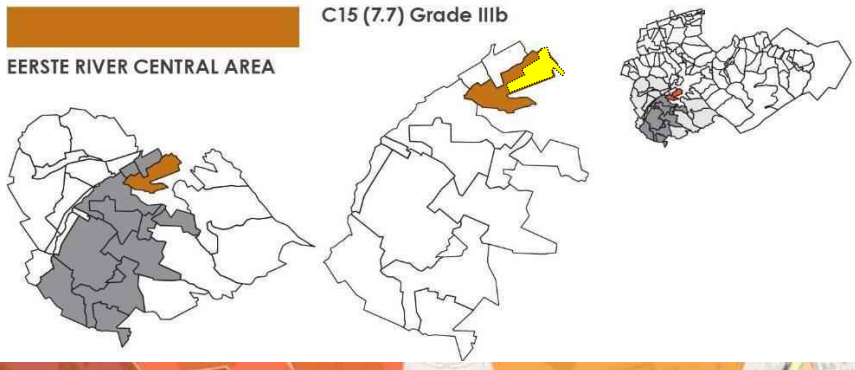
The subject site is located within the Stellenbosch municipality, outside of the Council Approved Urban Edge, and within the Eerste River Central Area Landscape Unit (C15) according to the Stellenbosch Municipality Heritage Inventory [Survey] and Conservation Management Plan (HS&CMP) (Stellenbosch Municipality, 2016). The Libertas project has the benefit of being subject to a number of previous studies relating to visual and aesthetic aspects, as well as local policy governing appropriate development within the subject site and the area.

The site is large (just under 180 Ha), with a predominantly north and northwest facing aspect (a small, isolated portion is northeast facing). The majority of the site slopes gently from a roughly east/west ridge, which slopes down consistently to the Eerste river's course. The site is currently under cultivation (vineyards), comprising some fallow land and three large irrigation dams. The subject site also houses a small complex of workers cottages and the historic Libertas Agricultural werf (Grade II).



Figure 2: *Site photograph illustrating current site and Receiving environment land uses (Smit, 2021)*

[1] *Please note the following key principles and concepts that are considered and described in terms of visual input* (Oberholzer, 2005)*:*
– 'Visual' implies the full range of visual, aesthetic, cultural & spiritual aspects of the environment contributing to sense of place;
– Both the natural and the cultural landscape and their inter-relatedness including all scenic resources, protected areas, and sites of special interest, together with their relative importance in the region are considered part of the visual resource;
– Visual studies are underpinned by an understanding of the landscape processes, including geological, vegetation and settlement patterns, which give the landscape its character or scenic attributes;
– Both quantitative and qualitative criteria are included when describing visual aspects.



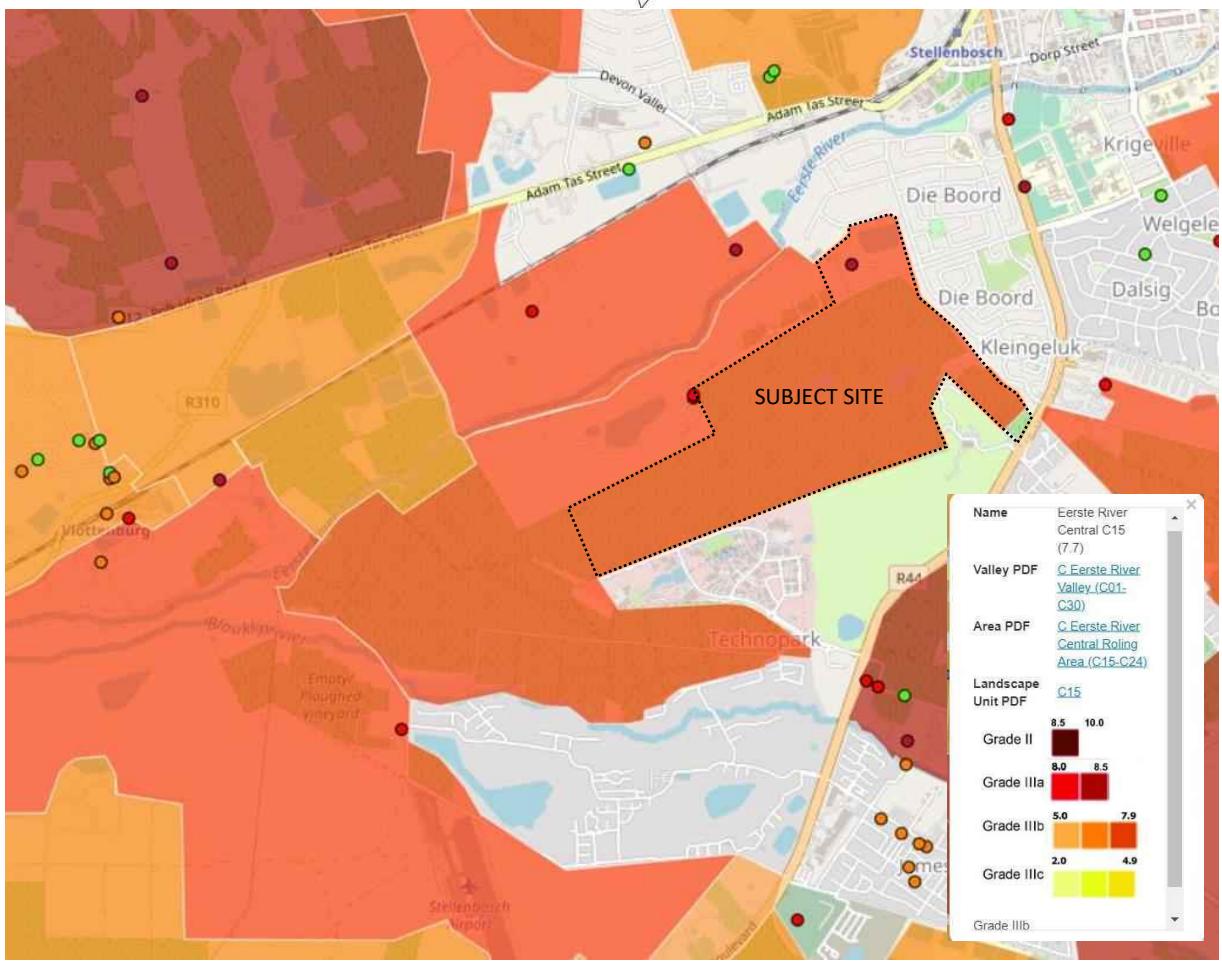


Figure 3: *Extract from the Stellenbosch Heritage Inventory and Conservation Management Plan (HS&CMP) showing C15 Eerste River Central (Source: HS&CMP)*



Figure 4: *Extract from the Stellenbosch Heritage Inventory and Conservation Management Plan (HS&CMP) showing photograph of the C15 Eerste River Central Landscape Unit. Note that the subject site is located to the left of the white dotted line (Source: HS&CMP)*

The site, being large (just under 180 Ha) has a number of edge conditions. Flanked on its eastern boundary by Die Boord (an established and densely treed middle-class suburb of Stellenbosch - mostly single storey residential), the urban fabric is separated from the subject site by a small tributary of the Kleingeluk river (referred to in the project documentation as the "eastern drainage edge") which in turn terminates in the irrigation dam in the north easternmost corner of the site. A narrow tarred road, Van Reede Street, runs along the northern edge of the site, taking access off Van Reede Road in Die Boord, and terminates at the SAPO trust entrance. Neighbouring private properties delineate the northern boundary (these are the private residential development of Patrysvlei, the Fleurbaix estate and historic homestead, and the business park housing the SAPO Trust). To the west, the site is flanked by the continuation of the agricultural landscape and vineyards north of Kleine Zalze. The northern boundary is shared with the Technopark and Stellenbosch Golf club property boundaries.

According to the Terra+ Visual Analysis, the receiving environment within which the site is located is "rich in cultural heritage and scenic significance" (Terra+ Landscape Architects, 2020). Additionally, the Stellenbosch HS&CMP states that "the site holds extremely high levels of historical, architectural, archaeological, landmark/scenic, aesthetic/contextual significance", contributing to the "understanding of the historic pattern of settlement" in the area and the "interplay between built environment, the rural landscape and the wilderness beyond" (Stellenbosch Municipality Heritage Inventory and Conservation Management Plan, 2016). It bears mention however that the context of the manor house is eroded (Jansen, 2020). The Heritage consultant notes that the heritage resource falls into the category 'Enhance', meaning that remedial action to restore or change the heritage resource through adaptable reuse would be an appropriate intervention.



Figure 5: *Site photograph of the Libertas werf (Jansen, 2021)*

The proposed development triggers the Green Transition Conservation Systems in terms of the HS&CMP, which recognizes that the rural landscapes of Stellenbosch are significant cultural landscapes within the context of the Western Cape (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 7). The Green Transition Conservation System "looks at the horizontal transition of development within the landscape, with the focus more on the open agrarian landscape and the transition from urban to rural, than the distant wilderness landscape" (Stellenbosch Municipality, 2019, p. 1). According to the HS&CMP any development in the C15 land unit would compromise the rural character of Stellenbosch (Stellenbosch Municipality Heritage Inventory and Conservation Management Plan, 2016). Additionally, the C15 Landscape unit features more than 70% visibility from Grade II scenic routes. According to Liana Jansen, "The only way development could be considered on this site is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric, and adheres to all the indicators of the landscape, as highlighted in the Stellenbosch Conservation Management Plan (2019)." (Jansen, 2020).

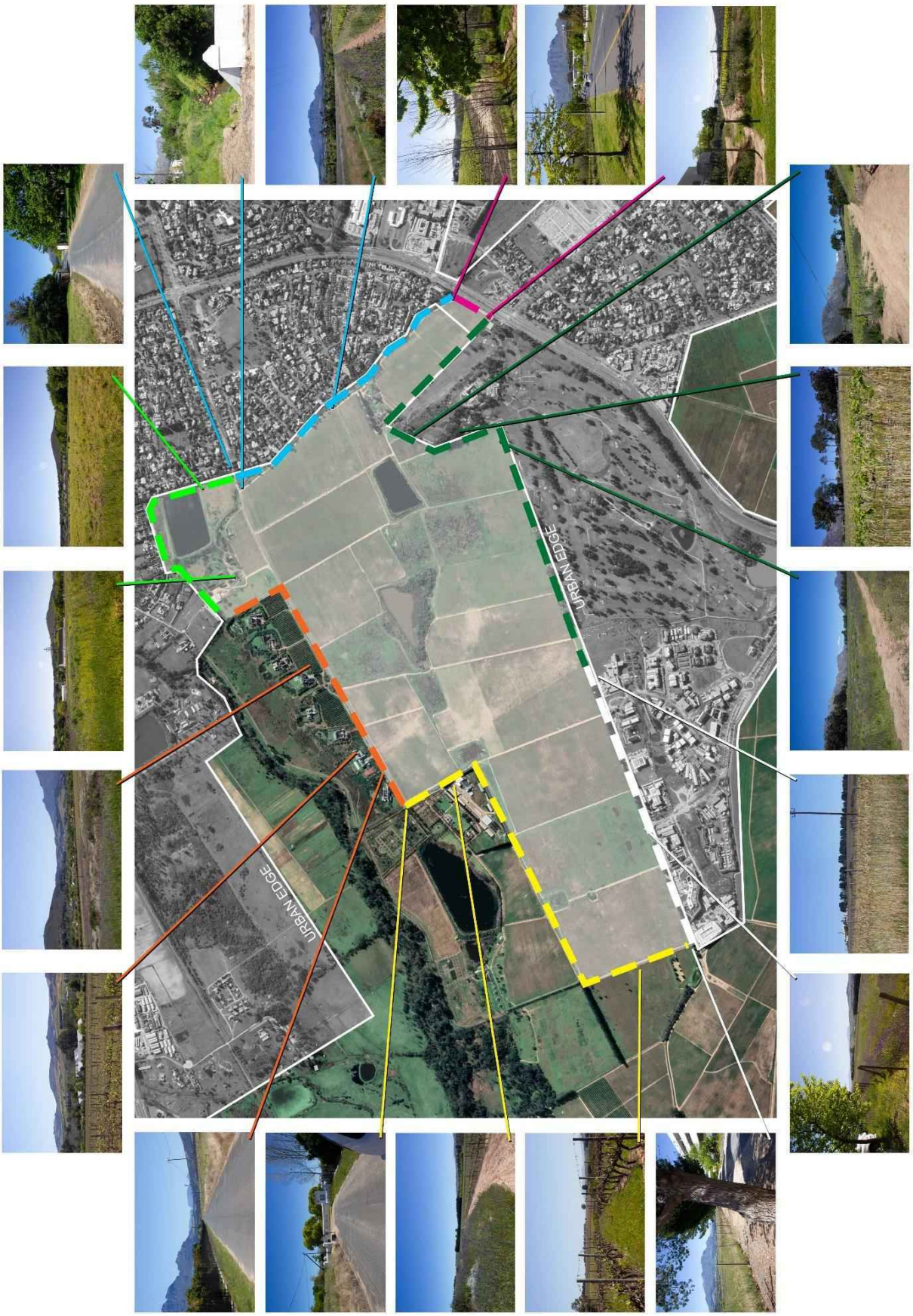


Figure 6: *Site photographs illustrating edge conditions (Smit, 2021; Aerial Source: Google Earth, 2021)*

2. Sense of place and Landscape character

Distinct rectilinear vineyards on a gradual slope contribute to the sense of place, and a key feature of the site and receiving environment is the openness of views. This is true for views from the site outward as well as from views within the Viewshed areas that affording the visual receptor "views across the predominantly viticultural landscape towards the dramatic mountains in one harmonious frame" (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 5). It should however be noted that views from the receiving environment onto the subject site are often interrupted (refer to Section 00 of this report); and views are not recorded at all from within the urban edge and residential areas within 1,5km of the subject site. According to the HS&CMP, "where landscape units with a coverage of 70% or more intersect with the … Green Transition Conservation System, it heightens the importance of those landscape units for their open quality" (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 15).



Figure 7: *Site photograph taken from the M12 at the only place along the Polkadraai road where the subject site is located directly within the line of sight of the viewer. Note that this section of the M12 is not classified as a Scenic Route. The photograph is taken just east of the entrance to the Longlands Country Estate (Smit, 2021)*



Figure 8: *Site photograph taken from the R310 overlooking Droedyke farm, Ou Stal, and the course of the Eerste River. The entire SAPO trust complex, Patrysvlei and the extensive gardens at Fleurbaix are screened by the dense vegetation in the fore- and middle ground. The avenue of trees along the Technopark and Stellenbosch Golf Club boundaries are a landmark feature in the visual field (Smit, 2021)*

The subject site has a distinctly rural, agricultural character typical of the agricultural continuum/domain that traditionally surrounds settlements within the Winelands. For this site, the visual continuity between natural setting (mountains and foothills), green linkages (agricultural

landscape, landscape patterns of vineyard, orchard and stands or avenues of trees) and various forms of urbanity of the suburbs and town edges in the valley bottoms is critical in preserving and protecting the key elements of the landscape character and the sense of place from which it derives its significance.

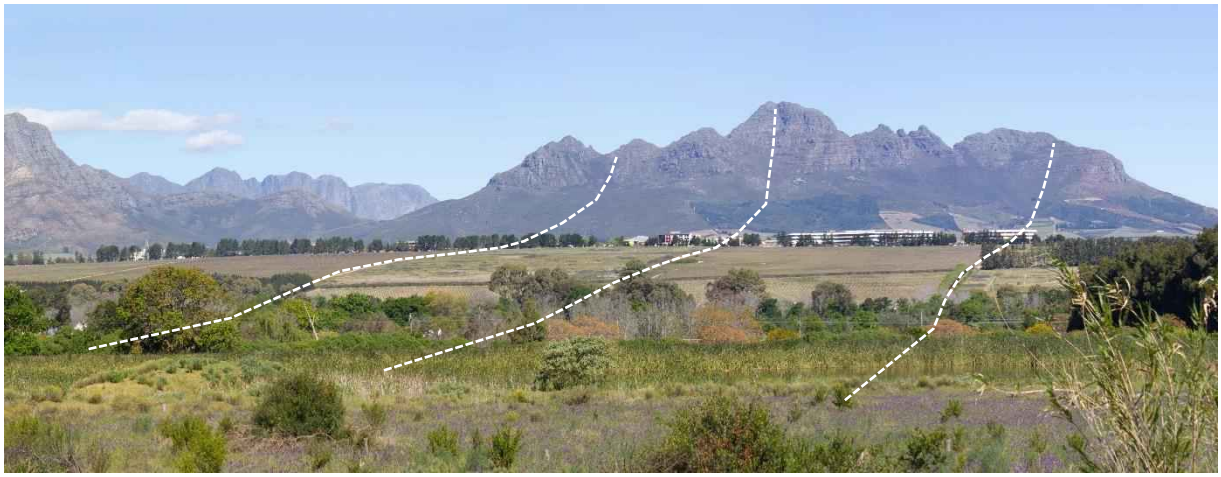


Figure 9: *Site photograph of the landscape patterns across the site created by the service roads between the vineyards that lie perpendicular to the slope (Jansen, 2021)*

The HS&CMP identifies the landscape patterns across the subject site (i.e.; the service roads between the vineyards that lie perpendicular to the slope) as a well-defined landscape feature and rural landmark entering into Stellenbosch from the Polkadraai Road. These patterns direct views towards the dramatic mountain backdrop, reinforcing the scenic experience of continuity between the "cosmic", "classic" and "romantic" landscape domain typologies comprising a complex landscape, according to the Terra+ Visual Analysis (Terra+ Landscape Architects, 2020, p. 8).

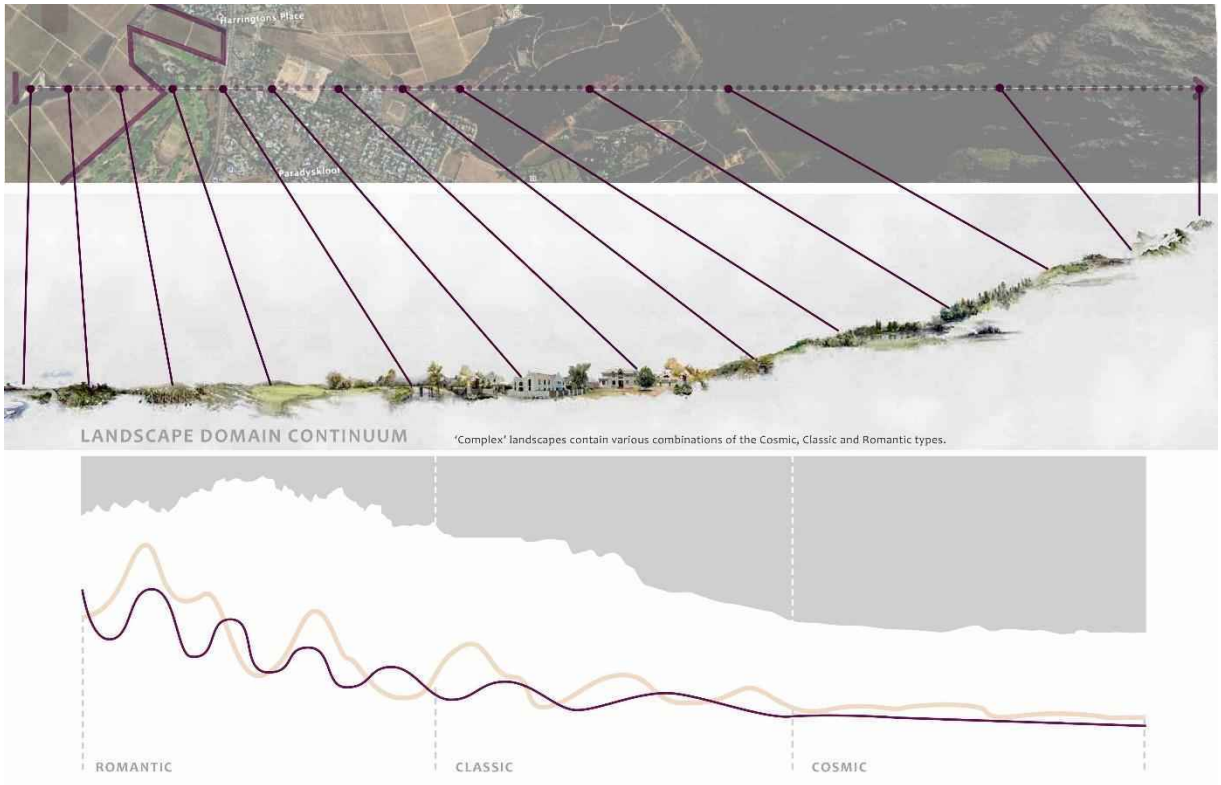


Figure 10: *Graphic illustrating the Landscape domain continuum that creates visual continuity between the natural setting, green linkages, and town edges (Jansen, 2021)*

3. Site Visit and Visibility Study

The site visit was conducted on the 14th of October 2021 under sunny and clear weather conditions. Fieldwork, Line of sight testing and visibility analysis resulted in the following observations:

- The proposed development will not generally be visible from the **south**, as it is screened by the Technopark ridge and avenue of trees.
- Views from the **east** (except at higher elevation and at distances of more than 1,5km) are limited by screening elements in the immediate foreground of viewers such as buildings and existing vegetation i.e.; views from within the urban edge are very limited.
- Views from the **north** onto the site are generally screened by foreground elements from within 2 – 2,5km of the subject site, including undulating topography. Additionally, there are relatively few sensitive receptors located to the north of site.
- Views from the **west** should be considered the most sensitive, given the aspect of the site's topography and the openness of views from Polkadraai road (M12 Scenic route) and the surrounding landscape to the north west over the subject site.
- The subject site is visible (and proposed development will be visible) from the surrounding mountains which are highly valued recreational and ecological resources. Refer to Figure 13 for a representative view from Tokara wine estate at the top of the Helshoogte pass.
- The site, being large, is visually significant within its context when/where visible, especially along some portions of the M12 Polkadraai road, and the portion of Adam Tas Street (R310) directly north of the site, both of which are Scenic Routes (the HS&CMP identifies the subject site as part of a Landscape unit with more than 70% visibility from Grade II scenic routes).
    - Please refer to Figures 44 and 45 for an indication of the site's visibility from surrounding Scenic routes.
- The viewshed shows that the proposed development will be visible from the majority of the surrounding urban areas, however line of sight testing during fieldwork indicated that the areas from which the proposed development will be visible are significantly fewer than illustrated (the viewshed does not take into consideration the significant screening capacity of existing buildings and vegetation for viewers 1,8m above the ground level).
- Being on the southern side of the ridge from the subject site, views from Technopark are limited to those on the property boundary itself, and no other views from within the Blouklip river valley were recorded.
- Views from the surrounding residential areas will be limited significantly by the density of the surrounding suburban vegetation together with the relatively flat or lower topography of the urban areas.
- Only a small portion of the total subject site (a small vineyard) will be visible from the R44. This vineyard is the most embedded aspect of the agricultural landscape on the site that is visible from the surrounding urban setting. The proposed buildings will be visible but screened by the existing avenue of trees. Commuters travelling south will view the proposed buildings from a slightly lower elevation, and viewers travelling north towards Stellenbosch only have perpendicular views.
- Sub-precinct B is only visible from about 100m of the R310 Scenic route but will mostly be screened by topography and vegetation in the foreground.
- Sub-precinct C is not visible from the M12 and R310 Scenic routes at all.
- The landscape viewed from west to east (travelling towards Stellenbosch along the scenic routes north of site) is more sensitive than the landscape viewed from east to west. This is because of the framed and layered views across the agricultural landscape that gains elevation and scenic value up towards the natural landscape over the encircling mountains that viewers looking east have access to. Additionally, the site is either perpendicular to or behind the viewer from any location further west than the landfill site along these roads

- Libertas itself, and the Sub-precinct B area are not visually prominent from the north and north west, which account for the most sensitive views.
- Sub-precinct A is located at the base of the most visually prominent parts of the site.
- The most visually prominent parts of the site consist of the upper slopes of the low hill, visible from the M12/R310 Scenic route.



Figure 11: *Site photograph illustrating the most visually prominent/exposed/sensitive portion of the subject site (Smit, 2021)*

The proposed development is distributed across the site in sub-precincts, leaving much of the landscape undeveloped and open, where land use and land cover will remain largely unchanged. Therefore, the visibility of the proposed development differs depending on which sub-precinct is being referred to.

i. Please see Appendix A which containing viewsheds for each sub-precinct at 1km, 5km and 10km distances.
ii. Figure 12 illustrates the combined viewshed for all aspects of the proposed development together.
iii. Figures 13 to 22 illustrate the visibility of the subject site from various distances and vantage points within a 10km radius of the subject site.

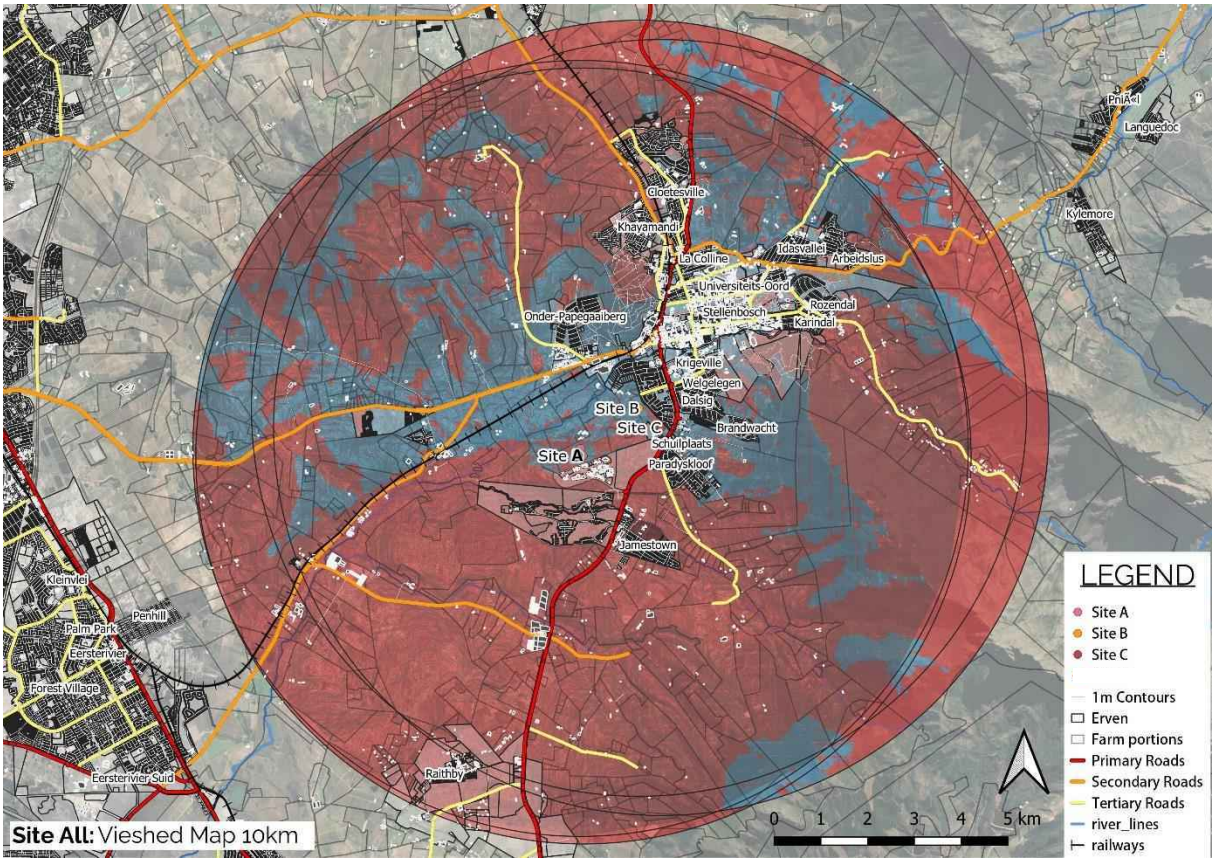


Figure 12: *Viewshed 10km radius with four transmission points representing the proposed development areas. Please note that a blue overlay indicates visibility, and a red overlay indicates areas from which the proposed development will not be visible. Refer to Appendix A for individual viewsheds (Smit, 2021)*



Figure 13: *Site visit photograph taken from Tokara wine estate at the top of Helshoogte pass at approximately 8,4km away (all measurements are taken from the centre of the subject site), looking south west (Smit, 2021)*



Figure 14: *Site visit photograph taken from the M12 Polkadraai road at approximately 8km away, looking east. Only a small sliver of the site is visible to commuters travelling towards Stellenbosch (Smit, 2021)*

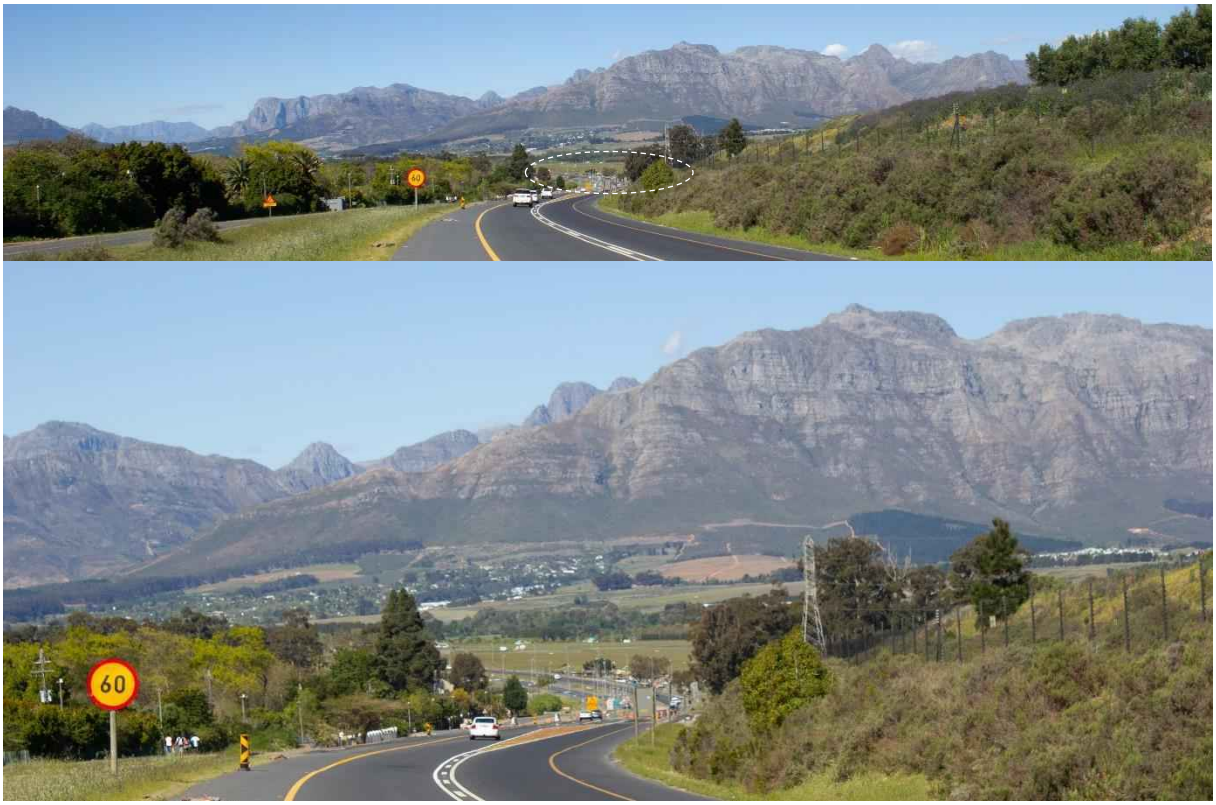


Figure 15: *Site visit photograph taken from the M12 Polkadraai at approximately 5,2km away from the centre of the subject site, looking east. Note that the vegetation patterns in the landscape run perpendicular to the viewer and are not perceptible from this vantage point. The site forms part of the middle ground agricultural landscape (Smit, 2021)*



Figure 16: *Site visit photograph taken from the entrance to Neethlingshof at approximately 3,5km away, looking east. Note the existing mature vegetation screening the westernmost portion of the site and the avenue of trees behind which the Technopark buildings are visible (Smit, 2021)*



Figure 17: *Site visit photograph taken from the R310 Baden Powell Drive. This view location marks the limits of the subject site's visibility from this scenic route, according to line of sight testing during the site visit. This view is located 3km away, looking east. Also note the proposed development the tree avenues along the subject site's westernmost edge (Smit, 2021)*



Figure 18: *Site visit photograph taken from the entrance to Asara on the R310 Adam Tas Street, at approximately 2,8km away, looking south east. Note that the vineyard-derived landscape patterns are still not particularly noticeable from this vantage point, but that the agricultural landscape nevertheless reinforces the scenic experience of continuity between the different landscape domain typologies and protects the rural/agricultural landscape setting of the entrance to the town (Smit, 2021)*



Figure 19: *Site visit photograph taken from the R310 Adam Tas Street at approximately 2km away from the centre of the subject site, looking south over the Eerste River course in the foreground. Note how the landscape patterns are now visible, running perpendicular to the slope, the R310 and the direction of travel of the viewer (Smit, 2021)*



Figure 20: *Site visit photograph taken from the R44 at the easternmost edge of the subject site (+- 1,2km from its centre) looking north west. Notice that only the vineyard on this portion of the site is visible (Smit, 2021)*



Figure 21: *Site visit photograph taken from the southern boundary of the subject site looking north east towards Simonsberg over the vineyards. Notice the density of the vegetation within the urban edge, and the urban typology that is predominantly single storey residential – invisible from this vantage point. Libertas is visible in the left of the image, and the fact that the Distell industrial complex is barely visible from this location is testament to the visual absorption capacity of the Eerste River Valley landscape (Smit, 2021)*



Figure 22: *Site visit photograph taken from within the site, looking south west up the slope towards the irrigation dams (not visible here due to topography). Note Van Reede Street in the far right and the stand of trees indicating the position of the notch in the property boundary that accommodates the Stellenbosch Golf Club (Smit, 2021)*

4. Proposed development

4.1 Previous proposals

The 2017 proposal took the approach of a business-as-usual continuation of suburban sub-division. The bubble map below earmarks the majority of the subject site for Residential estate development, with a hotel precinct surrounding the Libertas werf, extensions to Technopark's land uses along an extended Techno Avenue, as well as a Private school and University on the north and north west facing slopes. The civil engineering/proposed roadways (chiefly, a central access route) appear to drive much of the spatial design decision making, and the scheme gives the impression that much of its *raison d'etre* is based upon the assumption that the Western Bypass would be constructed.

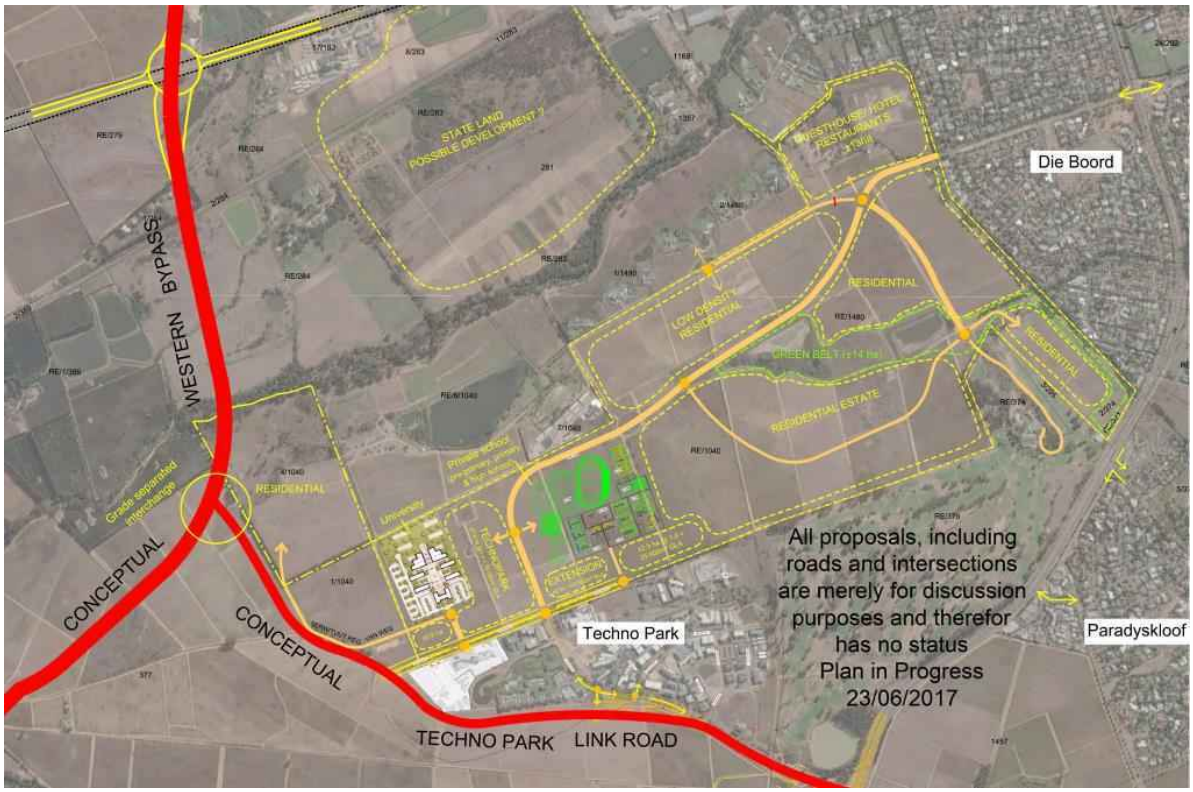


Figure 23: *2017 (conceptual) development proposal (Source: URBA, 2021, authors unknown)*

In the absence of a more detailed proposal, not much comment can be given regarding layout, massing, and architectural typology, but it is clear that this initial proposal amounts to a conventional development proposal that would erode the urban edge and add to urban sprawl. As stated in the Heritage comment letter: "… it remains questionable whether another high-density development

node is necessary that is historically, spatially, and topographically contrary to the proposals as per the SDF." (Jansen, 2020).



Figure 24: *URBA's first development proposal (URBA, 2021)*

URBA's initial proposal did away with the central road, and developed a scheme based on the idea that the whole site did not need to be (and in fact should not be) developed. The scheme proposed access and circulation that could function independently of the controversial Western Bypass. The proposal was to retain the majority of the vineyards, and cluster development along the existing urban edges – one precinct along the Die Boord suburb, and the bulk of the development directly alongside Technopark. According to URBA, the architectural resolution focused on typology and fit rather than optimizing planning parameters. Access would be taken of the adjoining urban areas, with a narrow, meandering, serpentine lower order roadway winding through the landscape.

Land use would be a mix or residential, commercial, retail, and institutional, with building massing stepping down from a high street (3 storeys) into single storey and then into agricultural landscape. Low density residential clusters at Sub-precinct A were designed to sit on plinths in the landscape, alongside low slung walls, and integrated landscaping to further mute fairly quiet architecture. The entrance precinct at Sub-precinct B would consist of three storeys walk up apartments, with some medium density residential drawn out int o the landscape alongside. Sub-precinct C would accommodate clusters of residential units within the vineyard. This proposal already vastly improved on the previous proposal in terms of scale, concept, massing, urban design approach and a more sensitive response to contextual heritage and visual sensitivities in general.

4.2 Design development and notes on conceptual approach

The proposed development has since undergone an inter-disciplinary and iterative design process informed by Urban Design, Heritage, Visual and Landscape Architectural professionals on the design team. Please refer to the Heritage Comment letter dated 3 December 2020 by Liana Jansen for a summary of the professionals who have been approached to provide input, comment and

professional opinions (Jansen, 2020), as well as page 2 of the Urban Framework document (URBA, 2021).

The **conceptual approach** was to formulate a sensitive response the elements of the cultural landscape identified both within the site and the surrounding context. The URBA team's understanding of the role of the site within the scenic environment is communicated in the conceptual diagram below indicating the conceptual design response in the foreground, middle ground, and background. The layering of landscape and architectural elements aim to result in a development that is built in and not on the landscape. According to the Visual Analysis that accompanied this design phase, the proposed development aims to create a point of orientation and contextual significance in the landscape to establish a unique identity and sense of place, especially for views from the R310.

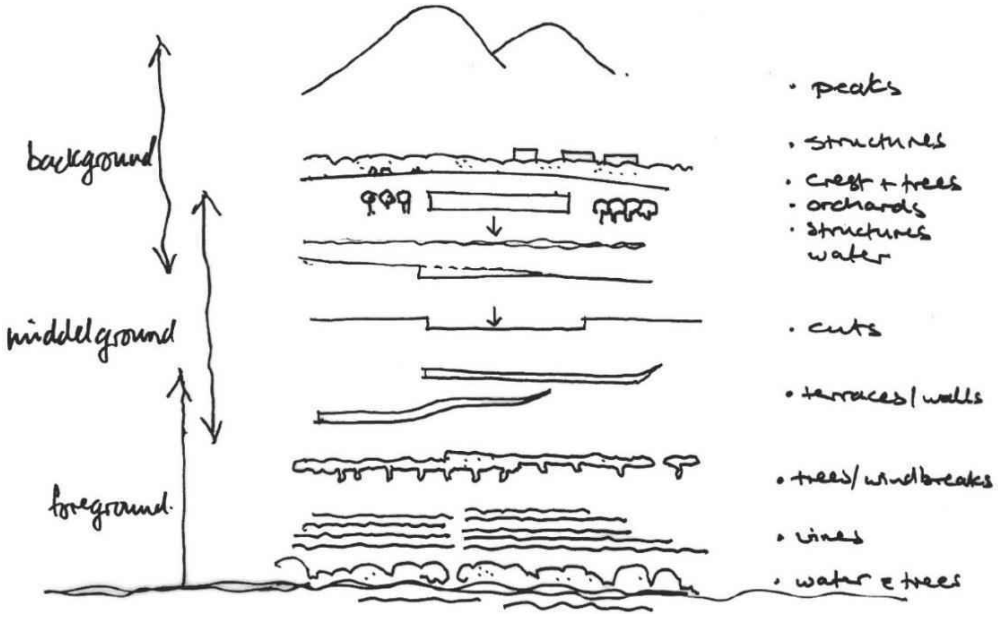


Figure 25: *URBA Conceptual approach diagram (URBA, 2021)*

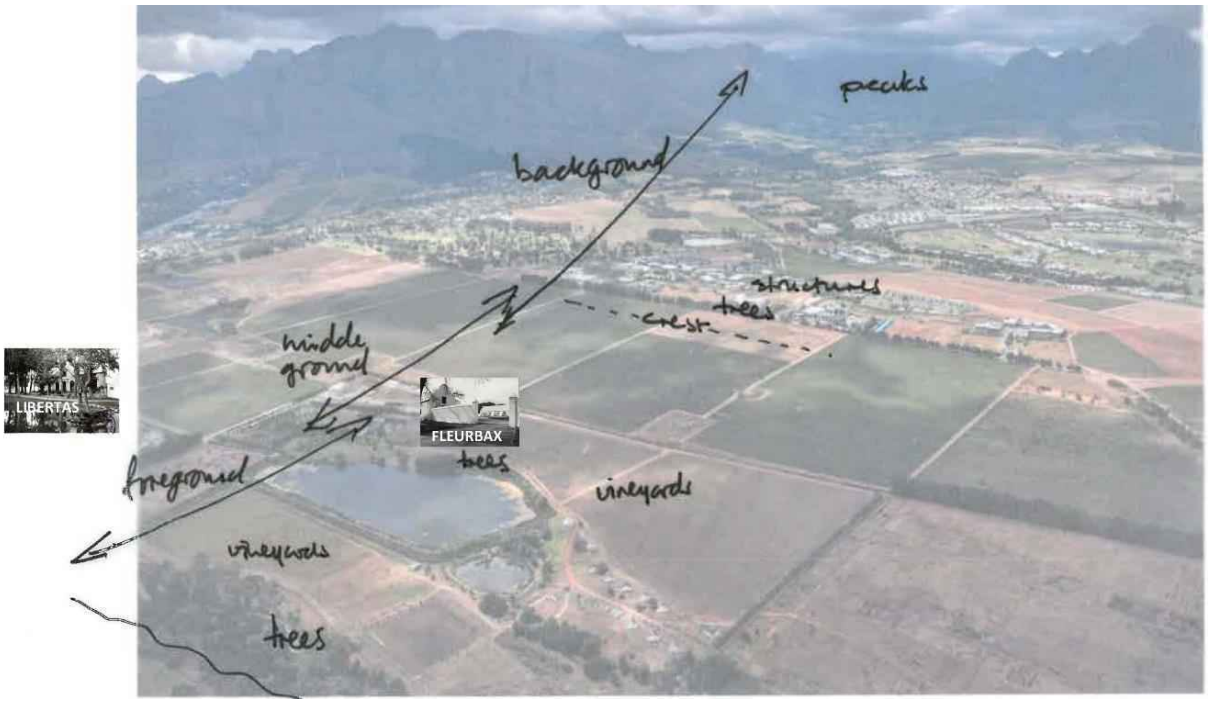


Figure 26: *URBA Elements of the Cultural Landscape (URBA, 2021)*

4.3 Current proposal

Following an investigation into social, historical, and cultural significance, URBA reworked the proposal to incorporate these findings. The current proposal is localised in two areas of the site:

- Sub-precinct A in the western portion, parallel to the northern boundary of Technopark;
- and Sub-precincts B & C in the east, adjacent to the Die Boord neighbourhood and the R44.

The development proposal consists of 1 241 residential opportunities, 12 138 m2 retail/offices, and 9 408 m2 cultural/institutional facilities. In this proposal, integrated heritage, visual and cultural landscape, and other spatial patterns are more legible as primary structuring mechanisms in the design and layout. The high street model for Sub-precinct A was dialed back in terms of massing and function and moved further down the slope to ensure that the most visible upper part of the subject site on the ridge crest would be less impacted.

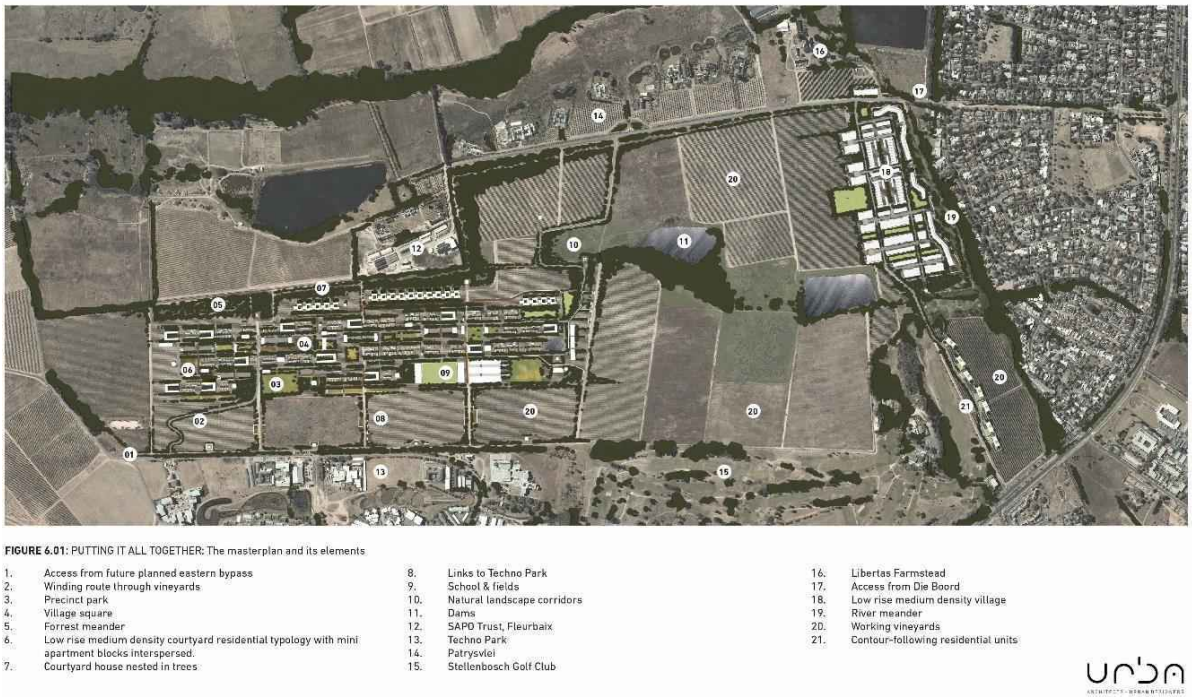


FIGURE 6.01: PUTTING IT ALL TOGETHER: The masterplan and its elements

1. Access from future planned eastern bypass
2. Winding route through vineyards
3. Precinct park
4. Village square
5. Forrest meander
6. Low rise medium density courtyard residential typology with mini apartment blocks interspersed.
7. Courtyard house nested in trees
8. Links to Techno Park
9. School & fields
10. Natural landscape corridors
11. Dams
12. SAPO Trust, Fleurbaix
13. Techno Park
14. Patrysvlei
15. Stellenbosch Golf Club
16. Libertas Farmstead
17. Access from Die Boord
18. Low rise medium density village
19. River meander
20. Working vineyards
21. Contour-following residential units

Figure 27: *URBA's current development proposal (URBA, 2021)*

The architectural mix of buildings and typologies was also changed to be more fluid, more responsive to landscape and reminiscent of a farm village typology. Sub-precinct B also shows a more considered response to the existing edge, with buildings stepping down from 3 storeys along the river, to two storeys, to single storey buildings as the topography rises and the agricultural landscape resumes. Sub-precinct C's units were consolidated, shifted back up the slope and sunk behind low stone walls that connect the landscape and the houses to one another, minimizing visual intrusion.

Building footprints and heights were reduced to achieve a finer grain, so that views from surrounding scenic routes would not perceive continuous and large buildings. This approach maintains the view cone from Libertas to the encircling mountains and makes better use of the natural visual absorption capacity of the receiving environment. The Landscape proposal uses banks of trees to stitch the built fabric back into the landscape to visually break up the development and blend it into its surroundings using existing landscape patterns and materials.



Figure 28: *3D sketch of URBA's current development proposal (URBA, 2021)*

a. Roads alignment study

Following meetings held with the engineering and planning departments of Stellenbosch Municipality in 2022, the project team investigated a number of options to enable a road to traverse the subject site (connecting Die Boord and Techno Park). See below the EMME modelling undertaken as part of the Traffic Impact Assessment.

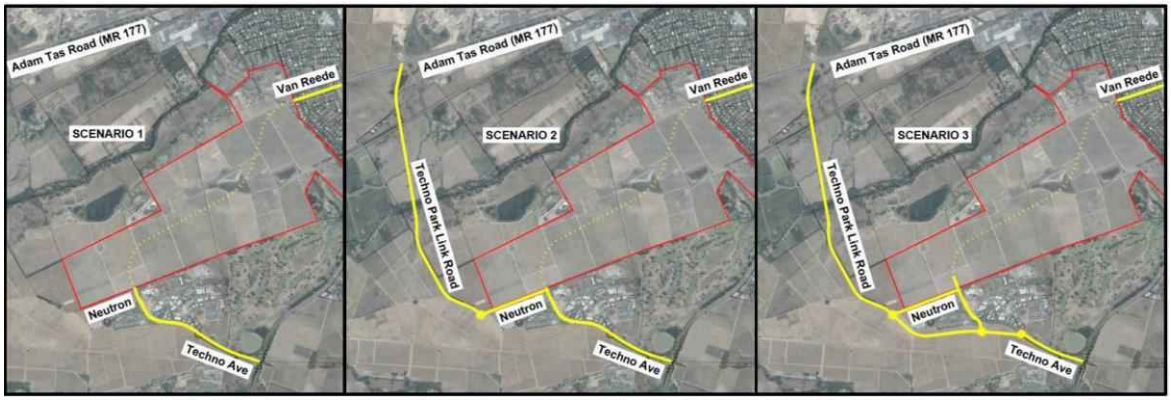


Figure 29: *Diagram 2, TIA, showing modelling of the Techno Park Link Road through and around the subject site (UDS Africa, 2022)*

In the 2021 URBA proposal, the sub-precincts were linked by a narrow meandering road, where access and circulation within the development proposal relied mostly on the existing roads, with the aim of maintaining and strengthening the existing landscape patterns. Various access points negated the need for a central circulation route, allowing all roads to be reduced in scale and order, which resulted in no one major traffic link between Techno Park and the Libertas development.

As the Municipality's Engineering Department were in support of the through road (which will be a class 4 road with two lanes - one per direction), Filia Visual was tasked with undertaking a brief study to identify the suggested route with lowest visual impact.

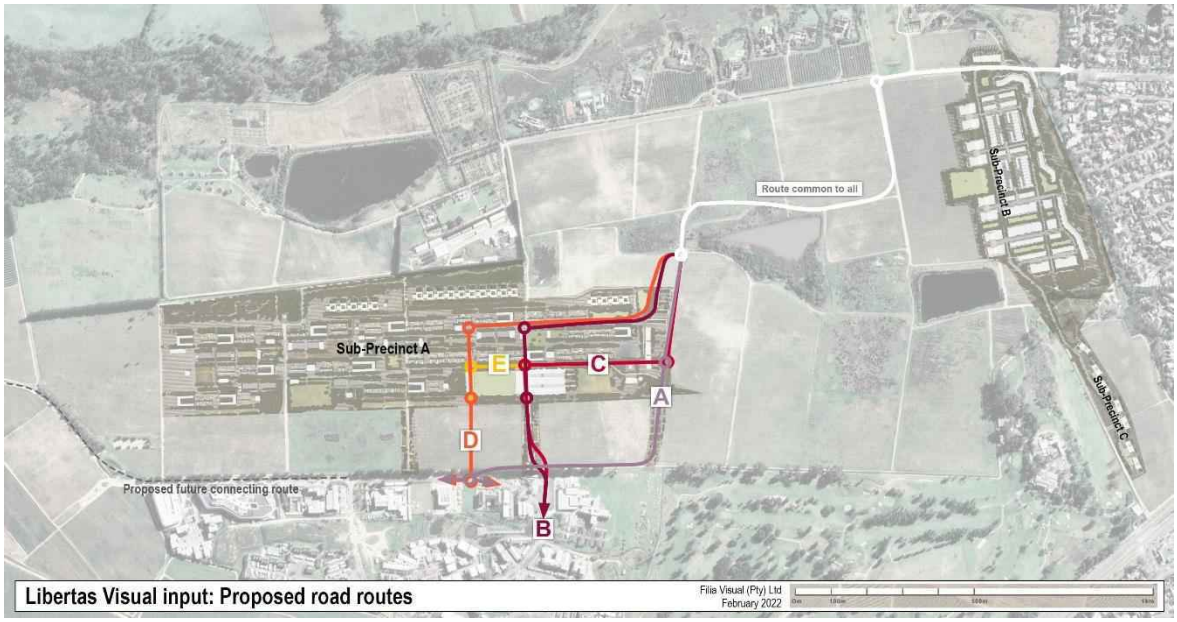


Figure 30: *Initially, Filia Visual was tasked with assessing 5 road alignment options, illustrated above (Smit, 2022,; Sources: URBA, 2022)*



Figure 31: *All five (5) initial road alignment options, view from the Scenic route R310 Adam Tas Street (Smit, 2022)*

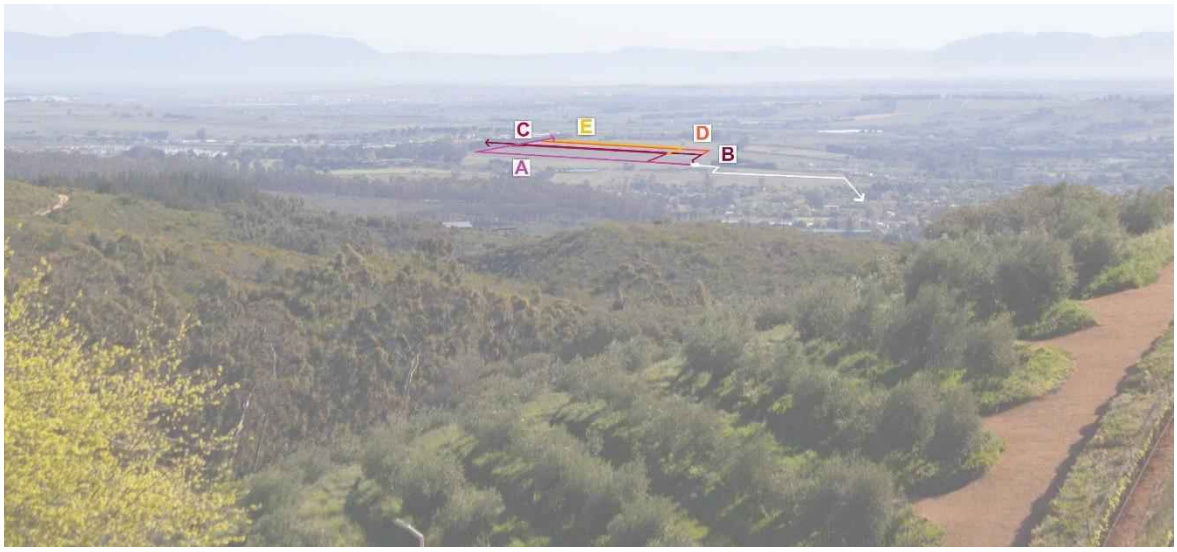


Figure 32: *All five (5) initial road alignment options, view from Tokara (Smit, 2022)*

Indicative "Simulation" graphics were generated to understand the position of various road layouts when viewed by the public. The site photograph in Figure 31 was chosen not necessarily for an accurate representation of typical views from the scenic route, but to show the proposed new road routes in the landscape with the least amount of foreground screening as possible. Figure 32 illustrates the routes from higher elevation overlooking the receiving environment generally.

Observations and findings from the initial comparative road alignment study were as follows:

- The five proposed routes are identical from the entrance at Sub-Precinct B up to the second circle.
    - Traffic circles would represent a node of higher visibility along the proposed routes but are expected to be less visually intrusive than a traffic lights.
    - The use of traffic circles rather than traffic light intersections is supported pending the findings of the Simulations anticipated in the VIA.
- In terms of overall visibility, based on site topography and the nature of the receiving environment:
    - A would be the most visible option;
    - B and C are comparable;
    - D and E are comparable, and will have slightly lower impact than B and C.
- The placement of the portion of the route that is identical to all the proposals could be improved if the route avoids cutting through the agricultural areas midslope.
    - If possible, the route should hug the northern boundary, following the existing road until it must turn south to run along the eastern edge of Sub-precinct A (indicated in a blue dotted line in Figures 34 – 36).
- Proposals that route the new road through any portions of Sub-precinct A will generally have a lower visual impact because the buildings and vegetation of the proposed development will absorb the roadway, streetlights etc. visually from the vantage point of sensitive viewers (the Scenic route, specifically).
    - Routing any road along the southern edge of Sub-precinct A would be similarly screened from the Scenic route and other sensitive receptors to the north.
- In reference to the above, all of the options are routed through Sub-precinct A at some point, so their potential visual impact is dependent almost entirely on how the section between the southern edge of Sub-precinct A and the northern edge of Technopark is routed.
- Any roadway that runs perpendicular to the site contours and crosses the “buffer area” at the crest of the hill (between Sub-precinct A and the northern edge of Technopark) will be visible from Adam Tas Scenic route and increase the visual impact of the proposed development overall, especially at night due to streetlights (static, continuous light source) and car headlights (moving, short duration but noticeable).
    - Currently all the route proposals include a portion of the proposed road that does so. Therefore, none of the five proposed routes were supported outright by the visual specialist.

The “buffer area” illustrated in Figure 33 is the most visually exposed part of the site, as well as being the portion of the site that makes the most significant contribution (from a visual point of view) to the legibility of the cultural landscape (as described in Appendix 3: Conservation Systems of the CMP) and the scenic significance of protected landscape features that maintain the relationship between the open agrarian landscape and the transitional areas and edges of the Stellenbosch settlement node/residential areas (from rural to urban).

According to the Heritage practitioner, this buffer area should also be preserved as an important measure to prevent extensions and urban creep from Technopark's side[2].



Figure 33: *Graphic illustrating the "buffer area" which should be seen as a zone of no development, or minimal development under strict control to manage visual impact (Smit, 2022; Sources: URBA, 2022)*

Figures 34 to 36 illustrate the suggested route with lowest potential visual impact, and two acceptable alternatives, based on the findings of the fieldwork and sensitivity analysis undertaken to date.

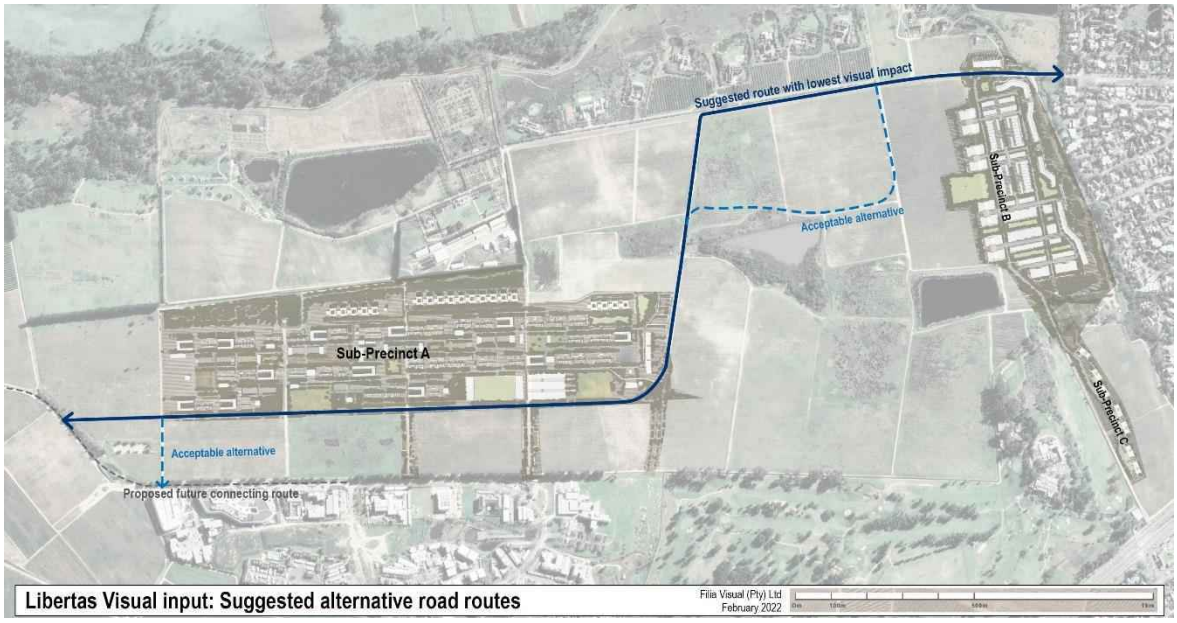


Figure 34: *Graphic illustrating the suggested route with lowest potential visual impact and two acceptable alternatives form a visual impact point of view (Smit, 2022; Sources: URBA, 2022)*

[2] As the Heritage Practitioner has pointed out previously, there should perhaps never have been development on the Techno Park ridge, and erosion of the receiving landscape any further will cause the cumulative visual impact to spill over to this valley too, beyond the Technopark ridgeline.

Initial findings and observations:

i. The potential visual impacts described above would be largely avoided if the proposed road were to be routed along the southern edge of Sub-precinct A, exiting the property along the western boundary of the site (areas which are slightly less sensitive visually).
ii. The possibility of linking up with the future Techno Park Link Road should remain an alternative to all the current and future proposals which propose vehicular connection to Technopark across the most visually exposed parts of the site.
iii. There is also a short route perpendicular to the contours on the far western side of the site (over the most visually sensitive parts of the site) that may be considered as an alternative. Topography and existing vegetation screen this part of the site a little more than areas more to the east.



Figure 35: *Suggested and acceptable alternative routes, view from the Scenic route R310 Adam Tas Street (Smit, 2022)*



Figure 36: *Suggested and acceptable alternative routes, view from Tokara (Smit, 2022)*

b. Current Road alignment proposal

According to the latest TIA and development proposal Design Guidelines, future access to the proposed development is anticipated to be via Van Reede Road (exiting the suburb of die Boord and connecting to the R44 in the east), and via Techno Avenue/Neutron Road (exiting Technopark in the south), as well as to Adam Tas Road (MR177) via the future Techno Park Link Road.

The proposed route crosses the “buffer area” further west of the previous proposals, but not far enough west to satisfy the recommendations of the preceding study in terms of acceptable alternatives (see Figures 38 and 39 below).



Figure 37: *Diagram 7, TIA, showing Proposed road link between Die Boord and Techno Park traversing the subject property (UDS Africa, 2022)*

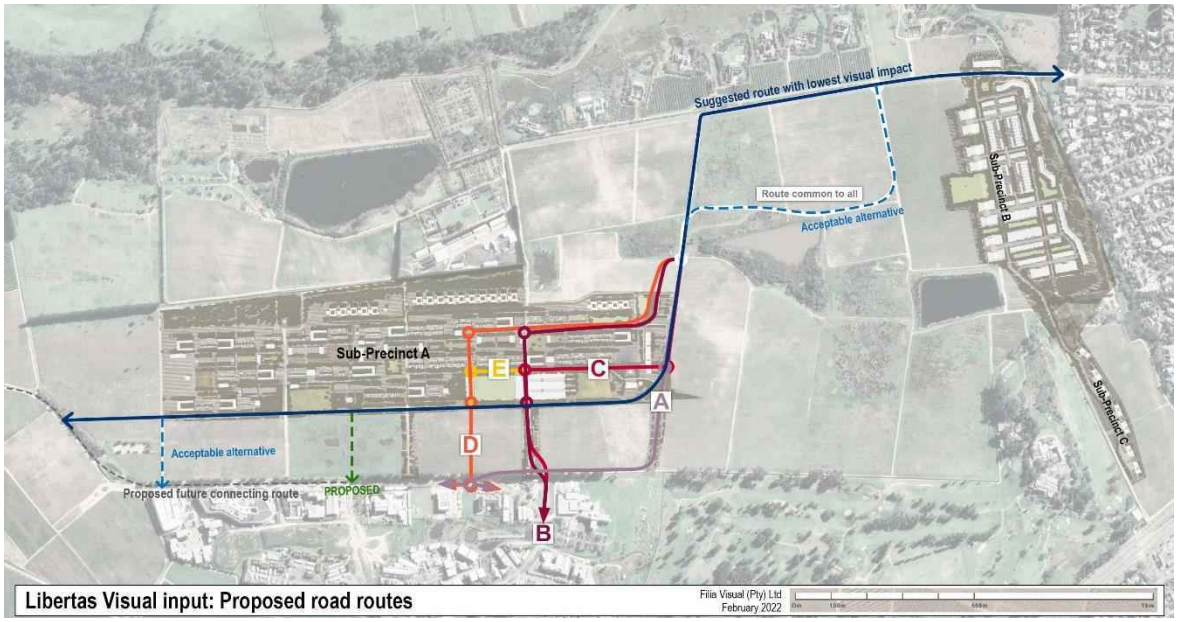


Figure 38: *Graphic illustrating the proposed route in green (Smit, 2022; Sources: URBA, 2022)*



Figure 39: *Enlarged illustration of the proposed route, showing the previously identified acceptable alternative routes (Smit, 2022)*

4.4 Simulations

Simulated photomontages use photographs of an actual scene modified by the insertion of an accurate representation of the visible changes brought about by the proposed development (The Landscape Institute, 2011). The visual simulations thus enable 'before' and 'after' comparisons of the proposed development within the receiving environment (Oberholzer, 2005, p. 18). 3D modelling allows the specialist to navigate through the 3D environment with a visual representation of the height, massing and building configuration of the proposed development in its three-dimensional context. This enables more accurate identification of sensitive views, viewers, and view corridors before fieldwork, to be tested and verified during and after the site visit is undertaken. Understanding the scale and potential visibility of the proposed development in relation to its context enables more accurate simulation and impact assessment.



Site photograph: Receiving environment - photograph taken from the Adam Tas Road (R310) scenic route, 2.5km from the property boundary at Sub-precinct A.



Simulation: Development proposal - architectural proposal modelled as white massing model **only**.



Simulation: Development proposal - with landscaping proposal and approximation of the proposed materials & finishes.

Figure 40: *Simulation A (Smit, 2021)*

The Simulations were selected to represent typical views onto the project site from the locations of potentially sensitive viewers, and where the proposed development would be likely to have notable visual impact. Please note that the proposed roadway has not yet been simulated[3].



Site photograph: Receiving environment - photograph taken from the Thelema Country Vineyard avenue above Tokara at the top of the Helshoogte pass, looking west over Stellenbosch, the agricultural landscape and the Cape Flats towards the Peninsula.



Simulation: Development proposal - architectural proposal modelled as white massing model **only**.

Figure 41: *Simulation B (Smit, 2021)*

[3] To be simulated as part of the VIA.



Site photograph: Receiving environment - photograph taken from the R44 Strand Road, less than 50m from the property boundary at Sub-precinct C.



Simulation: Development proposal - architectural proposal modelled as white massing model **only.**



Simulation: Development proposal - with landscaping proposal and approximation of the proposed materials & finishes.

Figure 42: *Simulation C (Smit, 2021)*

5. Responsiveness to development criteria and sensitivities of the receiving environment

The current proposal now tabled has responded to a number of visual indicators and visual sensitivities in the Receiving Environment that are both site and context specific. This finding is in agreement with the Heritage practitioner, who found that "the proposed development positively responds to many of the Development Criteria as per the Stellenbosch Conservation Management Plan (2019)" (Jansen, 2020).

<u>Key responses are:</u>

- The conceptual approach and design principles:
    - densify in clusters and with an appreciation of the specifics of the historic farm (cultural landscape and natural features), rather than adopting a blanket sub-divisional approach.
    - Recognition and integration of the greater cultural, ecological, and scenic landscape in the design response.
    - Preference for low rise, medium density housing as the dominant land use type rather than high density and commercial etc. land uses and typologies.

  - Typologies that act as urban rooms that offer enclosure and continuity with landscape rather than individual and competing forms dotted throughout the landscape.
  - The emphasis on liveability and walkability of the spaces between buildings.
- The logic of the landscape is incorporated into the design by retaining vineyards and reinforcing existing breaks and patterns that contribute to the character and sense of place.
- Mixed of uses and carefully considered three dimensional built form giving attention to appropriate heights and density in response to context as well as careful massing and footprint/grain considerations evident in the proposal.
- The strong conceptual move away from traditional sub-divisional urban sprawl and infill resulting from wall-to-wall development proposals.
- Placement of higher density proposals along the already developed Die Boord urban edge (least sensitive visually), where topography and existing vegetation absorb parts of the development from most viewers.
- Proposal for Sub-precinct C is appropriate in scale, form, and character, without detracting from the agricultural character of the vineyard.
- The clear direction that the layout of the design takes from the strongly defined, linear landscape patterns and blocks of vineyards, which are a landmark feature of this Landscape Unit according to the HS&CMP.
- The landscape, existing natural corridors and a continuous "green system" permeates the proposed built form.
- Overall, the proposed development does protect 'visual permeability' and 'openness' within the receiving environment, as well as 'physical permeability' between the (sub)urban areas and their agricultural and wilderness surrounds.
- The proposal has avoided construction of new buildings on visually sensitive, steep, elevated, or exposed slopes, ridgelines, and hillcrests. However, the new road alignment proposal does propose the routing of a Class 4 road over an exposed ridgeline/hillcrest.

Considering that the CMP document states the concern that any development within the C15 Landscape Unit's would compromise the rural character of Stellenbosch, the proposed development must be responsive to the specific guidelines provided in the Stellenbosch HS&CMP to determine the extent to which the character of the Receiving environment will be compromised.

Criteria	**Response**
Being proposed within a Green Transition Conservation area, does the proposed development:	
At Town scale:	
Uphold the rural character of Stellenbosch, and to uphold significant vistas towards the agricultural landscape from within these settlement nodes?	*The proposed development does not affect views from within the Stellenbosch settlement node/residential areas.* *While the proposed development will have a visual impact on the rural character of Stellenbosch, the potential visual impacts have been addressed and reduced throughout the evolution of the proposal. Magnitude and significance of the visual impacts should be determined during the VIA to identify specific mitigation measures where necessary.*
Prevent urban sprawl from eroding the significant landscape units situated directly adjacent to the historic town?	*The question is: can the proposed development be described as "large-scale development that constitutes urban sprawl?".* *While the development itself is large in scale, it has been pared down significantly to ensure that the landscape as a container for development is preserved, retaining*

	large tracts of viable agricultural land undeveloped and undisturbed. Higher density and building heights are grouped along the Die Boord urban edge, minimizing the visual and physical impact of Sub-precinct B to a limited footprint in an area with high VAC and lower visual sensitivity from the receiving environment (specifically, from scenic routes). *While Sub-precincts A & C do not adhere to the urban edge (as was the case in the first URBA proposal), the decision to redesign and move the proposed sub-precinct A further down the slope was taken with visual, cultural landscape and heritage amenity sensitivity in mind.* *The current proposal will erode the purity of the agricultural landscape unit, but not necessarily to negative effect, because of the nature of the proposal. Over time, and by virtue of the proposal's emphasis on integration and embeddedness with the landscape (in terms of building placement on slope, landscape pattern emulation, material, and typology choice), the proposal will most likely become an integrated feature of the landscape and prevent further urban sprawl/inappropriate future development in this sensitive landscape based on the development limitations it will be subject to.*
Maintain a clear transition between the townscape and its surrounding rural landscape?	*Sub-precinct B achieves this. Sub-precinct A and B take an innovative conceptual approach, and the proposal argues that the chosen form of development will evolve and enhance the special heritage character and sense of place of the subject site, as well as that of the greater landscape unit (in a positive way).*
Protect a diverse range of heritage values, not only the tangible heritage sites?	*The project team undertook to uncover and understand various social, cultural, historical visual etc. indicators. The application of this knowledge is evident in the evolution of the proposed development, from a visual and aesthetic point of view.* *Refer to Heritage practitioners' comments for further detail. Public access to the site is also prioritized, and the road network will accommodating a public transport shuttle service.*
Stimulate innovative development that is focused on urban regeneration and densification, such that brownfields sites should always be considered first before greenfield sites can be developed?	*It is unclear whether the subject site would be considered a greenfields of brownfields site. Being outside of the urban edge, the proposed development is not generally in line with this criterion.*
Become connectors for the public to gain access to larger natural landscapes, which promotes connectedness with their landscape setting, and improves quality of life?	*The proposed development makes provision for pedestrian routes and puts a great deal of emphasis on the quality of both natural and urban open space, as well as walkability and cyclability through the proposal.* *"The landscape architects and heritage practitioners have identified a system of green/ecological and open space corridors that extend into the wider hinterland beyond the Libertas site." (URBA, 2021, p. 8)*

Development Criteria according to the C1 Land Unit Guidelines. Does the proposed development:	
Prevent construction of new buildings on visually sensitive, steep, elevated, or exposed slopes, ridgelines, and hillcrests.	*Due to the careful placement of the proposed buildings (especially Sub-precinct A), the proposed development will only have an effect on the Eerste River Valley, by avoiding the upper slopes of the site, and the interruption of the ridge line beyond from most viewers within the receiving environment.* *Visual impact of the overall development is likely to increase as a result of the proposed road alignment over the visually sensitive "buffer area". The development criteria do however only specify that buildings should be avoided and does not provide further guidance on roads.*
Retain the integrity of the distinctive and predominantly agricultural landscape character.	*"A large percentage of the existing vineyards are retained as a salient feature of the site and is interspersed with the compact development clusters to add to and retain a semi-rural character alongside other features such as contained orchards. The vineyards are protected in a broad strip towards the upper slopes, abutting Techno Park." (URBA, 2021, p. 8)* *"The trees' structure is embedded in- and extends from the existing structure and acts as a spatial armature for movement and service infrastructure development that is integrated with nature on an expansive site." (URBA, 2021, p. 8)* *The proposed development will bring about changes to the rural agricultural landscape character. These changes appear to have been spatialized very carefully by the project team to (a) prevent the interruption of cultural landscape patters and (b) enhance existing key elements of the character and sense of place of the subject site and its Landscape unit.* *These key elements include a sense of openness from within and across the site, strong landscape patterns within the agricultural landscape, an uninterrupted hierarchy of views and view cones across the land unit from rural to wilderness vistas.* *The internal road network was previously described as "consciously meandering and of limited width to support a semi-rural character and prevent rat-running through the site". The current road proposal will be of a higher order, and although it still meanders through the landscape somewhat and will largely support the semi-rural character, this is likely to become an important route connecting the various Stellenbosch urban areas to one another. See TIS for further information.* *The VIA must provide specific mitigation measures the roadway, should the routing option that crests the ridge be supported and approved.*

Encourage mitigation measures (for instance the reinforcement of existing windbreaks and planting of new ones) to "embed" existing over-scaled buildings the surrounding landscape. The maintenance, reinforcement, and "thickening" of the windbreak between this landscape unit and Teknopark is particularly important.	*The proposed development demonstrates a positive response to this criterion, although it could give more attention to the specific recommendation to maintain, reinforce and "thicken" the windbreak between this landscape unit and Teknopark.*
Maintain the balance of Urban, Rural and Wilderness areas. It is the interplay and relationship between these that give the study area its unique character.	*New built form provides optimal density in three primary clusters nested within the logic of the wider open space system.* *Each of these clusters have their own internal urban design and landscape qualities but are intimately linked with the vineyards and natural surroundings through a permeable open space network.* *The retention and protection of the upper slopes as undeveloped landscape (free of buildings) maintains this balance in the larger landscape context. The "buffer area" must be preserved as a matter of significant importance, and the design and construction of the proposed road over the crest of the hill must be carefully designed to limit visual impact.*
Avoid insensitive 'dominating' developments that erode the agricultural continuum and rural character of the landscape unit. In this context, dominating development would include gated residential estates, large-scale infrastructure, suburban development, and industrial developments.	*It is my opinion that the proposed development is not an example of an insensitive 'dominating' development.* *While any development within the subject site will inevitably erode the agricultural continuum and rural character of the landscape unit, it is most likely to be successful in "giving back" as much as it takes away. This balance should be further investigated during the recommended VIA.*
Traditional planting patterns should be protected by ensuring that existing treed avenues, tree alignments and dense planting along the river corridors, and copses are not needlessly destroyed, but reinforced or replaced, thereby enhancing traditional patterns with appropriate species.	*The proposed development demonstrates a positive response to this criterion.*
It is recommended that visual permeability should be maintained towards mountains, valleys and across open fields. (a) Discourage the use of solid walls around areas in public view and along scenic routes. (b) Views should be framed and enhanced by development wherever possible.	*The proposed development generally demonstrates a positive response to this criterion.* *However, the current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.*
Ensure that new developments within rural contexts are in sympathy with the topography and unique genus loci of the place/landscape unit.	*The proposed development demonstrates a positive response to this criterion.*
The scale of roads (especially those that align with historic wagon routes) should be the minimum possible. Insensitive hard elements can compromise the rural character of a landscape as a whole.	*The proposed development generally demonstrates a positive response to this criterion.* *However, the current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.*

Care should be taken that vineyards and orchards are not needlessly destroyed and replaced by nonagricultural development. The potential agricultural use of the land should be retained for the future.	*The proposed development demonstrates a positive response to this criterion, limiting the potential area of disturbance, especially when considered in comparison to the 2017 conceptual proposal.* *Future development proposals should elaborate on the intended use and management of the existing vineyards and agricultural amenities.*
The proliferation of non-agricultural uses, particularly in visually prominent locations, should be avoided. This is in order to protect the predominantly agricultural character of the landscape.	*The proposed development proposed non-agricultural use in a visually prominent location. However, the development proposal has undergone an iterative and professionally-informed design process to ensure that the predominantly agricultural character of the landscape is acknowledged and enhanced.* *The need for further protection and visual mitigation measures should be determined during the VIA.*
The subdivision of farms fundamentally erodes the agricultural character of the landscape and should be discouraged. Rather, maintain larger unified land areas to protect larger landscape continuums that display a unified scenic character.	*The proposed development demonstrates a positive response to this criterion.*
Promoting Rural Character: Guidelines	
Any development proposals that threaten significant views, vistas and landmarks should be discouraged.	*The proposed development will have a visual impact on significant views, vistas, and landmarks.* *However, the current development proposal does not constitute a significant negative threat to the scenic resources.* *The current alignment of the proposed roadway reduces the responsiveness of the overall development to this aspect, and mitigation measures must be developed to reduce potential visual impact.* *Impacts associated with the proposed road are mitigable.*
Relating to Quality of life: Guidelines	
Encourage access to opportunity, as an example, by promoting cycle routes as alternative option to get to places of employment.	*The proposed development demonstrates a positive response to this criterion.*
Encourage opportunity for interaction between different users. Here the landscape should fulfill a primary role of integration. Innovative ideas should explore the 'rubbing of shoulders' between different users of the public.	*The proposed development demonstrates a positive response to this criterion.*
The concept of Green Infrastructure should be explored here with open spaces and network routes that improve quality of life.	*The proposed development demonstrates a positive response to this criterion.*

6. Findings and potential Visual impacts

Based on the findings of his report, the proposed development will result in impacts on visual receptors and scenic resources. Because of the nature of the development proposal, different areas and sub-precincts will result in different visual impact implications.

The visual impacts are likely to be:

6.1 Change to the rural agricultural character of the site and receiving environment:

While the HS&CMP states that any development in the C15 land unit would compromise the rural character of Stellenbosch, the findings of this report suggest that the proposed development will certainly impact on the rural character, but not necessarily compromise[4] it. The proposed development is motivated as a development that seeks to strengthen and enhance the inherent character and sense of place (albeit through non-agricultural development) and retains at least half of the in-situ land uses, as well as the entirety of the remnant natural systems on the subject site.

The C15 Landscape Unit's main aim (as a "Well-defined feature on the southwestern edge of Stellenbosch") is to Conserve and Enhance the existing character of the landscape unit (Stellenbosch Municipality, 2019). The proposed development not only protects and maintains significant buildings, trees, avenues of trees and other landscape elements such as vineyards but has actually structured the development proposal around the enhancement of these elements.

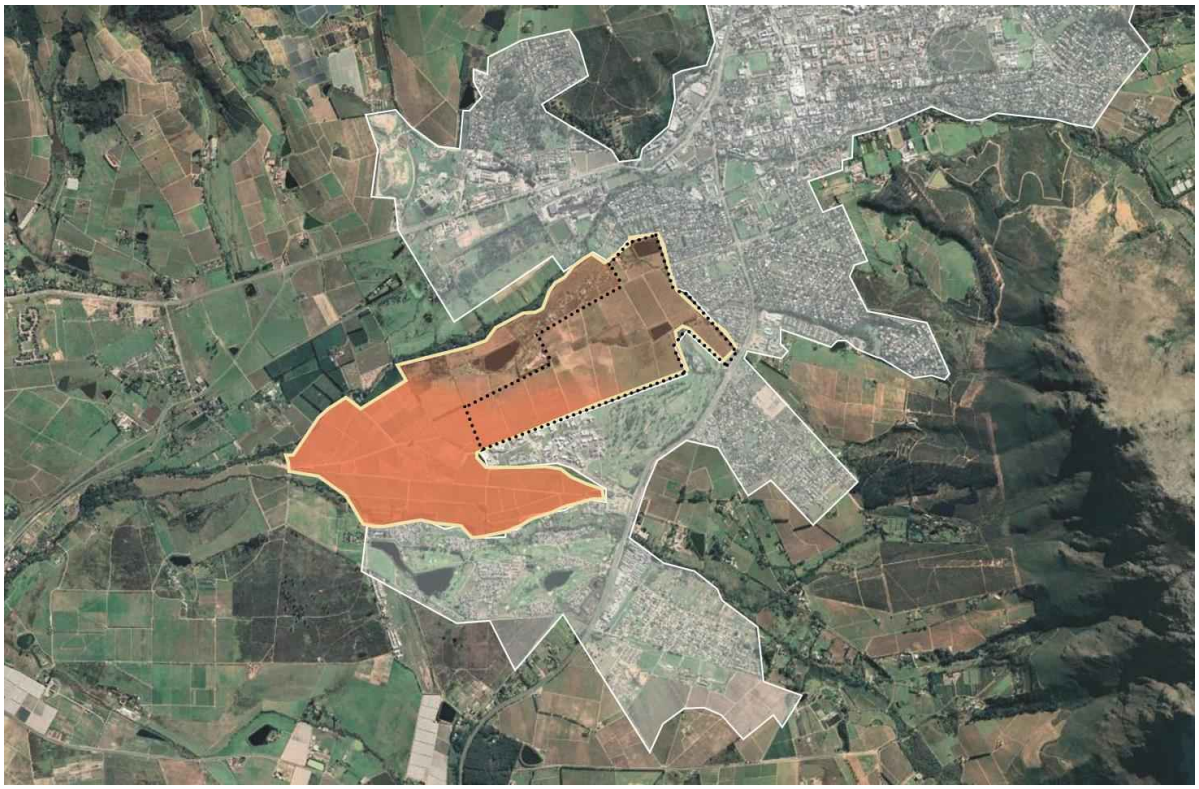


Figure 43: *Graphic illustrating the portion of the C15 landscape unit that contributes most legibly to the creation of a rural agricultural setting for the town of Stellenbosch purely from a visibility point of view (Smit, 2022)*

The position of the "green finger" that the site is located on in the wider landscape context (in-between Technopark and the Distell/Onder Pappagaaiberg semi-industrial area) reduces the site's sensitivity to change somewhat. The greater agricultural landscape west of the avenues of trees that articulates the subject site's westernmost edge (see Figures 16 and 17) is far more sensitive to change than the subject site, which is encircled by a mix of land uses. For views across the C15 Landscape

[4] Compromise /ˈkɒmprəmʌɪz/ (verb) : "a change that makes something worse and that is not done for a good reason"; "to cause the impairment of"; "weaken or harm"; "cause to become vulnerable or function less effectively". (Merriam Webster Dictionary, 2021)

unit, the landscape to the west of the subject site (consisting of vineyards, fields, and tree avenues) makes a notably more significant contribution to the creation of a rural agricultural setting for the town of Stellenbosch. This is especially true for receptors viewing the landscape unit from the west and north west generally (the most sensitive views with highest visibility/exposure – see Figures 4, 8, 11, 16, 17, 18 and 19 for representative views).

It should be noted that while the proposal for the re-development of the historic Libertas complex is still in its infancy, the Urban Design Principles indicate that this historic place within in the landscape will receive appropriate design attention, and the proposal has already undertaken to identify appropriate management and regeneration of the greater heritage environment to become more inclusive and accessible in the future. This includes the maintenance of the green and open agricultural character of this landscape unit, at a site-wide scale.

The proposed roadway alignment and subsequent construction is most likely to result in high visual impact, given the sensitivity and the role of the "buffer area" in the surrounding cultural landscape. These visual impacts are however mitigable and may reduce the visual impact in relation to the proposed road's effect on the rural agricultural character of the site and receiving environment. The VIA must give particular attention to the measurement of this potential impact and provide specific mitigation measures (to be workshopped with the project team) after Impact Assessment. These mitigation measures are most likely to address:

i. Road level (cutting the roadway into the hill may visually absorb both the road surface where it crests the ridgeline, as well as screening the associated light impacts at night (both street lighting and car's headlights);
ii. Landscaping (detailed landscaping proposals that deal with the treatment of the road section as this relates to pedestrian and NMT movement; as well as tree planting, screening with vegetation, rehabilitation of disturbed soil after construction and greening of embankments);
iii. Design and specification of outdoor lighting (limitations and specific guidance on the design and specification of general, street, and outdoor lighting associated with the roadway).

In conclusion, the proposed development will result in a change to the landscape and scenic character of the site and for some key views across the site from within the receiving environment. Any form of urban development within this agricultural landscape will result in the erosion of scenic resources, but the nature of the development proposed demonstrates a high level of sensitivity to the visual, heritage, cultural etc. indicators that the professional team have uncovered over time. Therefore, based on the current proposal, it is my professional opinion that the proposed development will not result in significant loss of the agricultural character of this landscape unit (the C15 Eerste River Central Area Landscape Unit). The nature, extent, duration, magnitude, probability, and significance of the potential visual impacts on the rural agricultural character of the site and receiving environment should nevertheless be addressed in the VIA.

6.2 Visual impact on scenic routes

While the subject site does not fall within the Scenic Drive Envelope (i.e.; the carriageway, the road reserve, the land directly adjacent to it), the proposed development is located within the Viewshed of the following Scenic Routes:

i. Adam Tas Street (R310) Grade IIIa
ii. Baden Powell Drive (R310) Grade IIIa
iii. Polkadraai Road (M12) Grade IIIb
iv. Stellenboschkloof Road Grade II
v. Devon Vallei Road Grade IIIb
vi. Unnamed road Grade II

Please refer to Figures 44 and 45 for a graphic illustration of the sections of the Scenic routes affected.

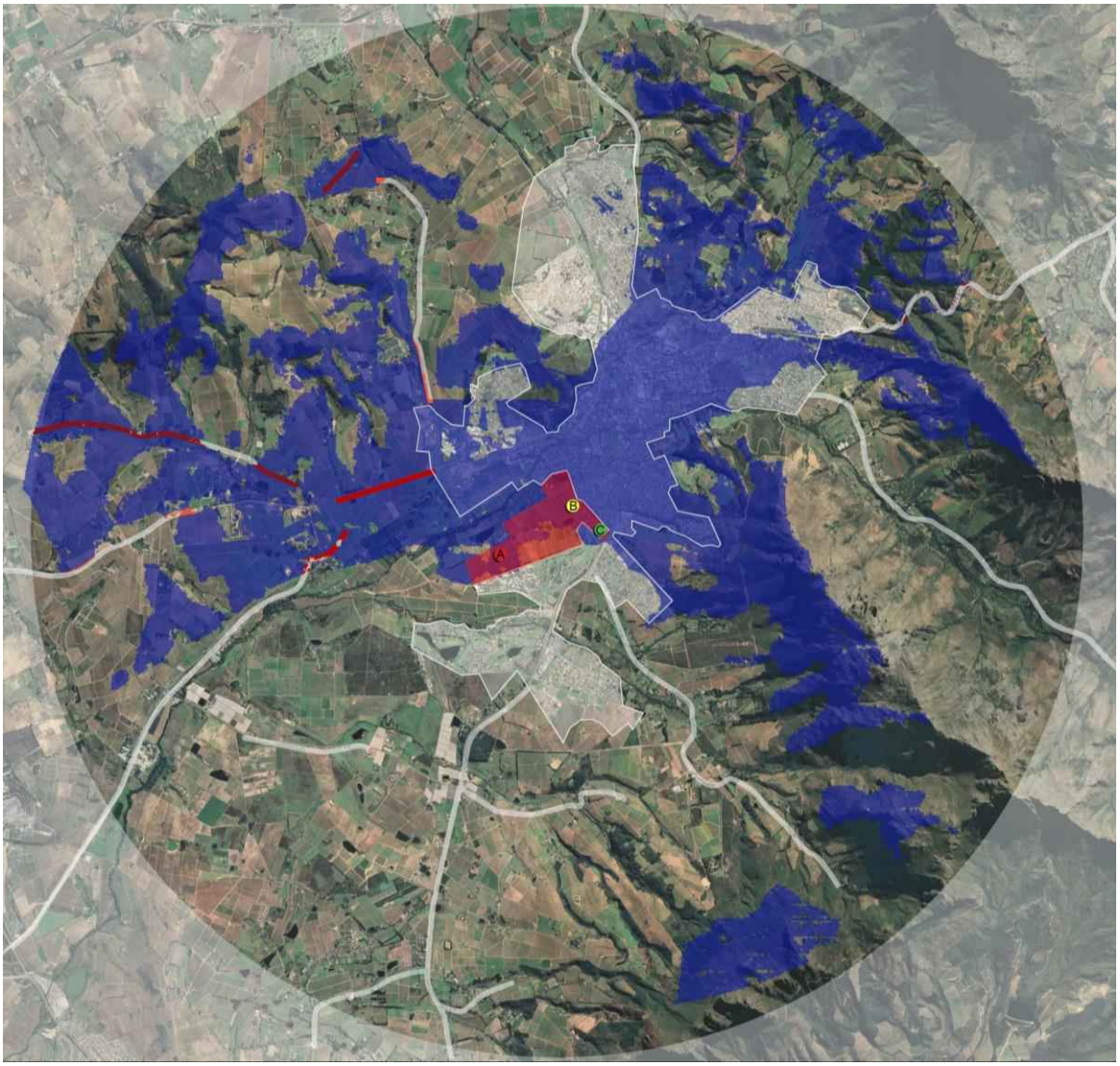


Figure 44: *Graphic showing sections of the Scenic routes affected (10km radius), according to the viewshed (Smit, 2021)*

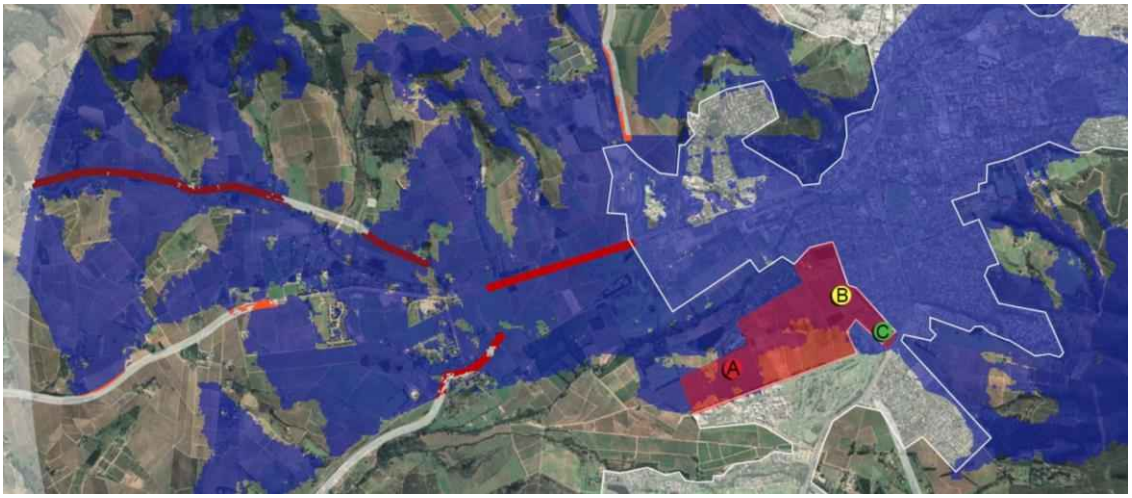


Figure 45: *Enlargement of graphic showing sections of the Scenic routes affected (Smit, 2021)*

Fieldwork showed that most views from the roads iv – vi listed above were at least partially screened by vegetation, and visibility diminished with distance due to topographical features not picked up in the viewshed analysis' data set. The sensitivity of views in terms of distance zones are summarised below. These distance zones are however subject to site-specific conditions such as the elevation and framing of views within the Viewshed of the scenic route.

i. Foreground views (from within 500m) are the most sensitive. There are no Scenic routes with Foreground views of the proposed development.
ii. Views from scenic routes affected by the development are moderately sensitive (as Middleground views (500m – 3km)).
iii. Views further than 3km (background views) are generally least sensitive.

The proposed roadway alignment and subsequent construction is most likely to result in moderate to high visual impact for sensitive viewers along the Scenic route (Adam Tas, specifically). This visual impact is likely to be mitigable to an extent which will be determined by the VIA. The VIA must give particular attention to the measurement of this potential impact and provide specific mitigation measures (to be workshopped with the project team) after Impact Assessment. These mitigation measures are most likely to address the same aspects as listed in section 6.1 (i – iii) above.

Being the channels through which we perceive the cultural landscape, the erosion of scenic quality for a visual receptor moving along a Scenic route is a considered a negative impact. The VIA must therefore determine whether or not (and to what extent) the proposed development detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route.

6.3 Access – a potential positive impact

According to the High Level Landscape Framework, the proposed development is designed in such a way that "the parks, river corridors and other "green systems" running through the townscape units create secondary public access and ecological networks, connecting the surrounding green transitions systems through urban areas", thereby becoming " the driver for green infrastructure development". In the Landscape proposal, Non-hierarchical movement and fuzzy edges support an inclusive approach to access and transit, and the street verges will play a crucial part in the green connectivity.

Although the proposed development is perhaps a little more urban a development than the Green Transitions Conservation System envisioned, a potential positive visual impact will be the increased public access both physically and visually to the site itself, supporting visual continuity between the various scenic resources on and surrounding the site and the CMP's various Conservation Systems. This outcome is upheld as a positive impact/outcome by the HS&CMP, especially in cases where the experience of scenic and heritage resources was previously more or less inaccessible to the public, or when the proposed development restores historical access.

7. Conclusion and Recommendations

The subject site is located outside of the urban edge, within a Landscape Unit graded Grade IIIb and within a Green Transition Conservation System area. The receiving environment is valued for its scenic, heritage and cultural resources, and maintains a high level of intactness and integrity, with relatively few discordant elements within the study area to erode the sense of place or temper its sensitivity to change. Given the sensitivity of the Receiving environment is very high, the pre-cautionary approach suggested by the Heritage and Scenic Resource Inventory and Policy Framework (Western Cape Government, 2013) should be adopted.

The visual sensitivities identified by Terra+, URBA, the heritage practitioner and others were confirmed during the site visit. Urba's 2021 revision to the proposed layout and urban design proposal that followed the visual analysis and heritage input have significantly and measurably reduced the potential visual impact of the proposed development on scenic resources and sensitive viewers, when compared with the previous proposals. This investigation did not discover any fatal flaws or significant negative visual impacts that were not already or could not be successfully addressed (avoided or mitigated) by the project team. While the proposed roadway alignment is not an exception to this statement, it bears repeating that the project team must give particular attention to the mitigation of visual impacts related to the construction and establishment of a Class 4 road that traverses the most visually sensitive portion of the subject site.

The placement of the proposed development within the agricultural domain should continue to be carefully considered to minimise visual impact on the character of the landscape and the visual amenity from scenic routes.

i. While these concerns have been addressed by the current proposal to a large extent, a formal VIA is necessary to methodologically assess the various visual impacts and should also include visual impact mitigation per precinct, as necessary.
ii. This recommendation is supported by the Heritage Practitioner (Jansen, 2020) as well as the Stellenbosch HS&CMP Guidelines which state that any development proposal within a Landscape Units with coverage of more than 70% from Grade II scenic routes should undergo a visual impact assessment (Appendix 3: Conservation Systems (Municipal scale), 2019, p. 15).

Based on the project information at hand, and according to the DEA&DP Guideline for involving visual & aesthetic specialists in EIA processes, the proposed development is for a **Category 4[5] and 5[6]** development within an **Area or route of high scenic, cultural, historical significance**. A Level 4 visual assessment is appropriate for what is expected (before assessment) to be potentially High to Very High Visual impact[7] according to Table 1 and Box 3 of the DEA&DP Guideline (Oberholzer, 2005, pp. 5-6).

The findings of this visual statement suggest that Moderate Visual Impact may in fact be the result of the proposed development overall, based on the following categorization of issues (to be confirmed during the VIA).

Moderate visual impact expected:

i. Potentially some effect on protected landscapes or scenic resources;
ii. Some change in the visual character of the area;
iii. Introduces new development or adds to existing development in the area.

It should be noted that, if left unmitigated, the proposed establishment of the road linking die Boord to Techno Park (via Techno Avenue/Neutron Road over the crest of the hill illustrated in Figure 39) will most likely result in at least this aspect of the proposed development having High Visual impact, described below as:

High visual impact expected:

i. Potential intrusion on protected landscapes or scenic resources;

[5] Category 4 development: e.g., medium density residential development, sports facilities, small-scale commercial facilities / office parks, one-stop petrol stations, light industry, medium-scale infrastructure.
[6] Category 5 development: e.g., high density township / residential development, retail and office complexes, industrial facilities, refineries, treatment plants, power stations, wind energy farms, power lines, freeways, toll roads, largescale infrastructure generally. Large-scale development of agricultural land and commercial tree plantations. Quarrying and mining activities with related processing plants.
[7] Based only on the nature of the development and the nature of the receiving environment.

ii. Noticeable change in visual character of the area;
iii. Establishes a new precedent for development in the area.

The VIA must guide the project team in drafting enforceable visual and aesthetic Guidelines for each sub-precinct. Special attention should be given to Sub-precinct A which is the largest and most visible element of the proposed development (both during the day and at night), and the proposed road design and construction, which must be addressed with specific mitigation measures, and modelled to demonstrate the potential positive effects of the mitigations proposed.

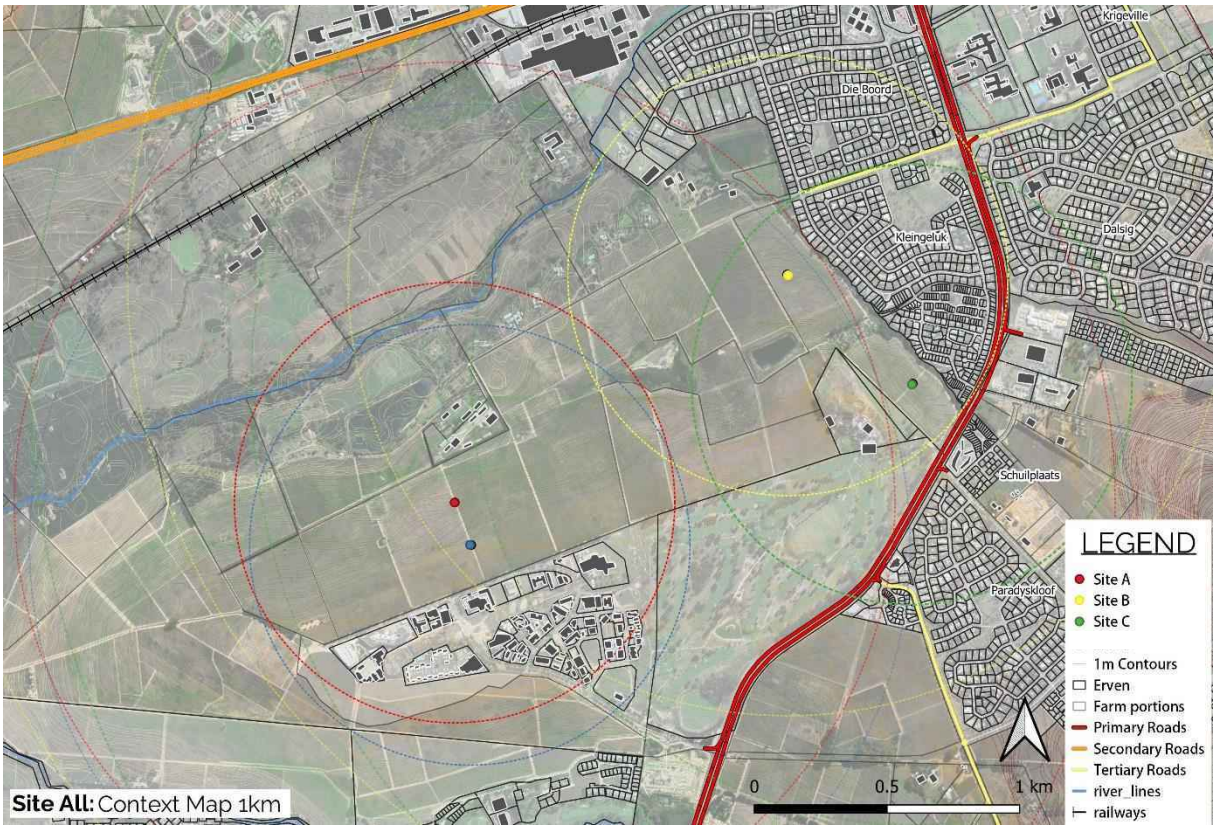
Visual impacts for the Construction and Operational phases should also be determined, and mitigation measures dealing with the evolution and maturity of living landscape elements should be put in place to ensure that the proposed development achieves "embeddedness" in the landscape as soon as possible after construction, without detracting from the open agrarian landscape character.

Please do not hesitate to contact us should you have any queries or questions.

With Kind Regards,

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APPENDIX A

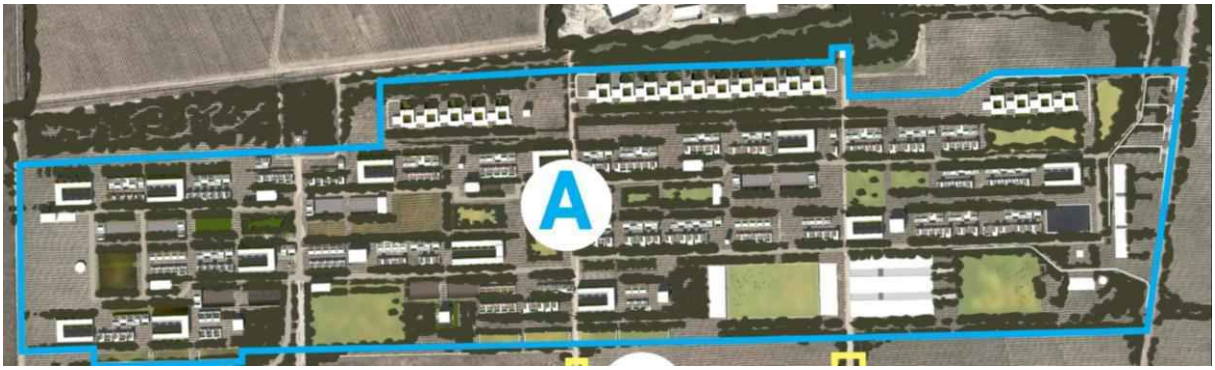


Appendix Figure 1: *Viewshed transmitter Sub-precincts A, B, C and at the approximate location of the proposed road connector route (van der Merwe, 2021)*

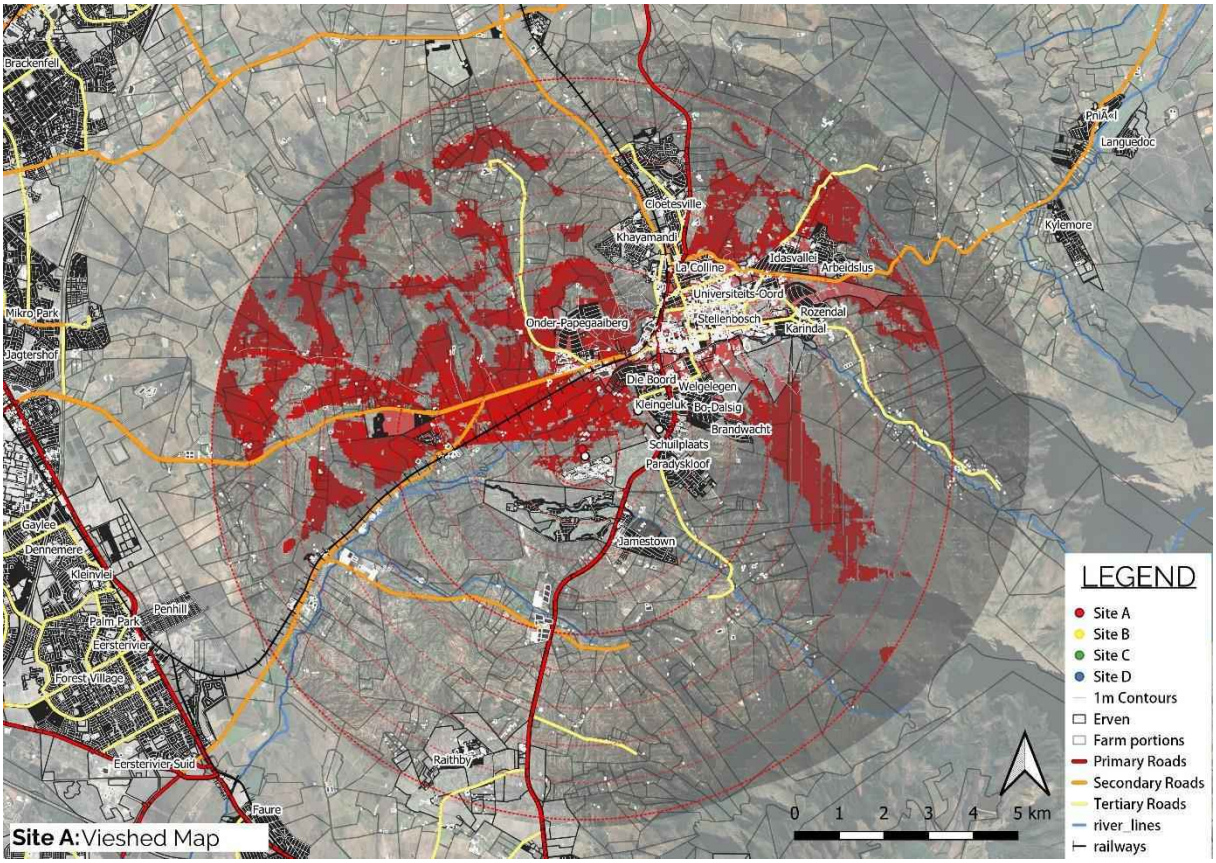


Appendix Figure 2: *Graphic overlay indicating the sub-precincts that transmitter sites A, B and C represent according to the URBA Urban Design Principles document (Source: URBA, 2021)*

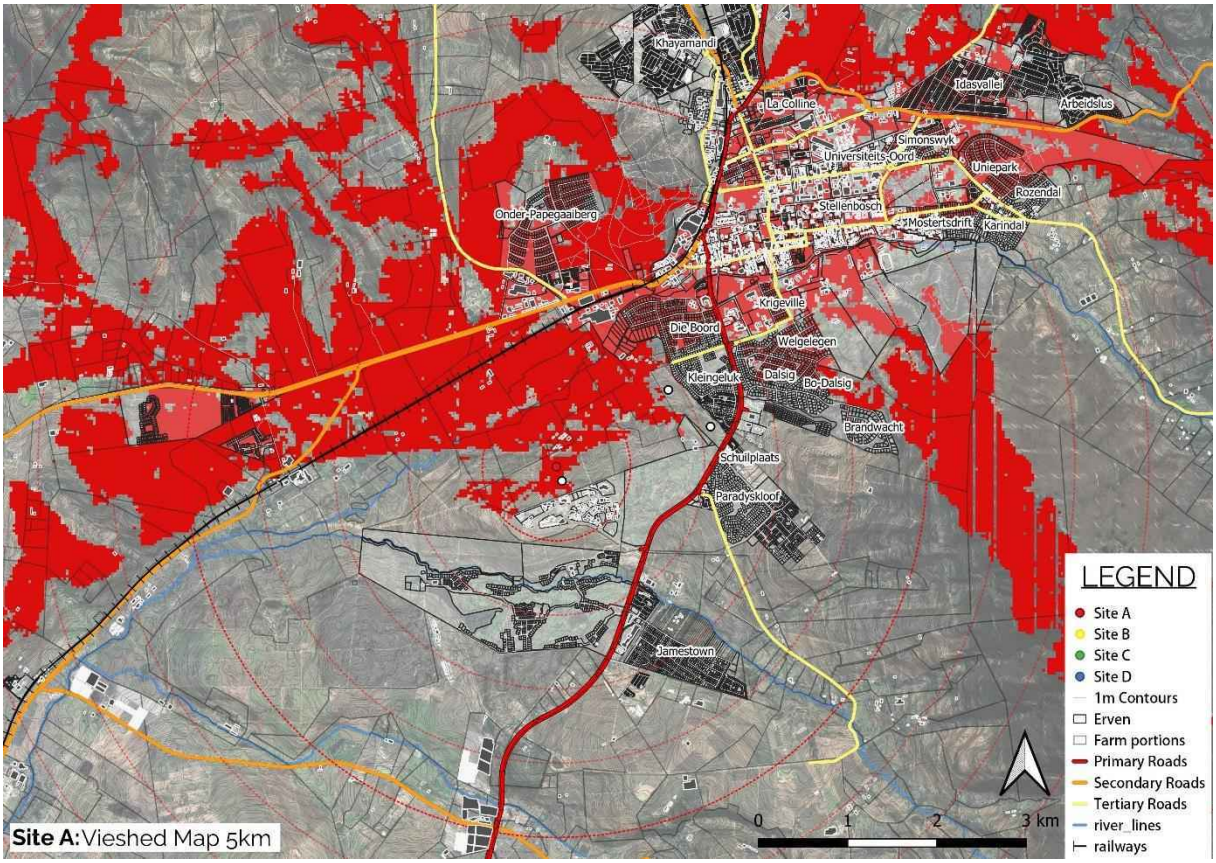
Site (Sub-precinct) A



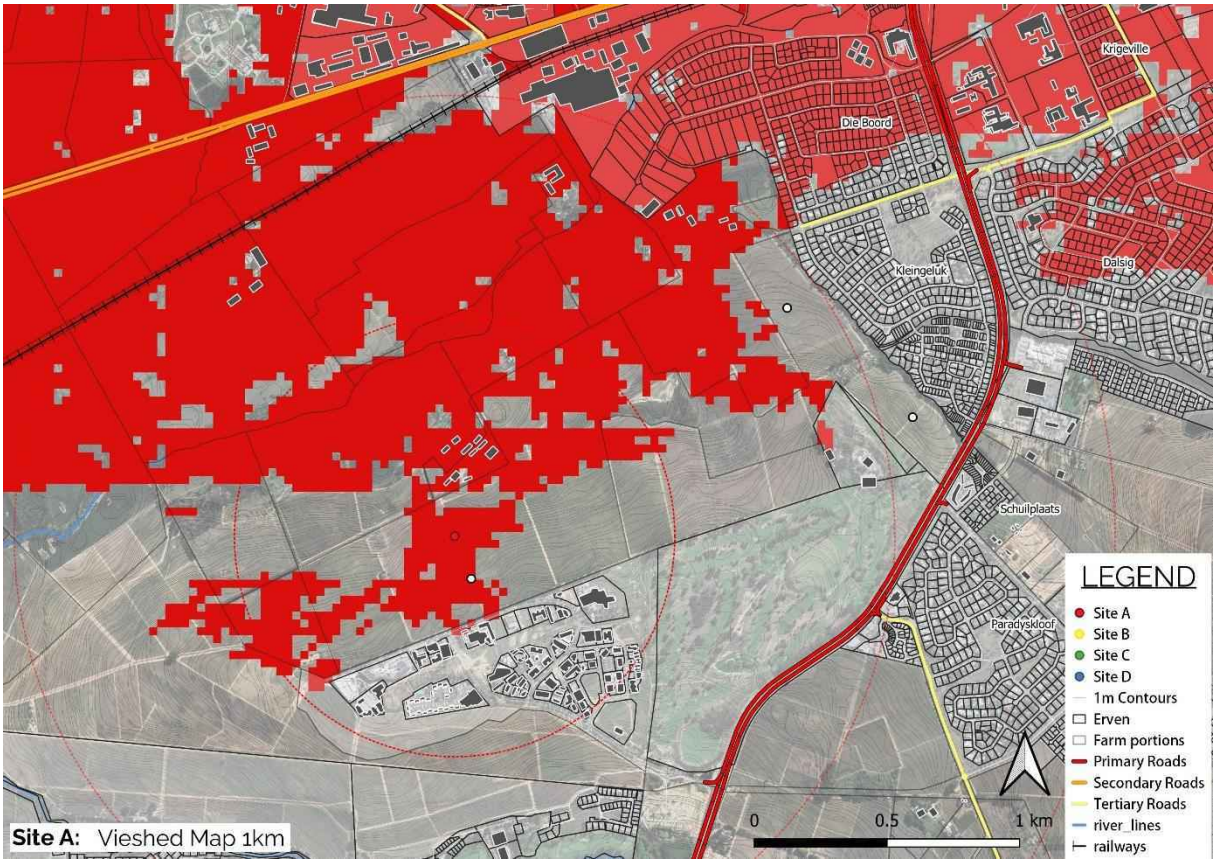
Appendix Figure 3: *Sub-precinct A (URBA, 2021)*



Appendix Figure 4: *Sub-precinct A Viewshed 10km (van der Merwe, 2021)*



Appendix Figure 5: *Sub-precinct A Viewshed 5km radius focus (van der Merwe, 2021)*

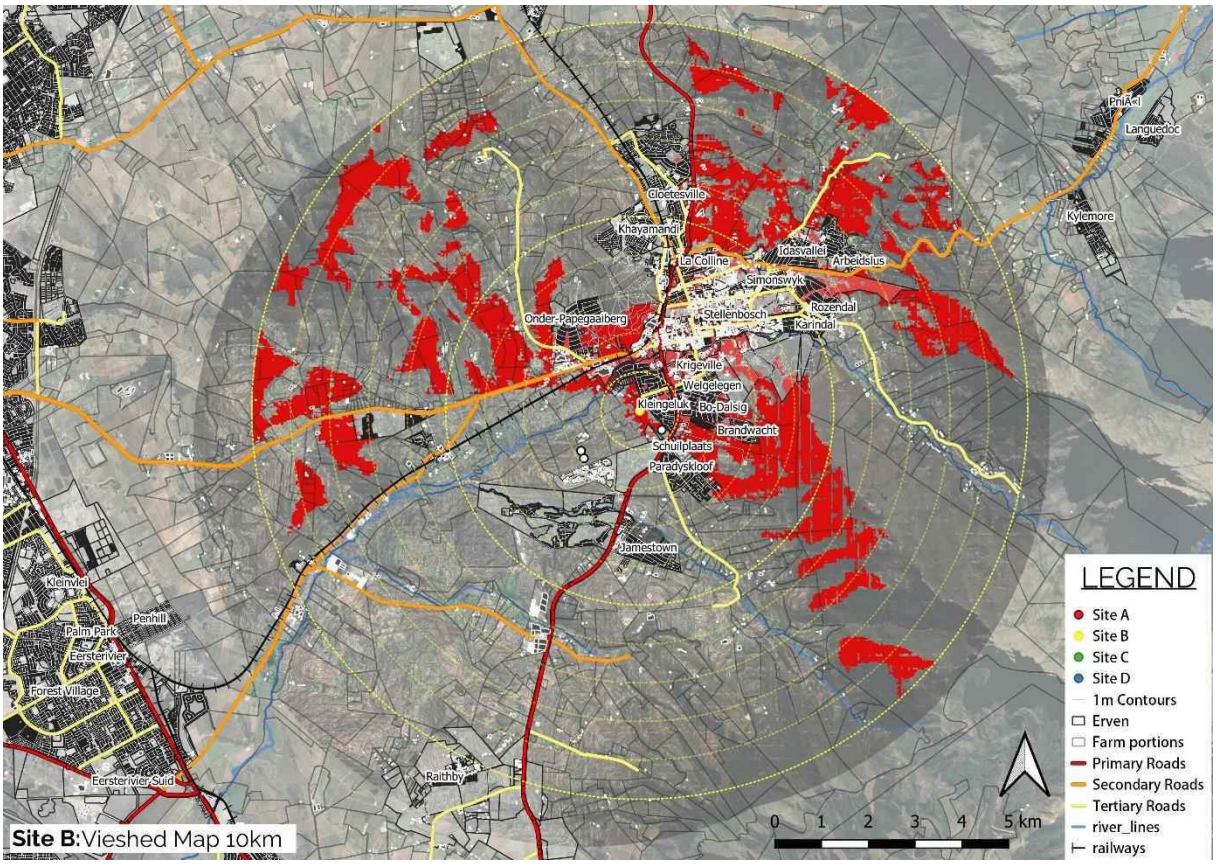


Appendix Figure 6: *Sub-precinct A Viewshed 1km radius focus (van der Merwe, 2021)*

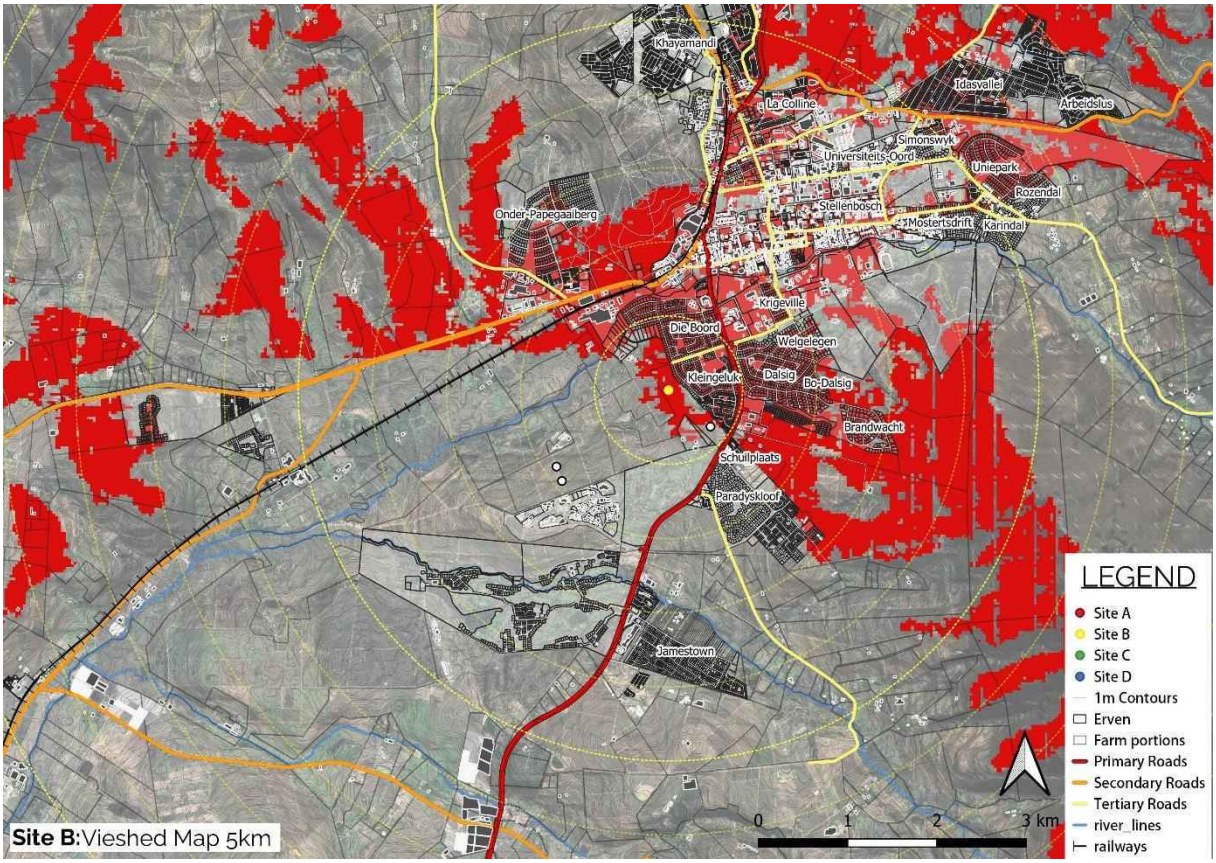
Site (Sub-precinct) B



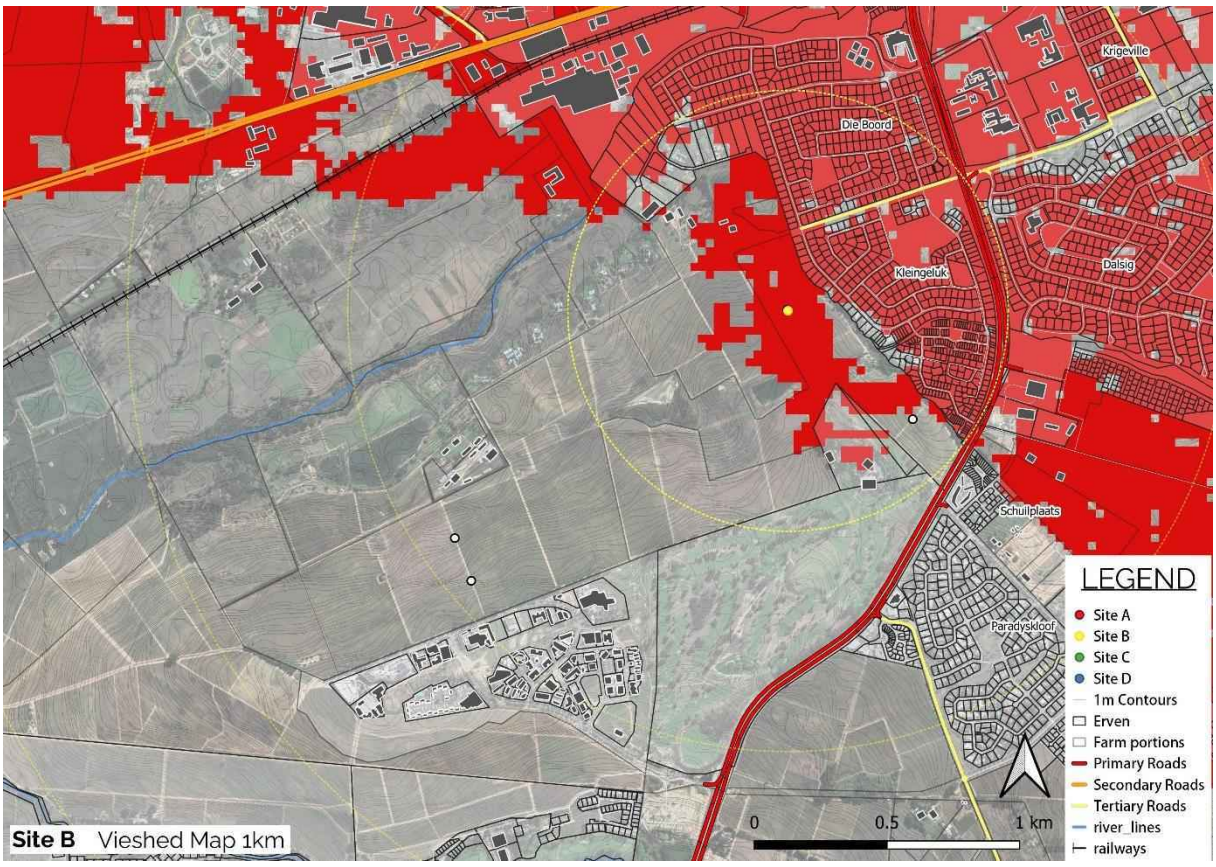
Appendix Figure 7: *Sub-precinct B (URBA, 2021)*



Appendix Figure 8: *Sub-precinct B Viewshed 10km (van der Merwe, 2021)*



Appendix Figure 9: *Sub-precinct B Viewshed 5km radius focus (van der Merwe, 2021)*

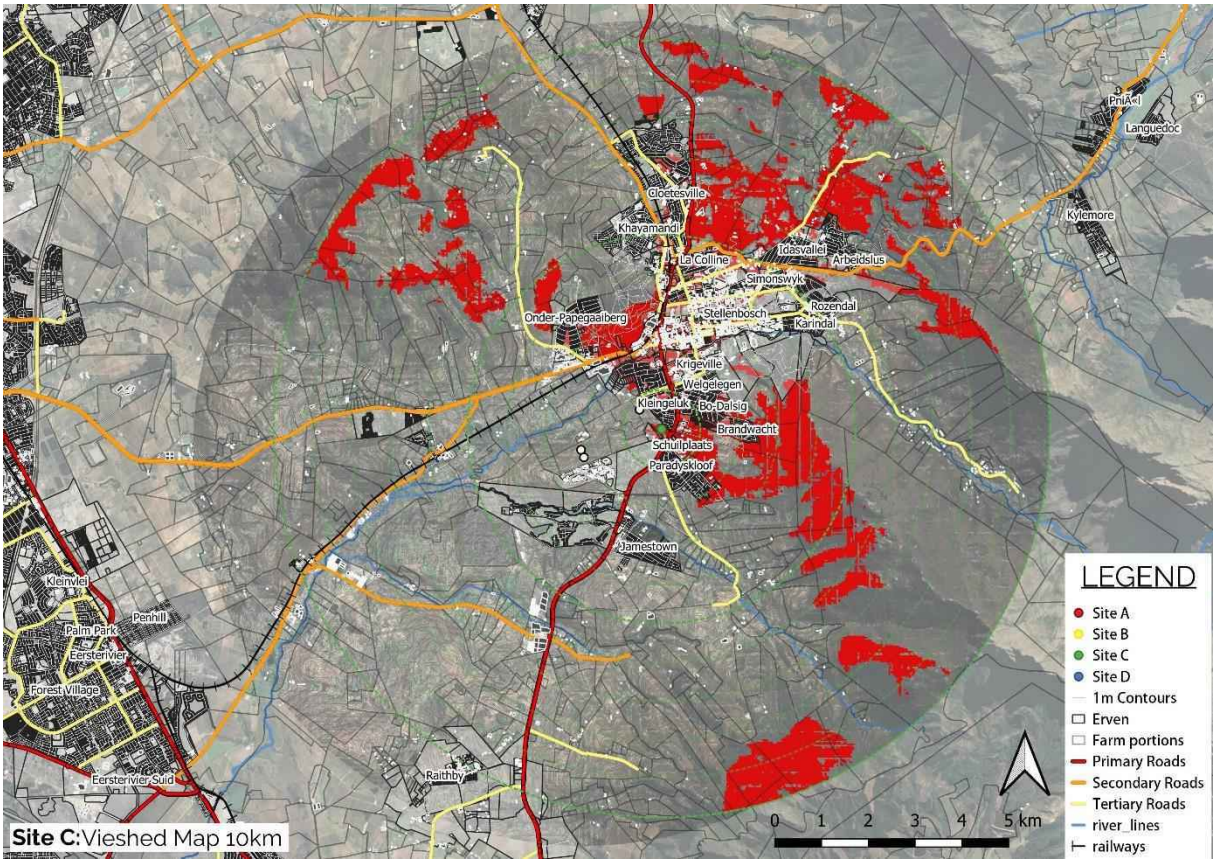


Appendix Figure 10: *Sub-precinct B Viewshed 1km radius focus (van der Merwe, 2021)*

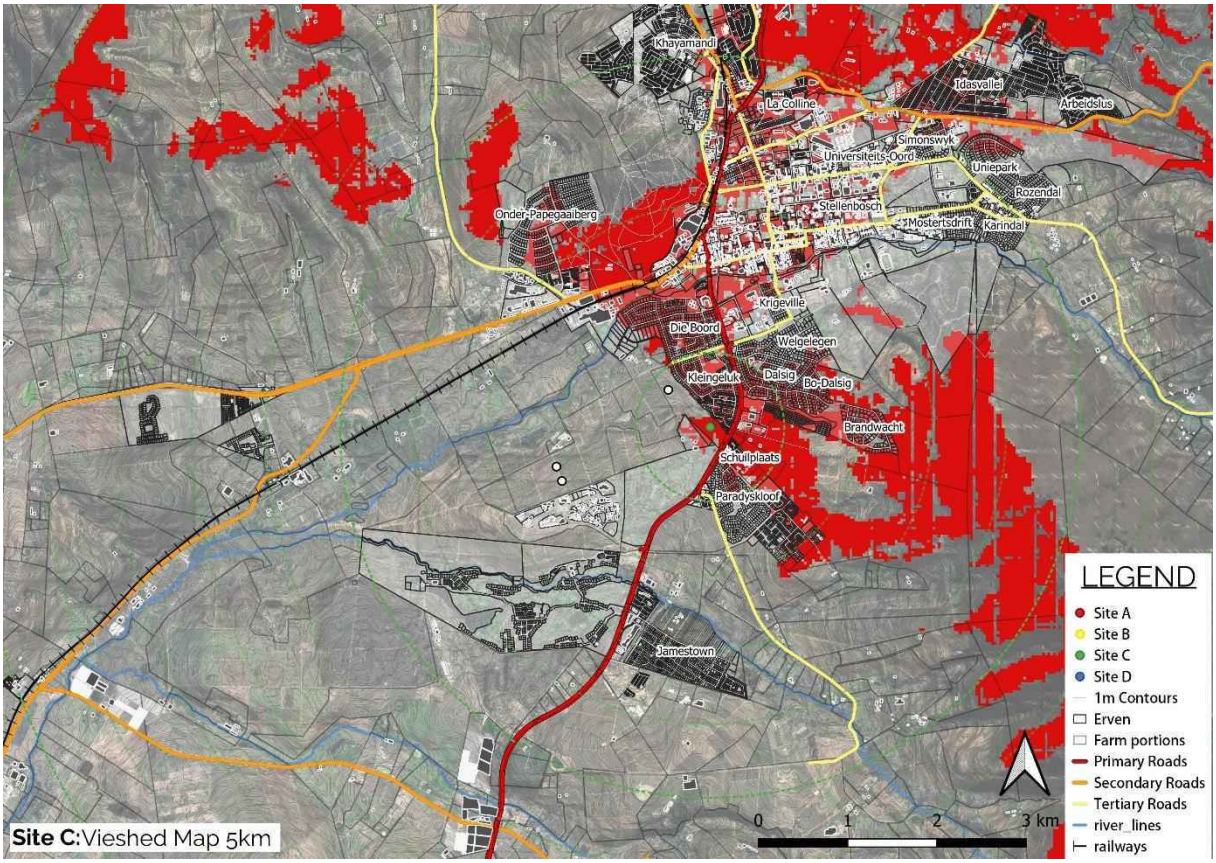
Site (Sub-precinct) C



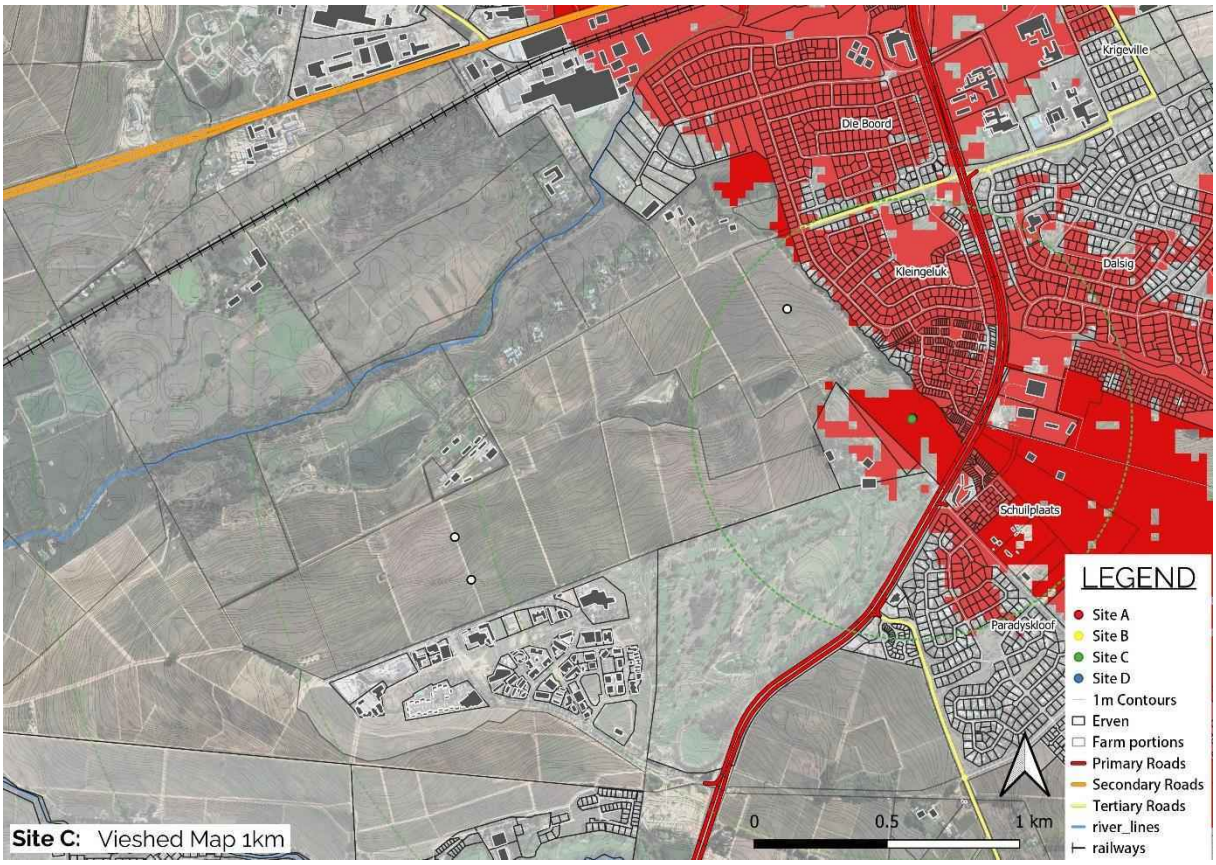
Appendix Figure 11: *Sub-precinct C (URBA, 2021)*



Appendix Figure 12: *Sub-precinct C Viewshed 10km (van der Merwe, 2021)*



Appendix Figure 13: *Sub-precinct C Viewshed 5km radius focus (van der Merwe, 2021)*



Appendix Figure 14: *Sub-precinct C Viewshed 1km radius focus (van der Merwe, 2021)*

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ANNEXURE 16:
TRAFFIC IMPACT STATEMENT 25 JANUARY 2023 REV 3

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Date: 25 January 2023

Our Ref: UDS414/Reports/TIS/Rev03

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ATTENTION: Ms Christine Havenga

Dear Madam,

APPLICATION FOR REZONING TO SUBDIVISIONAL AREA AND SITE SPECIFIC DEVIATION FROM URBAN EDGE FOR REMAINDER FARMS 1040 AND 1480, FARM 371 PORTION 2 AND FARM 374 PORTION 2, STELLENBOSCH: UPDATED TRAFFIC IMPACT STATEMENT

This company was appointed by *Foundation Capital* to prepare a Traffic Impact Statement (TIS) for the proposed mixed-use development on Remainder Farms 1040 and 1480, and Farms 371/2 and 374/2, Stellenbosch, with regard to the abovementioned application.

1. BACKGROUND AND LOCALITY

The subject property is situated between Techno Park (to the south/southwest), Stellenbosch Golf Course (to the south/southeast) and Die Boord residential area (to the east), Stellenbosch. See the attached ***Locality Plan***. The proposed development is referred to as *Libertas*.

The properties currently accommodate vineyards, dams, etc., and is currently situated to the outside of the Urban Edge. The intention of this application is therefore to investigate the possible inclusion thereof.

A TIS was previously prepared for the abovementioned application. Following submission thereof, discussions/meetings were held with the engineering- and planning departments of Stellenbosch Municipality with regard to the future road connection between Die Boord and Techno Park, traversing the subject property. Further input regarding the visual impact of the road link was also obtained. This report is thus an update of the previous TIS submitted.

This updated TIS accompanies the Application for Rezoning to Subdivisional Area and Site Specific Deviation from the Urban Edge for Remainder Farms 1040 and 1480, and Farms 371/2 and 374/2, Stellenbosch.

2. PROPOSED DEVELOPMENT

2.1 Proposed Development

The proposed development will be of mixed-use nature. At this stage, the development proposal consists of 1 257 residential opportunities, 12 000 m^2 retail/offices, and 9 500 m^2 cultural/institutional. See the attached ***Zoning Plan*** prepared by *nuvorm*.

A high level urban design layout is available at this stage, with the development proposal still being workshopped. The development clusters proposed is currently in the order of the schematic layout below (extract of urban design layout), portions 1, 2 and 3:

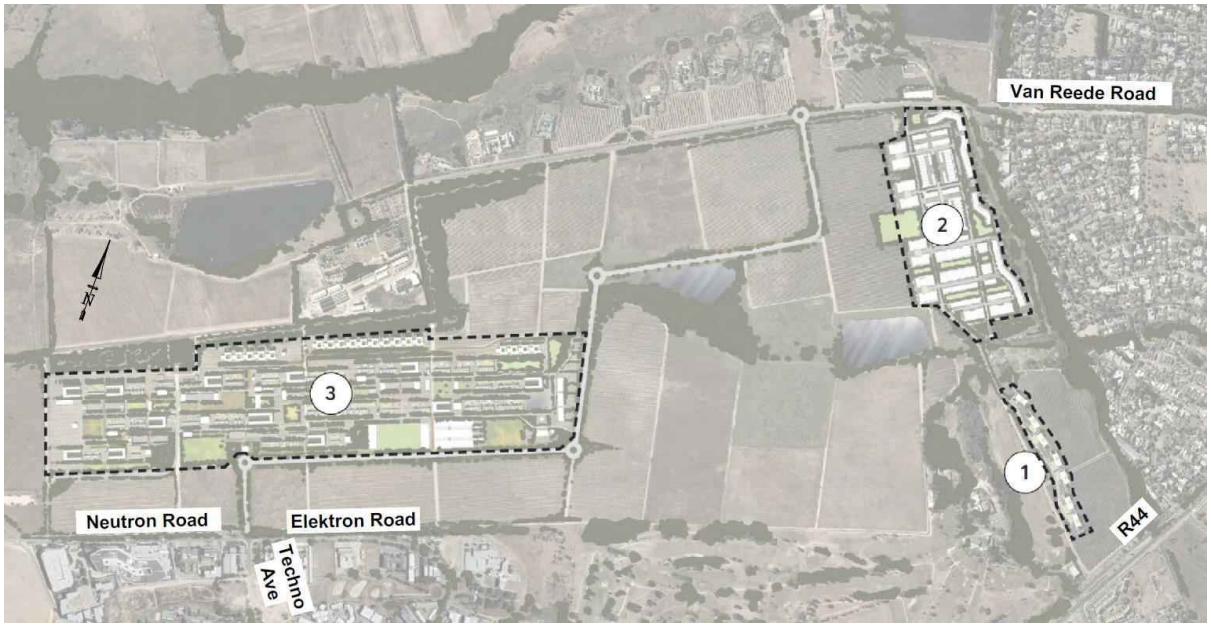


Diagram 1 : Schematic development clusters/portions proposed on subject property

2.2 Access to the Property

Access to the subject property is currently obtained from the extension of Van Reede Road, which intersects the R44 from the west, as indicated on the attached ***Locality Plan*** and/or ***Diagram 1*** above. Future access is anticipated to be via the said section of Van Reede Road to the R44, and via Techno Avenue/Neutron Road, which will provide further access to the R44, as well as to Adam Tas Road via the future Techno Park Link Road. Further detail on access will be discussed in *paragraph 4* below.

3. TRAFFIC

3.1 Previous Traffic Modelling Information

Traffic modelling, by way of the EMME modelling software, was previously conducted for a development concept on the subject property at that stage (base year 2019). The said concept included residential pockets accommodating about 460 units, a pocket accommodating about 15 000 m^2 Gross Leasable Area (GLA) offices, and a mixed-use pocket of about 110 000 m^2 GLA consisting of retail, offices, residential and educational.

The said modelling assessed three (3) scenarios, the first with access via Van Reede Road and the existing Techno Park road infrastructure, the second including the addition of the link to Adam Tas Road, but excluding the link bypassing Techno Avenue and Neutron Road, and ultimately, the third scenario including the full Techno Park Link Road (between the R44/Techno Avenue and Adam Tas Road). These scenarios are schematically indicated in ***Diagram 2*** below:

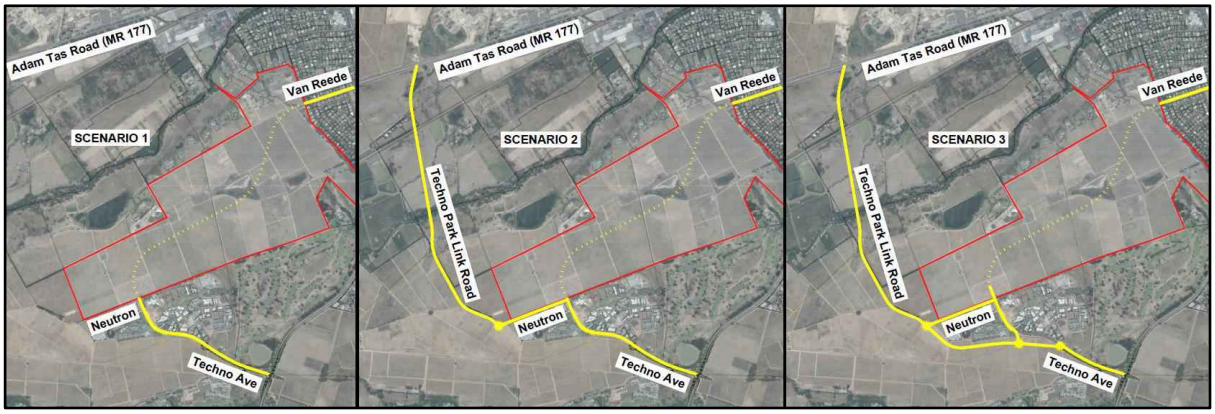


Diagram 2 : EMME modelling scenarios tested

The conclusion of the modelling was that a potential development of the mentioned extent would be possible with the Techno Park Link Road between Techno Park and Adam Tas Road in place – an extract of the AM peak hour volumes is indicated in ***Diagram 3*** below. The said link is currently a pending requirement, which will be discussed in *paragraphs 3.2 & 4* below.



Diagram 3 : EMME modelling conducted for previous development concept on the subject property, including Techno Park Link Road (between Techno Park and Adam Tas Road)

3.1 Traffic Generation

The current development concept being workshopped includes 1 257 residential units, 12 000 m^2 retail/offices, and 9 500 m^2 cultural/institutional. However, for the purpose of trip generation calculations, some more detail is required. Therefore, the scenario assessed assumed the following:

- That the areas quoted are Gross Leasable Area (GLA);
- That the retail/office area mentioned would be 50/50 retail/office; and
- That the area cultural/institutional would be a tertiary education facility such as a university, accommodating approximately 380 students.

During further applications, TIA/TISs will be compiled to assess the development scenario eventually applied for – these assumed development figures are thus considered illustrative for the purpose of trip generation calculations in this report.

Trip generation rates as contained in the TMH17 *South African Trip Data Manual* was consulted to calculate the potential peak hour traffic that can be generated by the proposed development. The TMH17 suggests the following applicable trip generation rates:

	AM Peak Hour		PM Peak Hour	
	Rate	Split (in/out)	Rate	Split (in/out)
Single Dwelling	1,0 trip per unit	25/75	1,0 trip per unit	70/30
Office	2,1 trips per 100 m^2 GLA	85/15	2,1 trips per 100 m^2 GLA	20/80
University/College	0,2 trips per student	80/20	0,2 trips per student	30/70
Retail*	1,9 trips per 100 m^2 GLA	65/35	10,9 trips per 100 m^2 GLA	50/50

**Based on the TMH17 Shopping Centre formulas:* $0{,}6 \times \left[1 + \frac{6}{1+m^2/3500}\right]$ & $3{,}4 \times \left[1 + \frac{6}{1+m^2/3500}\right]$

Furthermore, the TMH17 suggests trip adjustment (reduction) factors for mixed-use developments. The following are suggested for the abovementioned land uses:

Residential	10%	University	20%
Office	20%	Retail	10%

Based on the above (including reduction factors), the proposed development will have the potential to generate the following peak hour traffic:

	AM Peak Hour Trips			PM Peak Hour Trips		
	Total	**In**	**Out**	**Total**	**In**	**Out**
Residential (*1 257 units*)	1 131	283	848	1 131	792	339
Office (*6 000 m^2 GLA*)	101	86	15	101	20	81
University (*380 students*)	61	49	12	61	18	43
Retail (*6 000 m^2 GLA*)	104	68	36	590	295	295
Total	**1 397**	**486**	**911**	**1 883**	**1 125**	**758**

These potential peak hour trips are lower than the potential trip generation used in the previous EMME modelling.

3.2 Existing Traffic Conditions

It is well known that traffic in and through Stellenbosch is heavily congested during peak times. To address this, minor improvements have been implemented/are currently being implemented where funding is available, as will be discussed in *paragraph 4* below.

As mentioned in *paragraph 2.2* above, access will, inter alia, be possible via Techno Avenue. Currently, Techno Park only consists of one access, i.e. R44/Techno Avenue intersection. According to correspondence (1 December 2017) from Stellenbosch Municipality to Western Cape Government (WCG): *Department of Transport and Public Works*, during the approval process of the *Capitec Head Office* recently constructed in Techno Park, planning of the Techno Park access link to Adam Tas Road is being planned, the alignment fixed, and *"will be implemented with the start of the adjacent Libertas development, which will provide for development contributions of over R100m"*, which *"will be more than enough to cover the construction costs for the link road"*. The approval letter for the Capitec-development received from WCG (26 February 2018), refers to the implementation of the second access to Techno Park to be implemented by Stellenbosch Municipality within a period of four years as condition. With this updated development proposal, which is noticeably smaller than the previous proposal, the possible DCs payable can be expected to be considerably lower than the figure quoted above.

It is thus not expected that sufficient capacity will be available for the full proposed development along the R44, with the existing road network.

3.3 Overview Impact

As briefly mentioned above, the potential peak hour trip generation, based on the available development information at this stage, compares well with the previous EMME modelling conducted. Based thereon, it is anticipated that sufficient capacity would exist to accommodate the proposed development with the Techno Park Link Road (between Techno Park and Adam Tas Road) in place.

According to preliminary comment received from Stellenbosch Municipality: *Infrastructure Services (Roads, Transport, Stormwater & Traffic Engineering)* on the proposed development, there would be capacity for development, without overloading the road network, once the extension of Van Reede Road and the western link between Techno Park and Adam Tas Road are in place.

Detail on road reserves, road layouts/cross-sections, intersection lane layouts, etc. will be addressed during further design stages.

4. GEOMETRY

As mentioned above, access to the subject property is currently obtained from an extension of Van Reede Road, which intersects the R44. With the development of the subject property, access to the west will also be required. Access to the proposed development in terms of the existing- and future road networks will be discussed hereafter.

4.1 Existing Road Network

As mentioned in the previous paragraphs, minor improvements have been implemented/are currently being implemented where funding is available. The most recent road upgrades in the vicinity of the subject property are *a)* the dualling of Techno Avenue (between the R44 and Proton Street) which includes the upgrade of the R44/Techno Avenue intersection to increase stop-line capacity (three through lanes along the R44 at the intersection with additional turning lanes), and *b)* the extension of Schuilplaats Road in Paradyskloof to intersect Trumali Road, with the changing of the existing unsafe median break at the R44/Paradyskloof Road intersection to a butterfly-intersection (which accommodates right-turn movements to/from the golf course only, and limits the Paradyskloof Road-approach to left-turn movements only). The construction of both of these projects have been completed.

With the abovementioned upgrades implemented and operational, relief can be expected during peak times for the next few years. However, as mentioned, the Techno Park Link Road (as second access to Techno Park) was identified as being required, and to be implemented by Stellenbosch Municipality by ± year 2022.

As previously mentioned, access to the subject property is currently obtained via Van Reede Road. The first section of the said access road, to the west of the existing Die Boord residential area, is currently a servitude providing access to the abutting properties – see ***Diagram 4*** below.



Diagram 4 : *Cape Farm Mapper* extract (with notes) – Right of Way (ROW) Servitude (yellow line)

4.2 Future Road Network

The ultimate future road network in the area, includes some additional link roads and potential bypass-roads to reroute existing pass-by traffic around Stellenbosch, as opposed to traveling through Stellenbosch as is currently the situation. The short- to medium-term links are as follows, and indicated in ***Diagram 5*** below:

Techno Park Link Road: This road link is to provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and soon the De Waldorf Development currently under construction. It is anticipated that the intersection of the Techno Park Link Road with Adam Tas Road would most likely initially be a signalised intersection.

Eastern Link Road: This road link is to provide access to Stellenbosch CBD as alternative to the R44. The road intersects the R44 opposite Techno Avenue, at the existing access to the Blaauwklippen Farm, and links with Stellenbosch CBD. The majority of the alignment is a Proclaimed Provincial Main Road (Main Road 169).

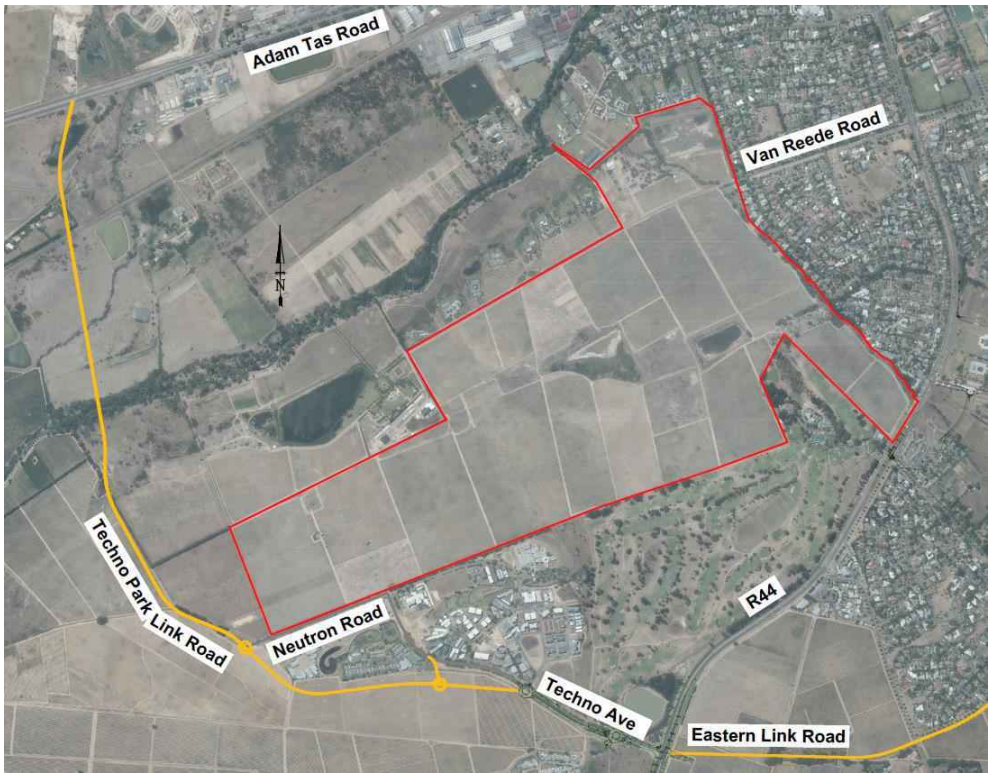


Diagram 5 : Future road network in vicinity of subject property

The abovementioned roads are also included in the Stellenbosch Municipality's Roads Master Plan. See an extract below:

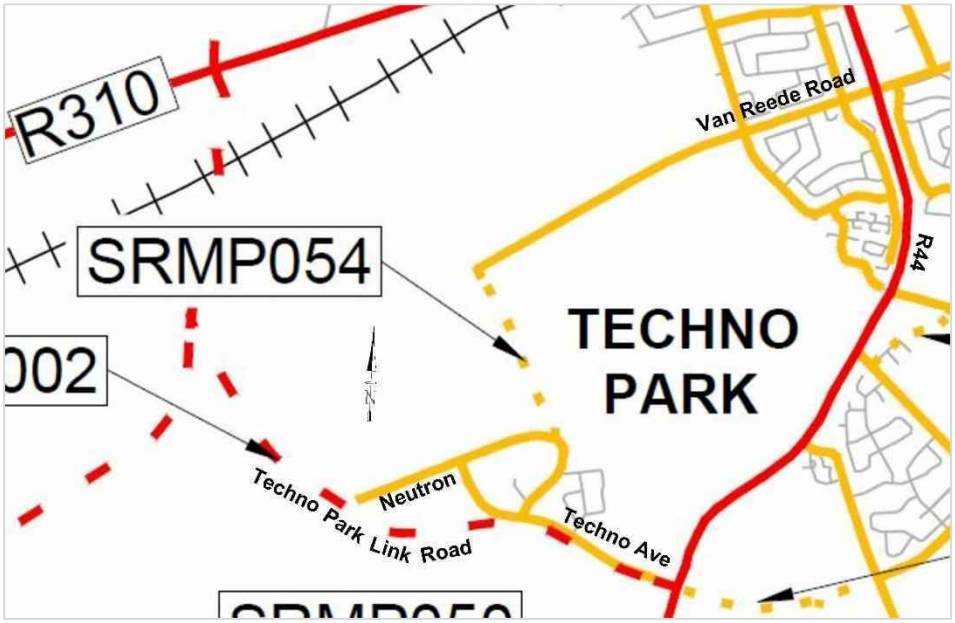


Diagram 6 : Stellenbosch Municipality's *Draft Road Master Plan* extract (with notes)

4.3 Proposed Development Access/Roads

As previously mentioned, access is anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road).

A road, traversing the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/portions.

According to information, Van Reede Road is classified as a Class 4-road. The Draft Roads Master Plan previously referenced, also indicates the road traversing the subject property as a future Class 4-road. Based on this classification, access to the said road would thus be limited, i.e. no direct erf accesses will be provided along the road. According to the available minimum guidelines of Stellenbosch Municipality, access spacing of 65 metres (opposite approaches) and/or 80 to 90 metres (adjacent approaches) are applicable along a Class 4-road. Access to any proposed or future precincts/portions should thus adhere to these guidelines, details of which will be addressed during further design stages. Similarly, the cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following the discussions with the Municipality as mentioned in *paragraph 1* above, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the engineering department provided in principle support. The proposed alignment, in the context of the proposed development portions, is schematically indicated in ***Diagram 7*** below. The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

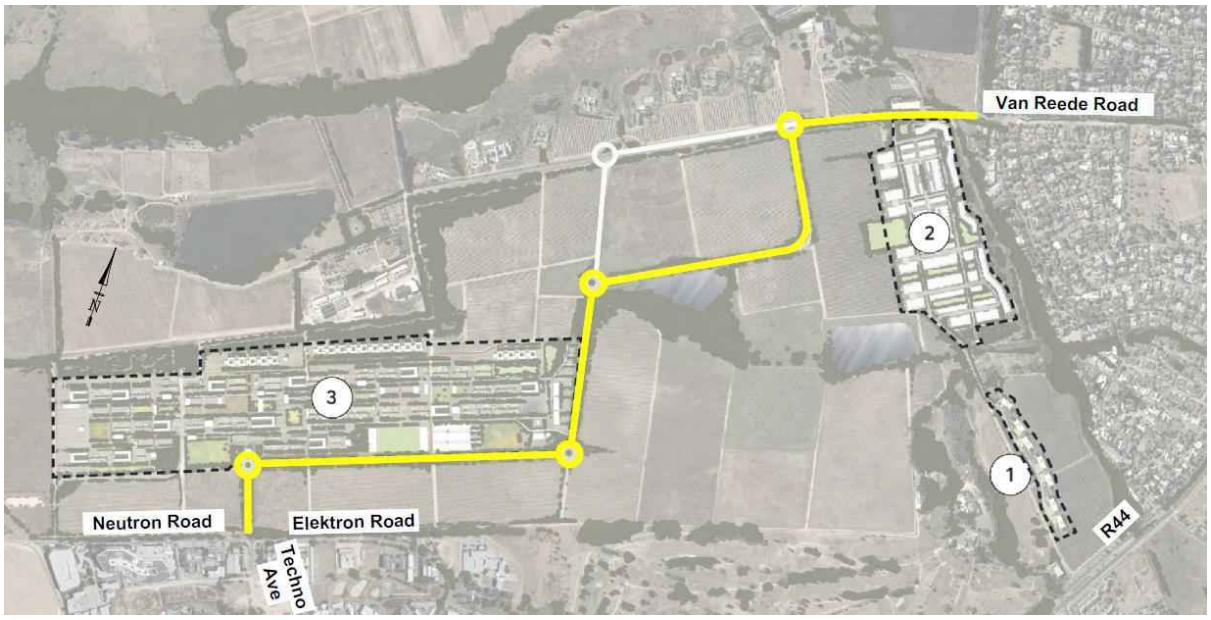


Diagram 7 : Proposed road link between Die Boord and Techno Park traversing the subject property

Detail on the road width, lane layout, etc. will be determined during further design stages.

5. PARKING

Parking will be addressed during further design stages, but will be provided in line with the requirements of Stellenbosch Municipality.

6. PUBLIC- AND NON-MOTORISED TRANSPORT

As mentioned, detail on the layouts will be addressed during further design stages. However, it is anticipated that public transport embayments will be required along the road traversing the subject property, especially at the intersections of the accesses to the development clusters/portions.

Similarly, accommodation for non-motorised transport (NMT) is anticipated to be required along at least the road traversing the property. The NMT provided traversing the site will also be linked to the surrounding facilities in line with the proposals included in the NMT Master Plan of Stellenbosch Municipality. An extract of the said plan is indicated below, with the green lines traversing the subject property (between Van Reede Road and Techno Park) indicating proposed Class 2-NMT routes:



Diagram 8 : Stellenbosch Municipality's *NMT Master Plan* extract (with notes)

As per the abovementioned NMT Master Plan Report, the following is applicable to Class 2 routes: *"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"*.

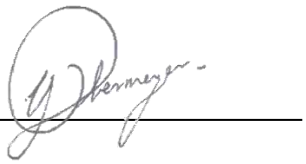
7. CONCLUSIONS

From the above it can be concluded that, with the Techno Park Link Road (between Techno Park and Adam Tas Road – currently a pending requirement to be implemented by Stellenbosch Municipality) in place, sufficient capacity would exist to accommodate the development of the subject property.

During further development applications, TIA/TISs will be required to address detailed road upgrades required, based on a refined development proposal for the subject property.

We trust that the Traffic Impact Statement will be to your satisfaction and will gladly provide any additional information required on request.

Yours faithfully,



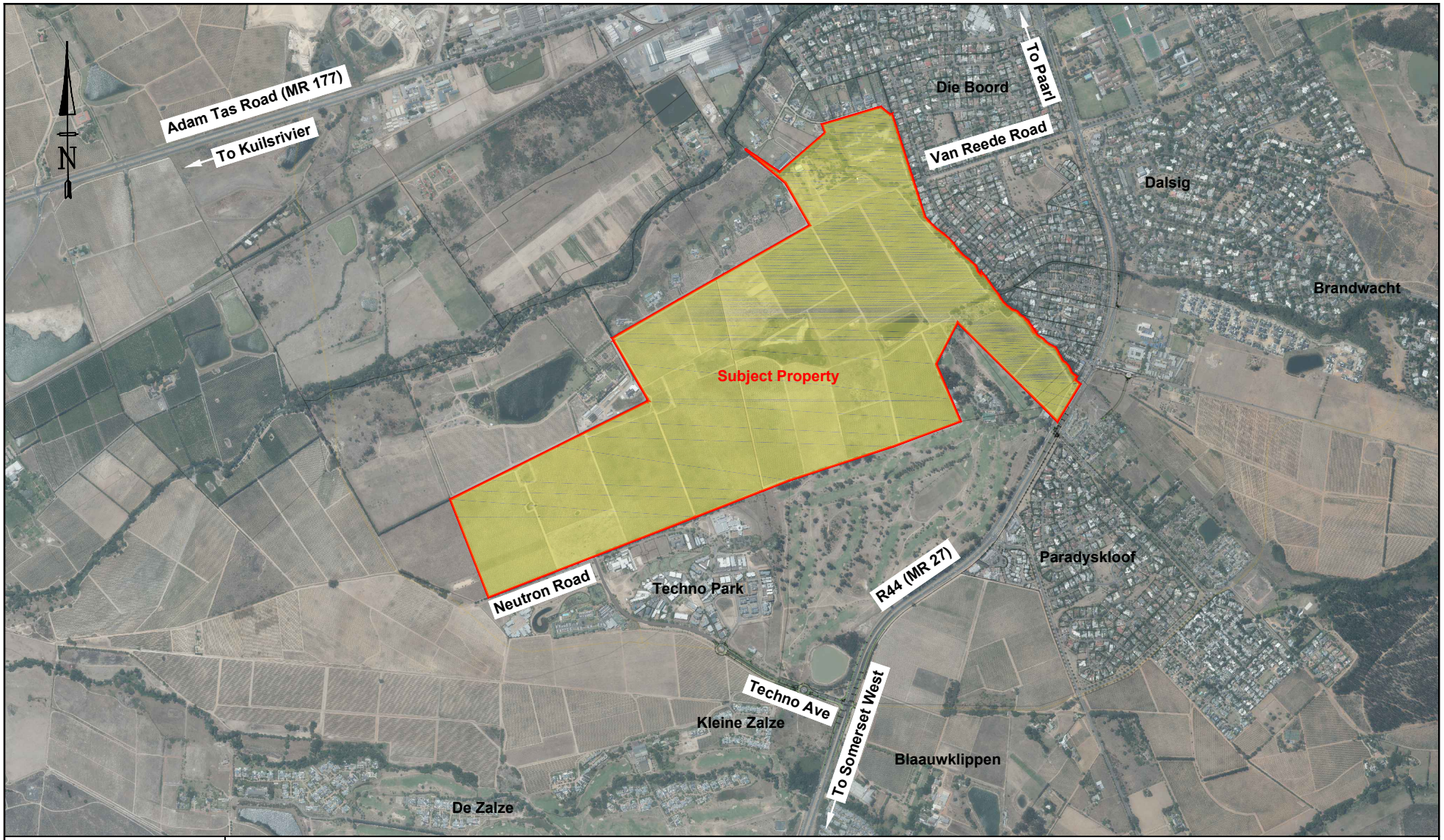
Compiled by: Yolandi Obermeyer (B Eng)

UDS AFRICA

Attachments:

Locality Plan

Zoning Plan (*nuvorm*)



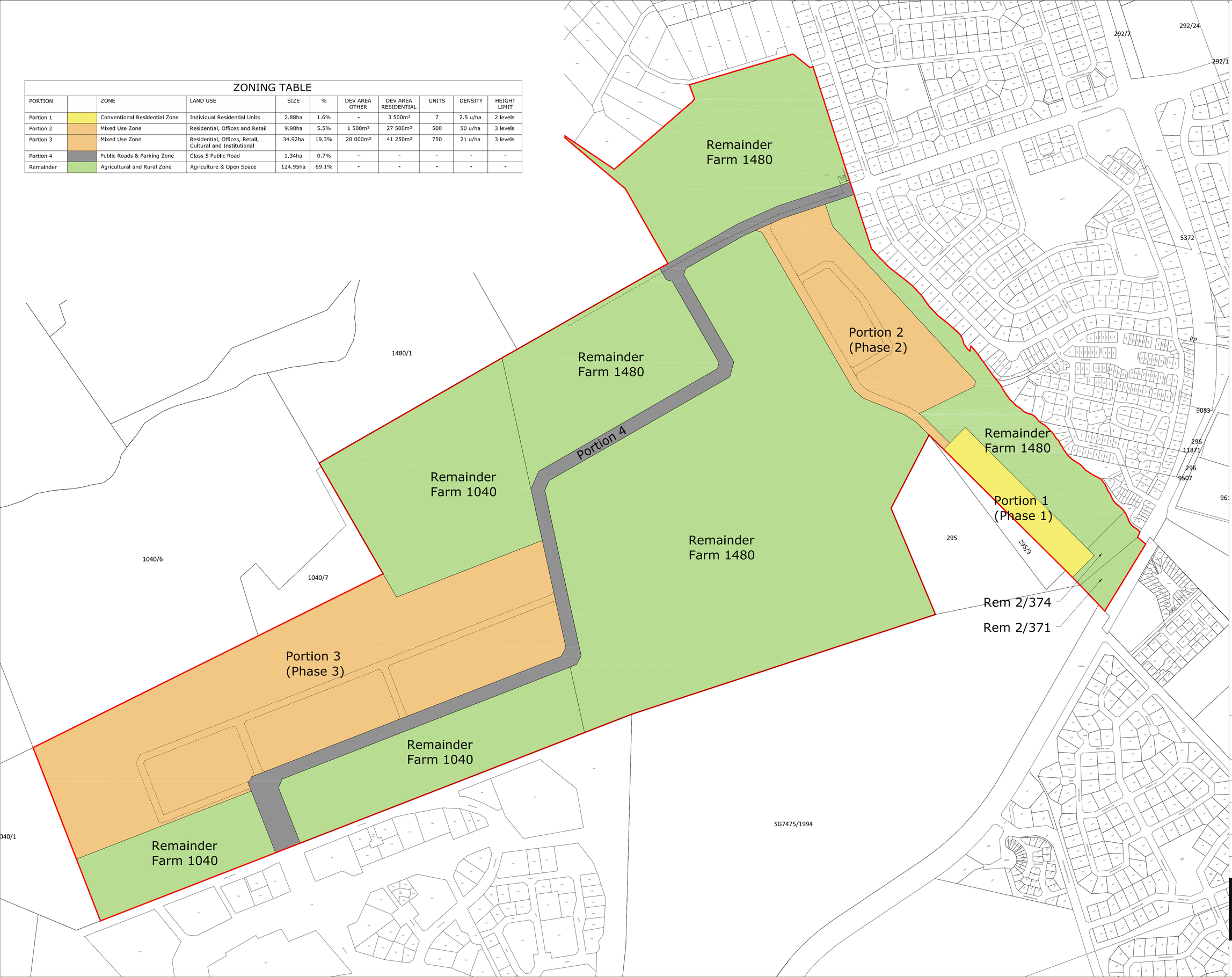
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Locality Plan

ZONING TABLE

PORTION		ZONE	LAND USE	SIZE	%	DEV AREA OTHER	DEV AREA RESIDENTIAL	UNITS	DENSITY	HEIGHT LIMIT
Portion 1		Conventional Residential Zone	Individual Residential Units	2.88ha	1.6%	-	3 500m²	7	2.5 u/ha	2 levels
Portion 2		MIxed Use Zone	Residential, Offices and Retail	9.98ha	5.5%	1 500m²	27 500m²	500	50 u/ha	3 levels
Portion 3		Mixed Use Zone	Residential, Offices, Retail, Cultural and Institutional	34.92ha	19.3%	20 000m²	41 250m²	750	21 u/ha	3 levels
Portion 4		Public Roads & Parking Zone	Class 5 Public Road	1.34ha	0.7%	-	-	-	-	-
Remainder		Agricultural and Rural Zone	Agriculture & Open Space	124.95ha	69.1%	-	-	-	-	-



REVISIONS

REV	DATE	DESCRIPTION
A	2022.12.12	ISSUED FOR INFORMATION
B	2023.01.10	ISSUED FOR INFORMATION
C	2023.01.15	ISSUED FOR INFORMATION

LIBERTAS
FOUNDATION CAPITAL

REMAINDER OF FARM 1040, REMAINDER OF FARM 1480, PORTION 2 OF FARM 374, PORTION 2 OF FARM 371

ZONING PLAN

CODE	PHASE	DISCIPLINE	NUMBER	REV
22AM	01	UD	1000	C

STELLENBOSCH

DRAWN BY:- nuvorm DATE: 2022.12.12 SCALE: NTS - A1

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studio@nuvorm.com
nuvorm (Pty) Ltd - Reg no. 2021 / 815005 / 07

ANNEXURE 17:
CIVIL ENGINEERING REPORT REV 1 WITH ANNEXURES

FLEURBAAI (PTY) LTD

DEVELOPMENT OF FARMS
FLEURBAAI 1040 AND LIBERTAS 1480
STELLENBOSCH



CIVIL ENGINEERING SERVICES REPORT – REVISION 1

C 20 001
18 MAY 2021

INTEGRATE
STRUCTURAL AND CIVIL ENGINEERING

FARMS FLEURBAAI 1040 AND LIBERTAS 1480, STELLENBOSCH

CIVIL ENGINEERING SERVICES REPORT – REVISION 1

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3. SITE GEOMORPHOLOGY AND GEOLOGY 3
4. CIVIL ENGINEERING INFRASTRUCTURE DESIGN PARAMETERS 4
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10. CONCLUSION 8

Appendix 1 – DRAWINGS

C 20 001 / 130 / A Bulk Sewer Connections
C 20 001 / 120 / A Bulk Water Connections

1. INTRODUCTION

Fleurbaai (Pty) Ltd appointed INTEGRATE Structural and Civil Engineering (Pty) Ltd as the Consulting Engineers for the proposed development of Farms Fleurbaai 1040 and Libertas 1480, Stellenbosch and to compile a Civil Engineering Services Report.

The services report has been compiled based on the Site Development Plan as prepared by FIRSTPLAN Town and Regional Planners with Urban Design input from URBA as well as the following specialist studies that have been commissioned to assess the suitability of the site for the intended development from an Engineering perspective:

- Traffic Impact Assessment by ICE Consulting Engineers.
- Electrical Infrastructure Services Report by CKR Consulting Engineers.

Meetings were also held with the Engineering Department at the Stellenbosch Municipality on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply and sewerage.

The above studies are contained in separate reports and forms part of the main rezoning application.

2. PROJECT DESCRIPTION AND DEVELOPMENT PROPOSALS

The project consists of the rezoning of Farms Felurbaai 1040 and Libertas 1480 from Agricultural and Rural Zone to Subdivisional Area to allow for a Mixed-Use Zone. The Development Proposals will include 1241 Single and Group Housing Residential Opportunities as well as other development opportunities such as Offices and Retail with a footprint of 13 138 m2 and Cultural and Institutional facilities with a footprint of 9 408 m2. [2] .

The proposed approximate positioning of the development proposals are indicated on the Site Development Plans compiled by FIRSTPLAN Town and Regional Planners and is contained in the main rezoning application document.

3. SITE GEOMORPHOLOGY AND GEOLOGY

A comprehensive Geotechnical Investigation will be undertaken by Professional Geologists and the findings will guide the foundation and structural design of the buildings as well as the design of the Civil Infrastructure. No adverse underground conditions are expected.

4. CIVIL ENGINEERING INFRASTRUCTURE DESIGN PARAMETERS

The internal and external civil infrastructure will be designed to comply with the minimum standards contained in the "Guidelines for Installation of Engineering Services in Residential Areas", also known as the "Blue Book", as well as, standards and requirements of the Department of Water Affairs (DWA), the Stellenbosch Municipal Guidelines and Standards, and the Provincial Roads Engineer.

All construction drawings will be subject to approval by the Stellenbosch Municipality prior to construction.

5. ROADWORKS

5.1. Traffic Impact Assessment

A comprehensive Traffic Impact Assessment (TIA) was undertaken by the ICE Group (Pty) Ltd. and is contained in the main rezoning application document.

5.2. Internal roads

Internal roads will be surfaced with a combination of tar, paving and cobbling to suite the architectural theme. The road widths will be determined by the expected generated traffic and traffic calming measures will be implemented throughout to create an environment safe and inviting for pedestrians and cyclists.

6. POTABLE WATER

Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of spare capacities in the external bulk water supply system to serve the proposed development.

It was confirmed that adequate spare capacity exist in the Raw Water Supply, Water Treatment, Potable Water Storage and Conveyance Systems to supply the development. The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 120 / A, Bulk Water Supply Layout.

The Annual Average Daily Demand (AADD) of the proposed development is calculated as 1,04 M ℓ /day with an Instantaneous Peak Flow of 57 ℓ/ s . The development will be supplied by two pressure zones from the Paradyskloof Reservoir with a TWL of 191,8 MSL and the Papegaaiberg Reservoir with a TWL of 137,1 MSL .

7. SEWERAGE

The Annual Average Daily Wet Weather Flow (AADWWF) of the development is calculated as 0,94 Mℓ / day .

Meetings were held with the Stellenbosch Municipality Engineering Department on 18 November 2020 and GLS Consulting Engineers on 19 November 2020 to obtain confirmation of sare capacities in the external sewerage system to serve the proposed development.

It was confirmed that adequate spare capacity exist in the External Bulk Sewage Conveyance System as well as the Sewage Treatment Works to serve the proposed development.

The External Bulk Connection Points are indicated on appended Drawing Nr. C 20 001 / 130 / A, Bulk Sewer Connections.

The connection points are described as follows;

- The existing malfunctioning Baltron Sewage Pumpstation in Technopark will be abandoned and effluent will be diverted to connect with the proposed internal reticulation under gravity.
- A gravity connection will be made onto the existing Kleingeluk Gravity System.
- A gravity connection will be made to onto the existing Die Boord Gravity System.
- A new Pumpstation will be built on the lowest portion of the site to serve portions of the development that cannot gravitate to either the Kleingeluk or Die Boord gravity systems. The rising main will cross the Eerste River, either by attachment to an existing bridge crossing or via trenchless crossing at depth and will be installed in the existing servitude registered for the recently installed 355 mm dia De Zalze Sewer Rising Main. The approximate performance figures of the proposed pumpstation is as follows;
- Peak Incoming Flow : 35 ℓ/ s
- Pumping Rate : 45 ℓ/ s
- Starts / Hour : 5
- Rising Main Diameter : 250 mm

The performance figures will be finalized once the development proposals have been fixed.

8. ELECTRICITY

An Electrical Engineering Services Report has been compiled by CKR Consulting Engineers, and forms part of the main rezoning application.

9. STORM WATER

Stormwater run-off upto the 5 year storm event from hardened areas will be collected via catchpits and inlet grids and conveyed via a combination of open concrete channels and underground concrete pipework. The existing farm dams will be utilized as retention ponds to not exceed the predevelopment runoff rates, intercept solids and provide water polishing prior to release to the Eerste River. Adequate escape avenues exists for storms exceeding the 5 year event.

10. CONCLUSION

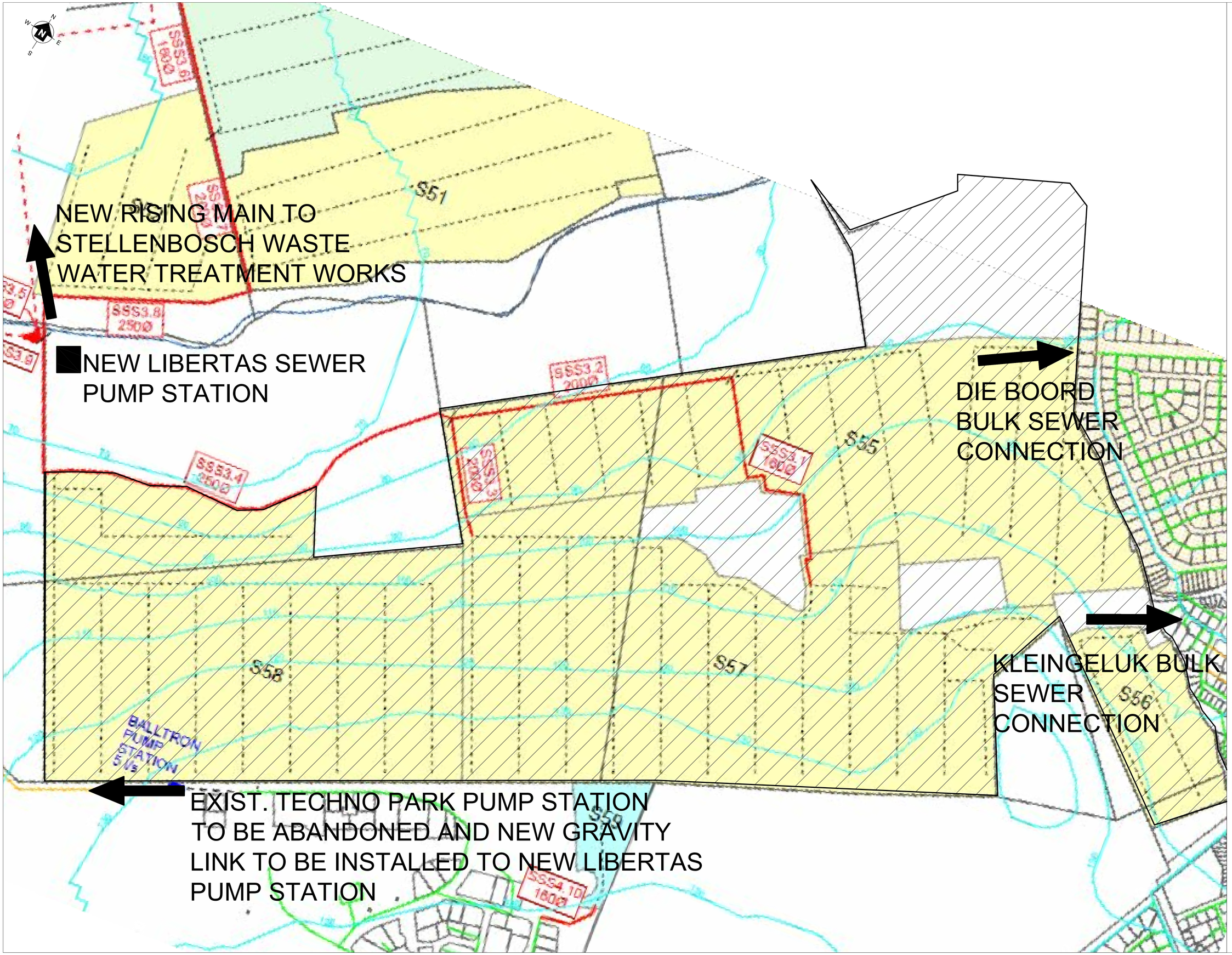
INTEGRATE has investigated the proposed development layout and engineering constraints of the site and are satisfied that the site is suitable for the intended development from an engineering point of view.



AJ BURROWS
For INTEGRATE Structural and Civil Engineering (Pty) Ltd

Appendix 1

Drawing Nr. C 20 001 / 130 / A Bulk Sewer Connections
Drawing Nr. C 20 001 / 120 / A Bulk Water Connections



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NOTES
1: See general construction notes drawing No. C20001-000-00 for notes.
2: Structural drawings must be read in conjunction with Architectural drawings and any discrepancies must immediately be brought to the attention of the Engineer.

PROJECT
LIBERTAS DEVELOPMENT

CLIENT
FLEURBAAI (PTY) LTD

KEY PLAN

R	DATE	ISSUED TO	BY
Z	23.11.20	STELLENBOSCH MUNICIPALITY	PL

R	DATE	REVISION	BY	CHKD
A	23.11.20	FOR INFORMATION	PL	LL

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E-MAIL : info@asce.pro
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DRAWING
BULK SEWER CONNECTION LAYOUT

STAND/ERF No,
LIBERTAS, STELLENBOSCH

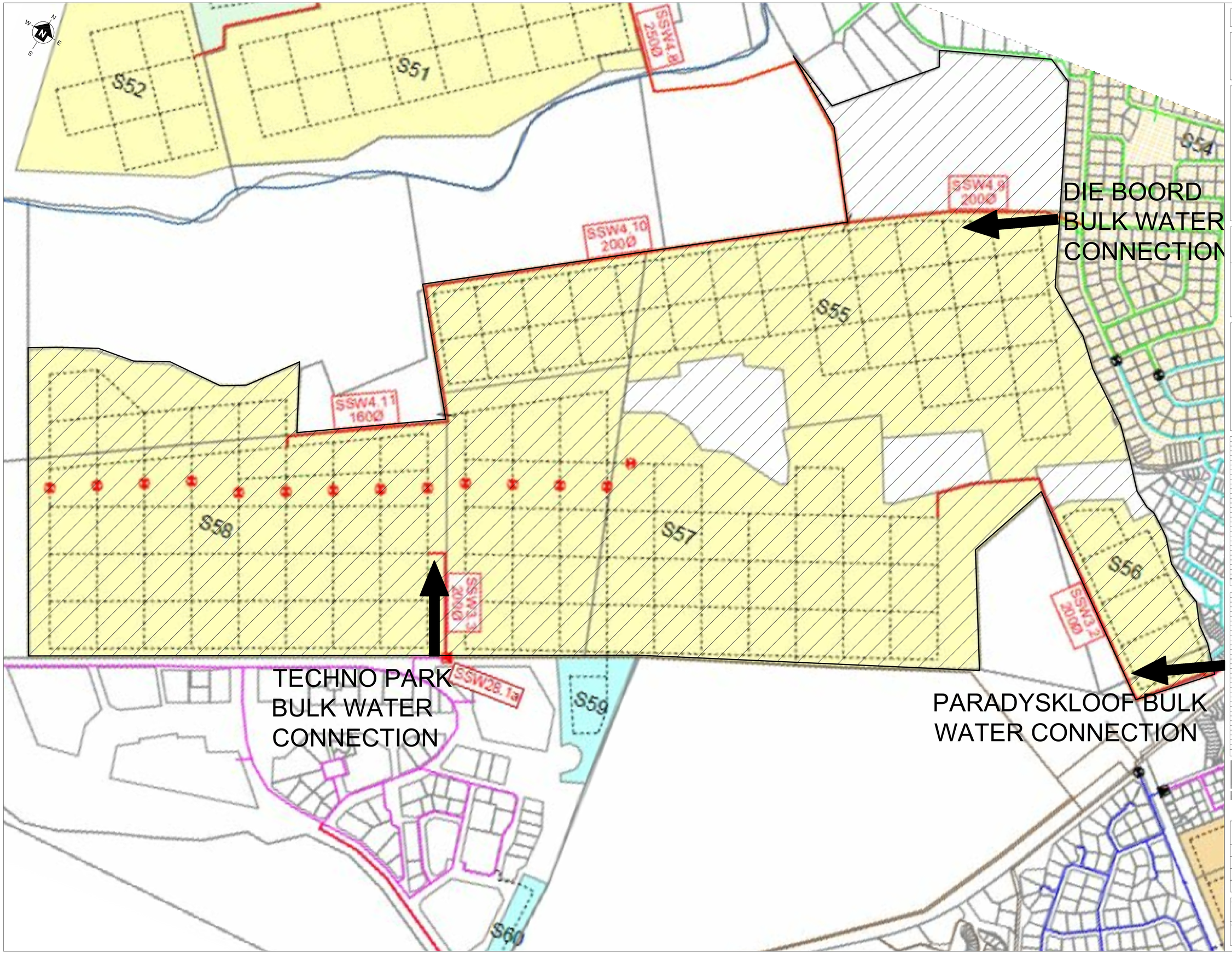
SCALE: 1 : 2500 ON A0
DATE: NOVEMBER 2020
DRAWN: PL

ARCHITECT:
URBA

VERIFIED:
APPROVED:

JOB No.
C 2 0 0 0 1 /

DRAWING No.
1 3 0 - 0 0 REV. A



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NOTES
1: See general construction notes drawing No, C20001-000-00 for notes.
2: Structural drawings must be read in conjunction with Architectural drawings and any discrepancies must immediately be brought to the attention of the Engineer.

PROJECT
LIBERTAS DEVELOPMENT

CLIENT
FLEURBAAI (PTY) LTD

KEY PLAN

R	DATE	ISSUED TO	BY
Z	23.11.20	STELLENBOSCH MUNICIPALITY	PL

R	DATE	REVISION	BY	CHKD
A	23.11.20	FOR INFORMATION	PL	LL

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DRAWING
BULK WATER SUPPLY LAYOUT

STAND/ERF No.
LIBERTAS, STELLENBOSCH

SCALE: 1 : 2500 ON A0
DATE: NOVEMBER 2020
DRAWN: PL
ARCHITECT: URBA
VERIFIED:
APPROVED:

JOB No. C 2 0 0 0 1 /

DRAWING No. 1 2 0 - 0 0 REV. A

ANNEXURE 18:
ELECTRICAL SERVICES REPORT

CKR CONSULTING ENGINEERS

INNOVATION
OPTIMISATION
PRECISION

Our Ref: Libertas Development

25 June 2021

Reset Properties (Pty) Ltd
Oudebank Building
Bird Street
Stellenbosch
7600

Attention: Mr Conrad Burke

REMAINING EXTENT OF FARM 1040/0, 1480/0, 374/2 & 371/2 – ELECTRICITY DEMAND REQUIREMENTS AND AVAILABILITY

CKR Consulting Engineers were requested by Reset Properties (Pty) Ltd to determine what the Electrical demand will be for the proposed development and what Electrical capacity is available from Stellenbosch Municipality. We report as follows.

Libertas Development				
No		QTY	VA	
	Precinct A			
1	Housing	724	4040	2 924 960,00
2	Retail / Offices	10666	80	853 280,00
3	Cultural / Institutional	9408	80	752 640,00
	Total Precinct A			**4 530 880,00**
	Precinct B			
1	Housing	510	4040	2 060 400,00
2	Retail / Offices	1472	80	117 760,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct B			**2 178 160,00**
	Precinct C			
1	Housing	7	6000	42 000,00
2	Retail / Offices	0	80	0,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct C			**42 000,00**

	Precinct D			
1	Housing	0	6000	0,00
2	Retail / Offices	1000	80	80 000,00
3	Cultural / Institutional	0	80	0,00
	Total Precinct D			**80 000,00**
	Total VA			6 831 040,00
	Diversity Factor	0,85		5 806 384,00
	Total KVA			**5806,384**
	Total MVA			**5,806384**

Based on the above calculations for the current development proposal done by Urban Design dated May 2021 an Estimate of 5.8MVA will be needed for the development which will be done in different phases.

Stellenbosch Municipality has confirmed on 13 October 2020 that they have 1MVA available form Golf Substation for the first phase of the development, once formal Electricity applications are made planning will start to upgrade this figure.

Yours Faithfully



……
Francois Steenkamp Pr Tech Eng
Senior Engineer

ANNEXURE 19:
MARKET DEMAND_SOCIO ECONOMIC IMPACT

Market viability assessment and socio -economic implications associated with the Libertas Farm development with specific reference to Stellenbosch Town



Consultative Document
This report consists of 69 pages

Report prepared for TV3 Architects and Town Planners

Dr. Jonathan Bloom

May 2019

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Executive Summary

Nature and Scope of the project

The Libertas Farm development is conceived as a mixed-use development of ±150 ha located in an area that forms part of Libertas Farm, abutting Technopark, Die Boord and the Droodyke area. Libertas Farm is also in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive. The envisaged Technopark Link Road will link Baden Powell and the R44, whereas the development area will link to the Technopark Link Road on the southern side of the project.

The objective of the study is to consider the scope of the project, its impact and relevance based on four pillars that cover (1) the market from a demand and supply perspective; (2) the socio-economic impacts from an income and employment perspective; (3) municipal revenues and charges; and (4) the fit for purpose.

The Libertas development covers the following scope of land uses:

- A total of 30 single residential erven of ± 4 500 m^2, 470 erven of ± 700m^2; 300 erven of ± 500m^2 and 775 erven of ± 140 m^2.
- Retail of ± 15 000m^2 and offices of ±78 000m^2 is also envisaged together with a school of approximately 135 classrooms and associated infrastructure
- Private open space of ±15 ha plus.

The Libertas project caters for the middle to high-income segment of the market and is aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)

Libertas offers a scope of housing that addresses various emerging trends related to demand for housing, for which the key trends are lifestyle, proximity, availability of key infrastructure, access and transport. The proposed housing is intended to attract millennials and persons that work in Technopark, at the surrounding commercial enterprises and the surrounding area. The properties will be sold on an own-title basis and for the purposes of this analysis, are aligned in terms of the classification adopted by the Stellenbosch Municipality for the levying of development charges. The project also offers and addresses the need for commercial space in the form of community retail and offices.

This report adopts an economic perspective related to supply and demand, and the need to deliver benefit to the local economy and jobs to people. In order for the project to be fit for purpose, broad market and socio-economic criteria need to be considered. With some limited variance, Libertas should fall within the demand forecasts for different housing types in Stellenbosch Town, must offer socio-economic benefits to locals and ensure that the Municipality is able to consider the project from both a financial, policy and planning context. Stellenbosch Town includes and is defined as central Stellenbosch, Jamestown, De Zalze, Onder-Papagaaiberg, Kyamandi, Cloetesville and Idas Valley.

Key outcomes

Stellenbosch housing trends

Higher priced houses have emerged as a trend in Stellenbosch Town over the period 2008 to 2017 and current supply is unable to meet the demand in the higher price segment. If this trend continues, average equilibrium prices and price points will increase and due to the lag in provision of supply or curtailing supply together with the inelasticity of supply, no integration of various housing typologies in development will be possible. The only way to reduce the average equilibrium price for houses is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for different types of housing.

A total of 17 301 units form part of the estimated demand over the next 20 years, i.e. 9 277 houses smaller than 80 m^2, 2 793 houses larger than 80 m^2, 2402 flats and 2 829 townhouses. These figures represents adjusted demand forecasts prepared by Rode and Associates for Stellenbosch Town.

Key salient outcomes from the analysis include the following:

- The current supply is unable to meet demand for all housing types in Stellenbosch Town;
- Sales trends in the Stellenbosch Municipal area suggest a demand for higher priced houses;
- Emerging trends suggest that average equilibrium prices[1] will increase and continue to increase in Stellenbosch Town due to the following:
    - Limited supply of new development (housing) stock;
    - Lag in the provision of supply caused by inelasticity[2], which suggests that supply is unable to meet demand in the short-term, resulting in price increases reaching new highs, but not rebalancing downward with more additional stock on the market; and
    - Continuous and sustained price increases will curtail the opportunity to create and develop appropriate mixed-use residential projects that offer a range of affordability options.
- An estimated housing demand of 865 units per annum on average for next 20 years based on the adjusted Rode forecast:
    - 464 houses smaller than 80 m^2
    - 140 houses larger than 80 m^2
    - 120 flats
    - 141 townhouses
- It is also possible to relate vehicle traffic and employment to future retail, commercial and industrial development in Stellenbosch Town over the next 20 years as follows:
    - 1 additional vehicle will **enter Stellenbosch Town** for every 53 m^2 of retail, office and industrial space developed;
    - 1 additional employee will originate from **outside Stellenbosch Town** for every 45 m^2 of Gross Lettable Area (GLA)[3] developed
    - 1 additional employee would **reside in Stellenbosch Town** for every 27 m^2 of GLA developed (given the percentage of persons that commute for employment purposes)

[1] Average equilibrium price is the average price over a period where the demand for property and supply of property are in balance.
[2] Supply is price inelastic if a change in price causes a smaller percentage change in supply, i.e. the supply of a few properties results in a greater increase in the price due to demand exceeding supply.
[3] Gross lettable area (GLA) is the amount of floor space available to be rented in a commercial, retail or industrial property.

- A total of 8 830 people[4] estimated to be working in Stellenbosch Town by 2036 would form part of the daily commuting workforce;
- Annual housing need per annum on average over the next 20 years based only on commuters:
    - 371 units for middle-income category
    - 70 units for high-income category
- Demand for 388 dwelling units from commuters and persons that would reside in Stellenbosch due to future retail, commercial and industrial development based on a 50% take up of the need.
    - The average annual demand for houses smaller than 80 m², flats and small townhouses ranges from 194 to 241 units.
    - The demand for houses larger than 80 m² for the high-income group by 2036 ranges from 97 to 194 dwelling units on average per annum.

Development Pipeline for Stellenbosch Town

The pipeline of projects envisaged by developers for Stellenbosch Town has an envisaged rollout over the next 10 years. Although the pipeline does not necessary include all projects, indications are that approximately 9 575 units are envisaged to form part of planning concepts and applications over the following 10 years. The table below provides an indication of the percentage contribution of the pipeline projects to the Rode adjusted forecast per housing type and the contribution of each housing type to the total number of units. **The results indicate that the Development Pipeline would contribute 55,34% of the total units to the adjusted Rode demand forecast.**

Housing type	Amended Rode Demand forecast	Development Pipeline	Percentage of housing type	Percentage of total pipeline
Houses smaller than 80 m²	9 277	4 047	43,62%	42,27%
Houses larger than 80 m²	2 793	2 860	102,40%	29,87%
Flats	2 402	1 130	47,04%	11,80%
Townhouses	2829	1 538	54,37%	16,06%
Total units	**17 301**	**9 575**	**55,34%**	**100,00%**

The housing types envisaged for the Development Pipeline all fall within the adjusted Rode forecast, except for houses larger than 80 m² that exceeds the forecast by 2,40%. A breakdown of the envisaged supply suggests that 29,87% of housing units supplied over 10 years accrues to dwelling units larger than 80 m², which are more aligned with middle to high-income groups; 42,27% to affordable housing (lower to middle-income groups); 16,06% to townhouses (middle-income group) and 11,80% to flats.

The projects that form part of the pipeline, based on the progressive growth trajectory[5] (same growth trajectory used to demonstrate demand over 20 years), is envisaged to deliver 9 575 units over 10 years, which is 31,83% more than the forecast over the same period. By year 12 of the forecast period, the forecasted number of units will exceed the number of pipeline units by 1 156 or 12,70%. In other words,

[4] The number of people commuting to work in Stellenbosch Town is based on an estimated daily commuting traffic of approximately 11527 people less students that emanate from outside of Stellenbosch town which is 25% of the total on the Stellenbosch campus plus an estimate of people that will live outside Stellenbosch and take up employment from the future development of retail, commercial and industrial properties over 20 years.

[5] Progressive growth implies exponential growth over slightly less than the first half of the 20-year forecast period, reaching saturation point after about 10 years and tapering off significantly thereafter to flatten out over the last five years of the forecast period (refer to Section 8.1).

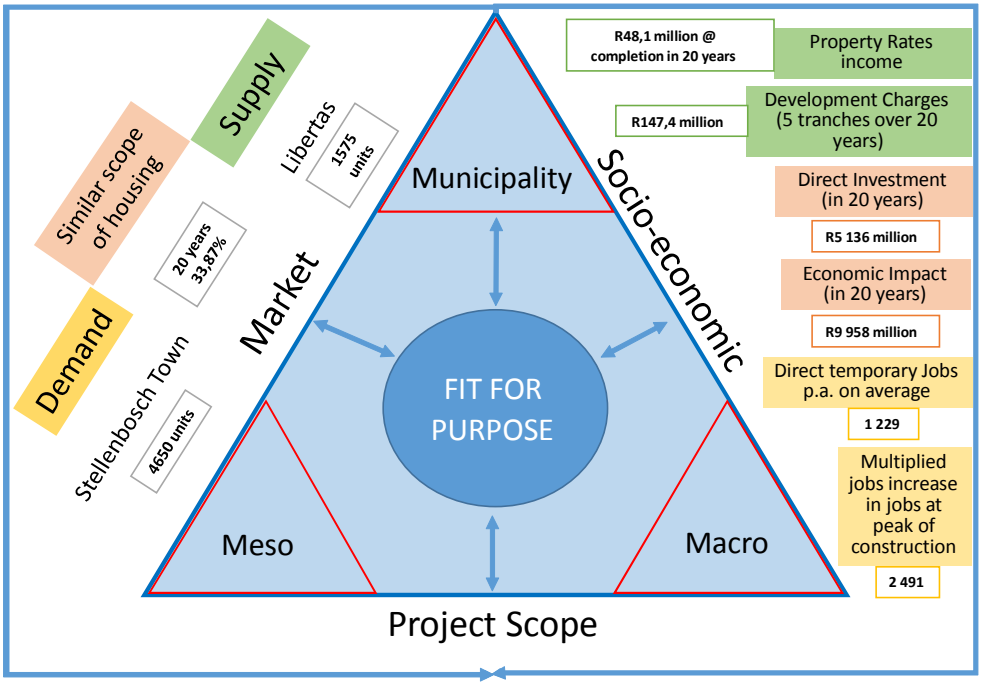
slightly more than a **one-year gap exists between the envisaged completion of development for the Pipeline projects and the projected demand for housing units in Stellenbosch Town after 10 years** (refer to Figure 23 of this Report).

Libertas: Fit for Purpose

Libertas forms part of the pipeline of projects envisaged for Stellenbosch Town by developers over the next 10 years. The proposed development represents about 13,37% of the total number of housing units included in the adjusted Rode forecast by 2036, and 16,45% of the total number of housing units envisaged as part of the project pipeline envisaged by developers.

The following figure[6] summarises the outcomes of the analysis and alignment with the premise of a fit for purpose, i.e. whether or not the development project is able to "tick the boxes" from a socio-economic perspective, i.e.

- The project needs to ensure that potential demand is met from a supply perspective;
- The housing types fit with the need and emerging trends and the housing development framework of the Stellenbosch Municipality;
- The project does not result in a funds flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs);
- The local economy benefits from the development in terms of direct capital expenditure and backward and forward linkages between sectors; and
- Jobs, even on a temporary basis, are created and devolved to locals that are able to work on the project.



[6] The **meso-level** represents the linkage between what is envisaged with the development and its contribution to the residential supply, hence the project has specific implications at a project level to satisfy demand and enhance supply. The **macro-level** represents the contribution of the development to the local economy in terms of direct investment in infrastructure and superstructure, while also having an indirect benefit to the local economy and businesses through multiplied demand for goods and services required to support the direct investment.

In terms of demand and supply, the Libertas development would add 1 575 units of stock to the demand for housing over 20 years. Based on the housing typology envisaged for the project (larger than 80 m^2), this represents 56,39% of the total number of 2 793 units (or one in two units) once the development is complete and occupied. The development represents a direct investment of R5 136 million that includes the residential components, community retail, offices and education facility that will generate Development Charges estimated at R147,4 million in five tranches and property rates of R48,1 million for Stellenbosch Municipality in Year 20 from residential uses and additional rates revenue from retail and offices.

Over the duration of the construction period, an average of 1 229 people would directly work on the project components, including the retail, commercial components and the education facility. All of these benefits are estimates based on the development of 1 575 dwelling units, offices, retail and education facilities over the 20-year development period.

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1. INTRODUCTION

1.1 Introduction and objective

The Libertas Farm development is conceived as a mixed-use development of ±150 ha located in an area that forms part of Libertas Farm, abutting Technopark, Die Boord and the Droodyke area. Libertas Farm is also in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive. The envisaged Technopark Link Road will link Baden Powell and the R44, whereas the development area will link to the Technopark Link Road on the southern side of the project. The objective of the study is to consider the scope of the project, its impact and relevance based on four pillars that cover (1) the market from a demand and supply perspective; (2) the socio-economic impacts from an income and employment perspective; (3) municipal revenues and charges; and (4) the fit for purpose.

Dr Jonathan Bloom of Multi-Purpose Business Solutions was appointed to prepare a market demand and supply assessment to align the supply of housing units envisaged by the Libertas Development with the future demand for residential dwelling in Stellenbosch Town. For the purpose of this report, Stellenbosch Town includes central Stellenbosch, Jamestown, De Zalze, Onder-Papagaaiberg, Kyamandi, Cloetesville and Idas Valley. Although towns and settlements such as Klapmuts, Franschhoek, Koelenhof, Vlottenburg, Pniel and Kylemore fall within the Stellenbosch Municipal area, they are considered outside Stellenbosch Town.

1.2 Approach and basis for assessment

The premise for this assessment is based on understanding the fit of the project in the context of several stakeholders' inputs used to derive certain outputs and the core outcomes that reflect the scope of the project in terms of the market and socio-economic benefits. The approach is illustrated in Figure 1.

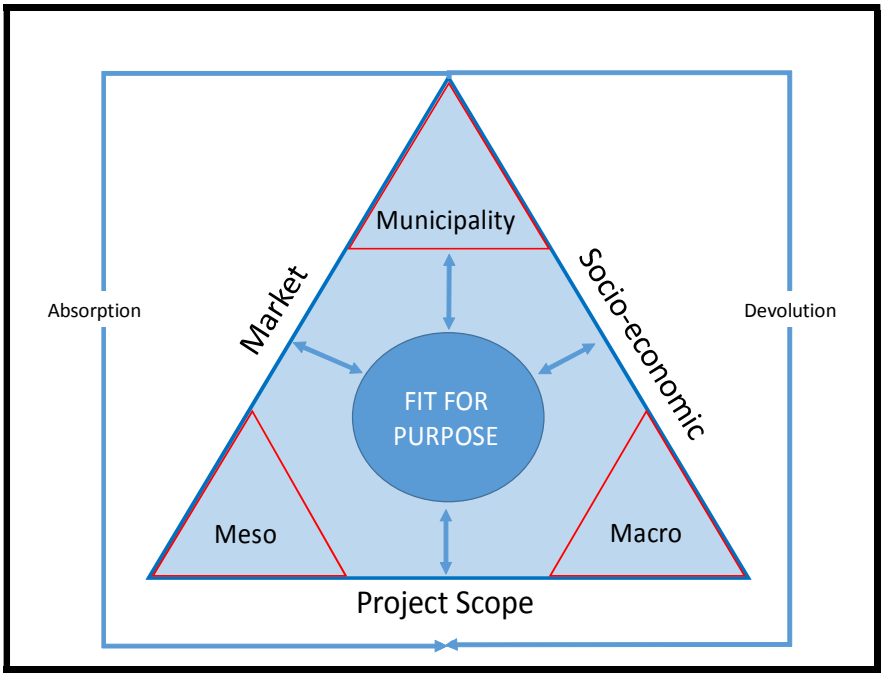


Figure 1: Understanding the fit for purpose of the Libertas Development
Source : Multi-Purpose Business Solutions

The terms used to contextualise the fit for purpose principle illustrated in Figure 1, are discussed below.

- The **project scope** underpins the market represented by the interaction between demand and supply, together with the socio-economic implications that inform the fit of the project for the intended purpose.

- The **meso-level** represents the linkage between what is envisaged with the development and its contribution to the residential supply, hence the development has specific implications at a project level to satisfy demand and enhance supply.

- The **macro-level** represents the contribution of the development to the local economy in terms of direct investment in infrastructure and superstructure, while also having an indirect benefit to the local economy and businesses through multiplied demand for goods and services required to support the direct investment.

- The **Municipality** is the enabler and benefits in the form of an increase to the rates base. Development Contributions (DCs) are received from developers to fund external bulk service provision. The DCs for the purposes of understanding the linkages, equate to the need for external bulk services, although the infrastructure requirements would be unique to each project and require a project-specific assessment.

- In order to assess whether a development is **fit for purpose**, it must satisfy the need, i.e. demand, contribute to the socio-economic fabric of the municipal area by adding income to the economy and creating jobs, while also benefiting the Municipality, i.e. create a mutual symbiosis.

- **Absorption** is premised on the ability of the market to take up the supply provided by a project once completed. Notwithstanding, a need also exists to ensure acceptable levels of **devolution** of the socio-economic benefit that accrue from the project to the intended beneficiaries. This is a continuous and dynamic process and should be considered in the context of the overall supply of development linked to different land uses.

1.3 Nature and scope of the project

The Libertas development covers the following scope of land uses:

- Thirty single residential erven of ± 4 500 m^2, 470 erven of ± 700m^2; 300 erven of ± 500m^2 and 775 erven of ± 140 m^2.
- Retail of ± 15 000m^2 and offices of ±78 000m^2 is also envisaged together with a school of approximately 135 classrooms and associated infrastructure
- Private open space of ±15 ha plus.

The total land extent for the proposed development is ±150 ha with 1575 residential units, retail, commercial and education land uses. A provisional layout (bubble chart) of the proposed Libertas development is illustrated in Figure 2.

The properties will be sold on an own-title basis and for the purposes of this analysis, are aligned in terms of the classification adopted by the Stellenbosch Municipality for the levying of development charges. In terms hereof, 30 units are considered as single residential erven of larger than 1000m^2; 470 single residential erven of larger than 500m^2; 300 single residential erven of larger 250m^2 and 775 single residential erven of smaller than 250m^2.

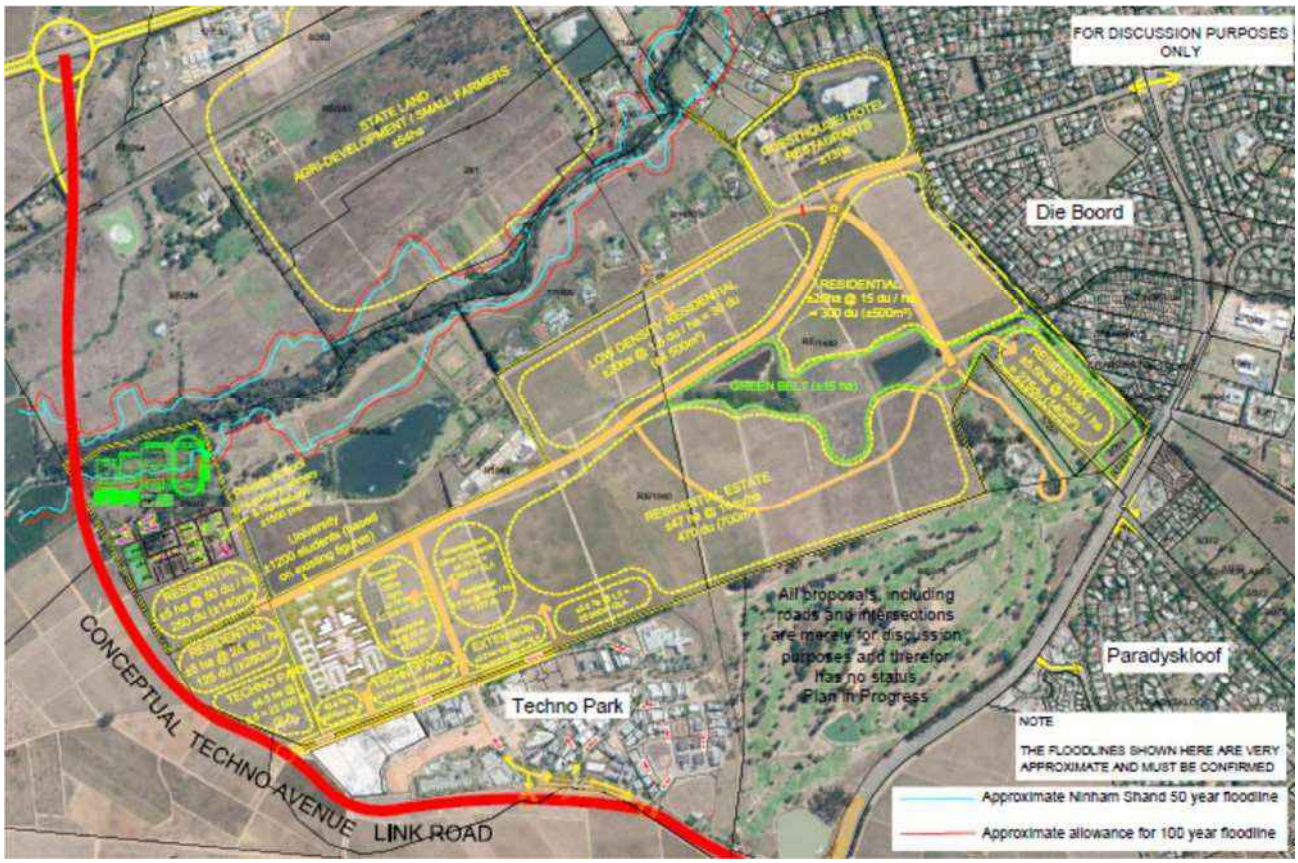


Figure 2: Site development plan for the Libertas development in the context of Technopark, the Golf course, Die Boord, commercial buildings and adjacent farmland

Source : TV3 Architects and Town Planners, 2019

2. RESIDENTIAL MARKET TRENDS

The residential market refers to land uses associated with human habitation, including housing or dwelling units. Residential use can vary in typology, density, tenure, structure, layout and affordability. It should, however, be noted that "residential" does not include hotels or guesthouses, which are defined as "short-stay" accommodation.

Residential property in South Africa has experienced slow, but steady growth in recent years, reporting a rise in activity as well as ongoing demand for housing, especially in the Western Cape. Demand for residential property in the major metropolitan areas and specific geographical areas and nodes in close proximity, has outstripped supply and thus created a seller's market in cities like Johannesburg and Cape Town. A continuous lack of medium-income (affordable) housing options remains a key feature of the marketplace.

2.1 Housing demand and supply challenges for urban areas

The long-term home densification process is expected to continue as the long-term effective scarcity of urban land increases, semi-gration to the Western Cape continues; price increases in the Western Cape and especially the Winelands areas (including Stellenbosch) continue and increase in real terms although a recent flat-lining trend has emerged. The key challenges emanating of this rising urban land scarcity and according to the FNB Property Barometer (2017), which are relevant to Stellenbosch Town in particular, include the following:

- Creating safe open public spaces to largely replace the private space and amenities that many used to have on their own properties;
- Improving the health of the household sector in the face of declining physical activity, partly as a result of less open space;
- Creating mass public transport systems to reduce the myriad of costs associated with transport congestion;
- Designing lifestyle developments that could be attractive to highly skilled labour, which can be attracted or repelled by lifestyle aspects, implying that urban design is key;
- A key driver is the competitive advantage of an area, which is reinforced by semi-migration trends, regional significance and the status of Stellenbosch Town as a key player in the Cape Winelands district;
- Zoning for densification in certain areas, notably along transport corridors, and preventing densification in other areas; and
- Improving key infrastructure and facilities such as water/sewage, schools and hospitals in existing areas to keep up with growing demand per area as densification occurs.

2.2 Housing design trends

The need for housing is also influenced by the nature and scope of properties and top structures. Consequently, demand needs to be aligned with factors such as economic growth, disposable income, debt levels and affordability criteria, which are essential for development in Stellenbosch Town.

If past trends were replicated in the future, then according to the FNB Barometer (2017), the nature and scope of housing would reflect the following:

- Size of average full title stands is decreasing;
- Building size over the long-term appears to be decreasing, but not as rapidly as average stand size;
- Sectional title options will remain significant with a declining trend in full-title options;
- Luxuries will be reduced in order to address the long-term decline in home affordability;
- Percentage of homes built with swimming pools will drop dramatically in terms of water shortages and tariff increases;
- "Non-essentials" are being increasingly done away with in new buildings, such as a study and dining room;
- Declining fertility rates and a smaller average size of households have also contributed to the demand for smaller sized homes with fewer bedrooms; and
- Even the previously most popular 3-bedroom home category has seen some decline, with 2-bedroom homes apparently favoured over 3-bedroom homes.

2.3 Millennials housing market segment

Millennials (also called Generation Z-ers) make up one third of the global population. There is a debate about when Generation Z starts, but they were typically born in the 1990's or 2000's. As millennial consumers approach their peak earning years, a significant percentage is searching for their first home. This particular generation's needs and preferences are quickly becoming the driving force in the property market.

Millennials are tech-savvy and need to connect with people and products, which mean that they have to be engaged through technology, are more entrepreneurial and ambitious than previous generations, with many of them expecting to own a company. In order to understand the housing typology that this segment would demand, it is important to understand what millennial home buyers search for and prefer in their first home (Source: 5-things-millennials-want-in-a-new-home):

- **Homes that are 'ready to go' -** newer homes that are ready to move in, are convenient and have the "ready-to-go" factor address the needs of millennial home buyers;
- **Open layouts and multi -functional interiors –** fewer partitions and walls, eating meals at the kitchen table (not at the dining room) and a multi-media room or gaming room;
- **Energy efficiency and green living –** convenience and efficiency with smart homes delivering these aspects. Millennials identify themselves as environmentally-conscious, preferring a sustainable lifestyle with a low carbon footprint;
- **Technologically equipped homes –**a connected smart home that includes electronic access, keyless locks, interconnected doorbells, mobile-controlled security systems, voice-activated assistants, etc.; and
- Millennials' **buying and selling activity is more frequent** than other age groups, which is also having a noticeable impact on property values, particularly in areas that offer great short-term potential and fulfil a few key lifestyle needs. Demand for properties in areas where buyers can live, work, play, eat and shop - all practically within acceptable walking or driving distance of their homes are key (Source: rise-of-the-millennials-a-property-revolution/24370).

3. STELLENBOSCH HOUSING SUPPLY MARKET

Notwithstanding the economic downturns and political upheaval of the recent past, we have witnessed continuous growth in and around the City of Cape Town (the "CMA") and the Cape Winelands region. The rate of urbanisation and trends such as semi-gration have influenced the demographics in the target area and have contributed to an increase in inherent value of land on the perimeter of the CMA and in nearby towns such as Paarl, Stellenbosch and Franschhoek. In addition, ever-increasing traffic congestion and worsening public transport services are prompting a greater focus on mixed-use/live-work-play developments on the periphery of the CMA and in the growth nodes (such as Stellenbosch) in close proximity to the CMA.

3.1 Trends in housing sales in Stellenbosch

Stellenbosch Town is a unique case when analysing the trends in house and flat sales, which is illustrated in Figures 3 and 4 for the period 2008 to 2018. The more important take-out of the analysis is to understand the value ratio derived by Multi-Purpose Business Solutions as an indication of supply and demand reflected in the average selling price. A high ratio can be interpreted as properties that are being sold at higher average prices in relation to the number of units sold. This could imply a willingness to purchase higher-priced properties or a scarcity in certain market segments, i.e. a supply constraint.

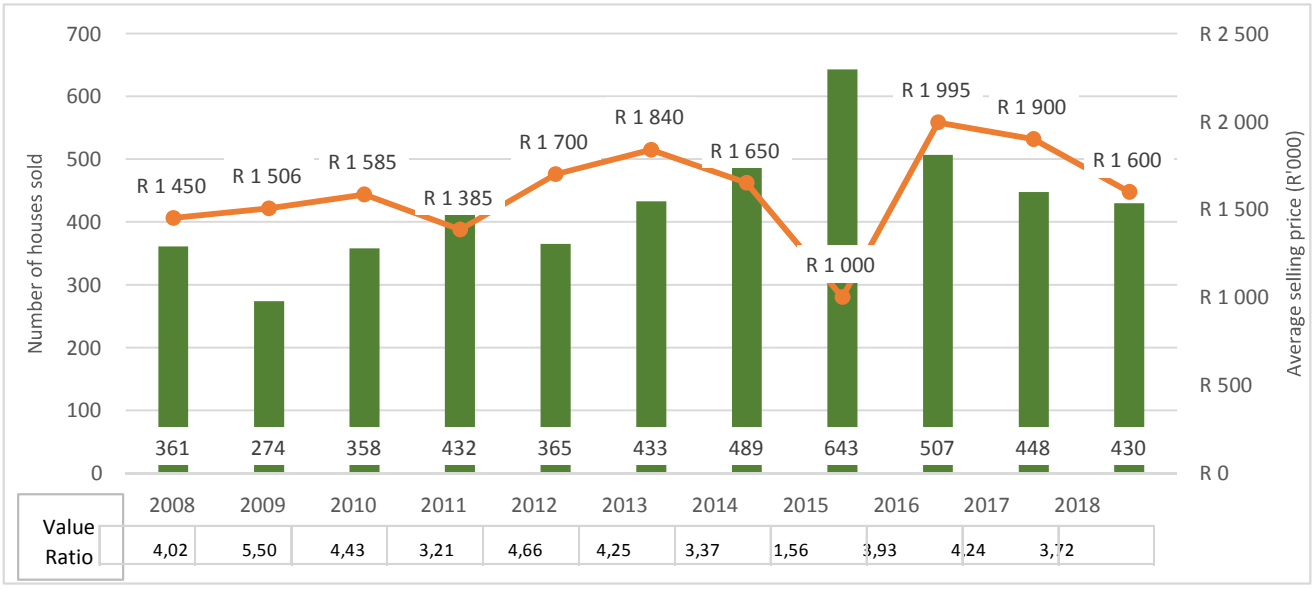


Figure 3: Number of housing units sold and the average annual price per unit for the period 2008 to 2018

Source : Prepared from data - Property24.com and own calculations

The value ratio suggests that from 2015 through 2017, higher-priced houses were acquired from the available supply of houses for sale with a slight tapering off in 2018. A similar trend occurred in 2012 and 2013, while 2015 apparently bucked the trend with a significant decrease (65%) in the average price of houses relative to 2014. The analysis over the period suggests that Stellenbosch experienced higher value ratios of above 4,0 over the past 10 years, except in 2011, 2014-2016 and 2018. Demand for higher priced houses on average is evident and it appears that supply is unable to meet the demand in the higher price segment.

- Current supply unable to meet demand for all housing types
- Demand for higher priced houses

If the emerging trends illustrated in Figure 3 would continue, average equilibrium prices for houses will increase due to the following reasons:

- Limited supply of new development stock;
- Lag in provision of supply due to inelasticity; and
- No or limited integration of various housing typologies in developments.

The only way to reduce the average equilibrium price or price points for residential dwellings is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for housing.

3.2 Trends in flat sales in Stellenbosch

The prices of flats have remained range bound from 2008 to 2013, as illustrated in Figure 4. Thereafter, the average price increased by 70,34% over the period 2013 to 2018, suggesting a tapering off in supply. Clearly, demand outstripped supply, hence a higher price equilibrium, which is also evident by a value ratio of 4,18 in 2018, the highest recorded figure over the period covered in the analysis.

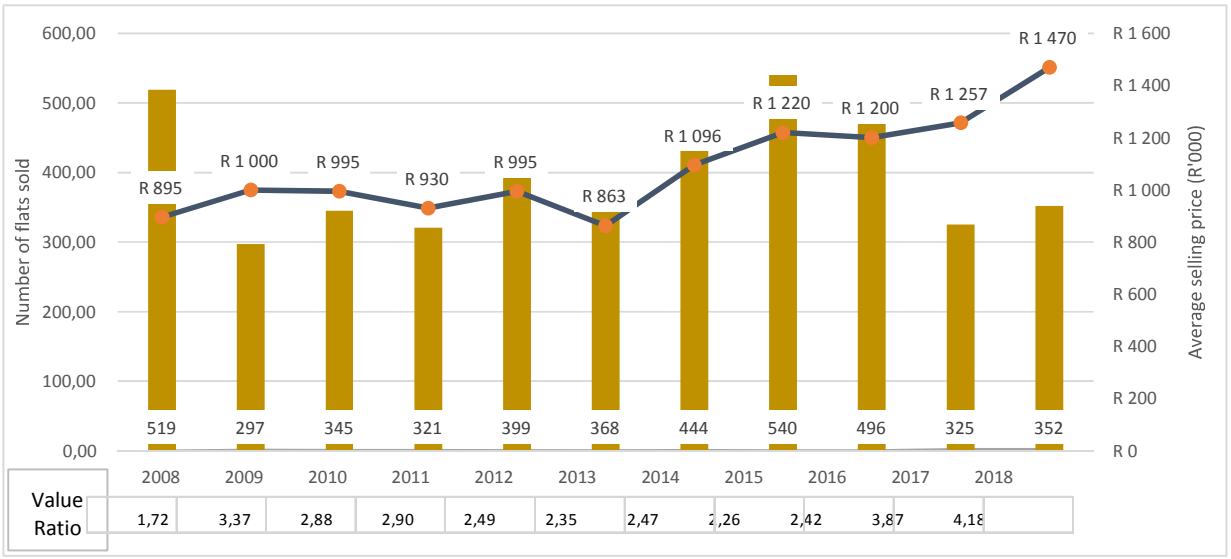


Figure 4: Number of flats sold and the average annual price per unit for the period 2008 to 2018
Source : Prepared from data - Property24.com and own calculations

3.3 Residential housing market stock

The residential market within Stellenbosch Town is mainly driven by households attracted by the rural lifestyle of the area, which is known for its beauty and unique quality of life. Demand for residential development is most active in Stellenbosch Town. Various factors are driving this market, including quality of life and Stellenbosch University, which is attracting students from across South Africa (and foreign countries) to the area. The student accommodation market is driving investment opportunities

such as buy-to-let, and this market has seen significant growth specifically in the Stellenbosch area. Figure 5 indicates sales in the Stellenbosch residential market over the past year.

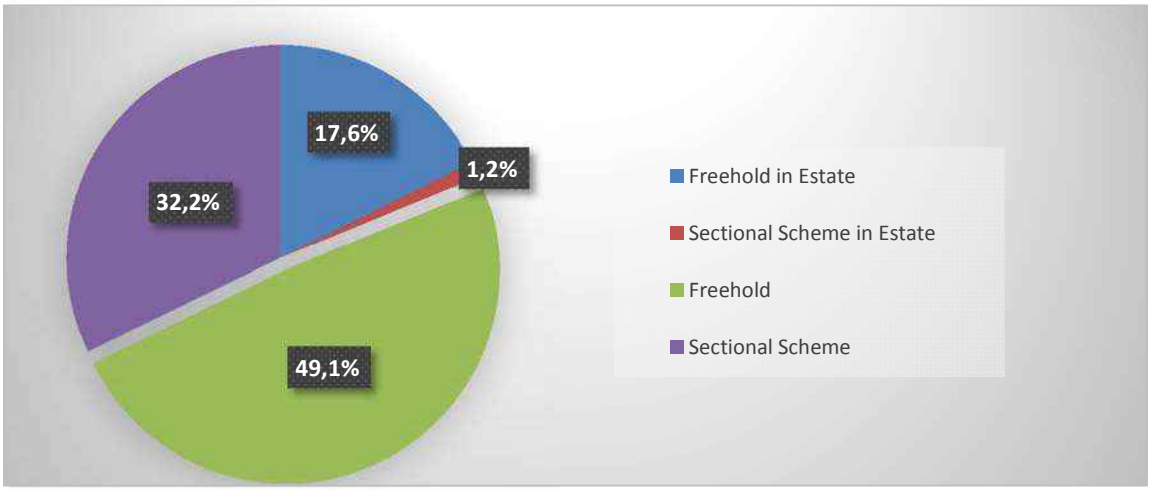


Figure 5: Stock of Stellenbosch residential units for different ownership options
Source : Lightstone data

The largest percentage of the current housing stock comprises of freehold properties (49.1%), followed by sectional scheme properties (32.2%) and freehold developments in estates (17.6%). The current residential sales market within the Stellenbosch area is mainly based on repeat sales, which indicates few new entrants into the market and a lag in or inelasticity of supply.

Estate agents in Stellenbosch indicate that residential property prices in Stellenbosch Town have been increasing, but lower growth rates are currently experienced in a dismal economic environment. Notwithstanding, increasing prices can mainly be attributed to the limited stock available to serve the high demand for residential units. Residents within the Western Cape (specifically Cape Town and Stellenbosch) as well as Gauteng purchase the majority of properties in Stellenbosch Town. Estate agents also indicated that properties are mainly purchased as a primary residence, but there is also a growing trend to purchase investment properties (specifically focussed on the student accommodation market).

3.4 Residential housing supply

The supply analysis entails research into the existing and the future planned residential units within the Stellenbosch area and specifically for Stellenbosch Town. The existing supply and possible future additions are indicative of the effective supply of residential units in the market.

Based on Census 2011 data and **building plans completed** between 2012 and 2016, it is estimated that the current supply of residential units in the Stellenbosch Municipal area is approximately 35 000 units. These residential units are distributed according to income categories as illustrated in Figure 6.

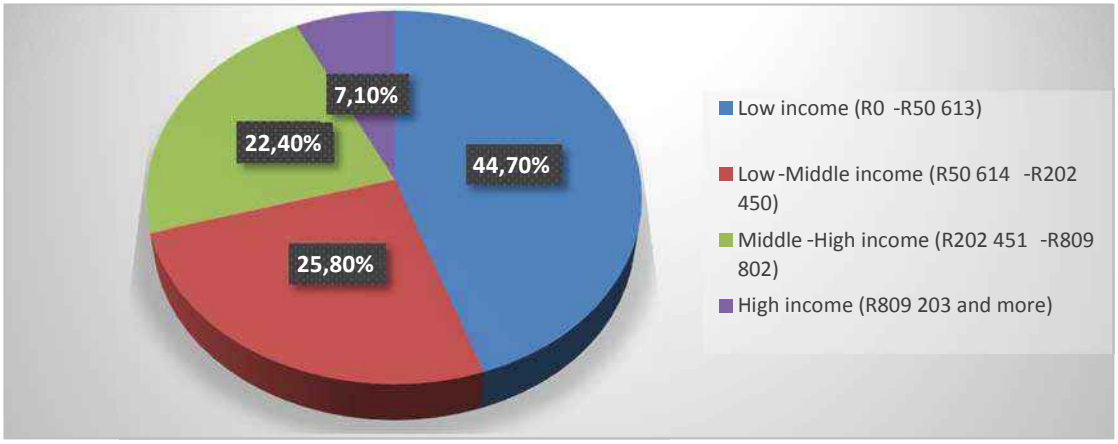


Figure 6: Supply of residential dwelling units based on household income categories
Source: Statistics South Africa and own calculations

Figure 7 illustrates the distribution of residential nodes throughout Stellenbosch Town (residential nodes are indicated with yellow, orange and pink areas).

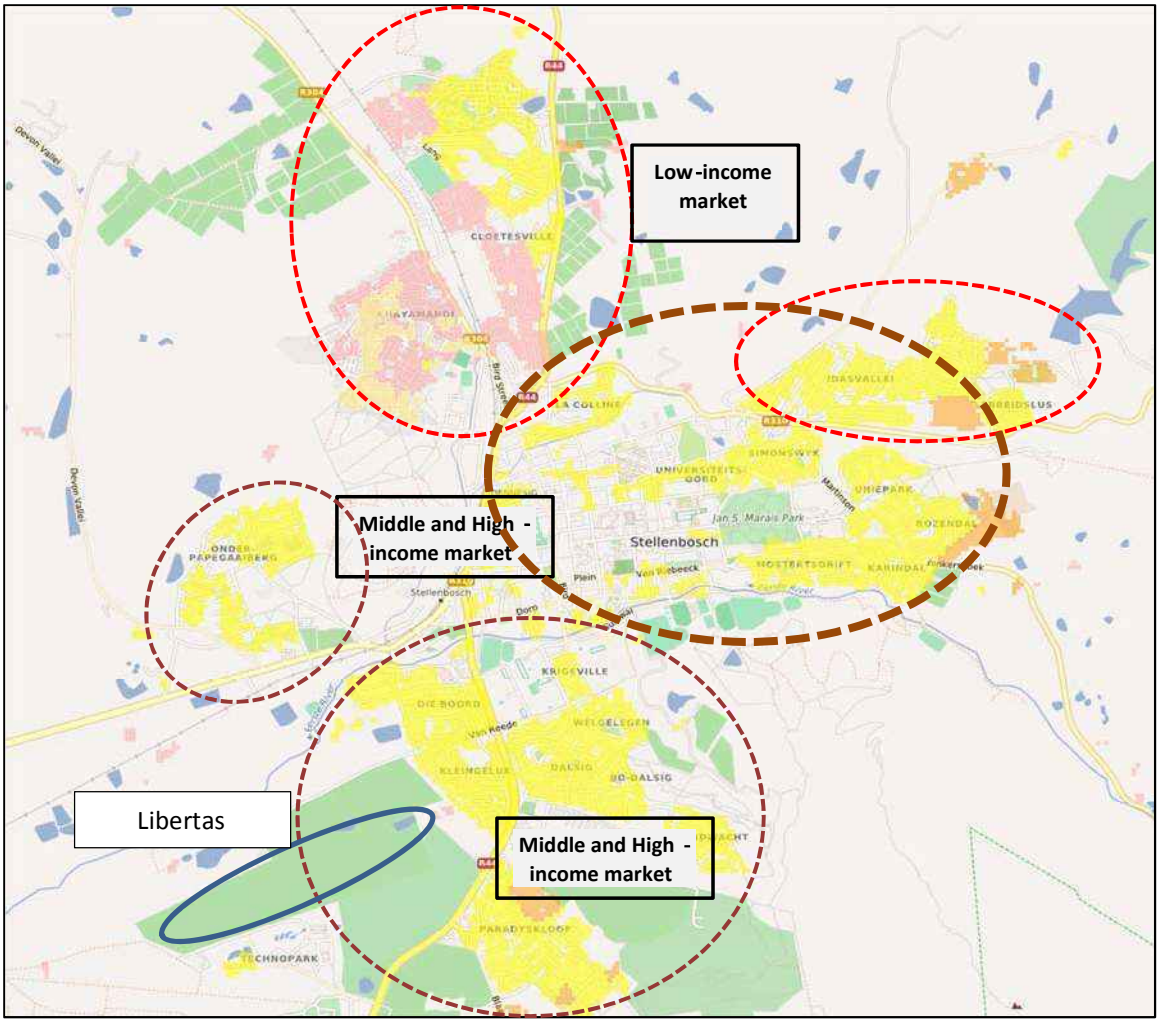


Figure 7: Distribution of residential nodes within Stellenbosch Town with an indication of the location for the Libertas development
Source : Mapable Database: Land Cover, 2016

3.4.1 Approved plans for residential development

Figure 8 illustrates the building plans passed by the Stellenbosch Municipality for the Municipal area. In the absence of specific nodal data for different towns within the Stellenbosch Municipal area, a need exists to apportion a part of building plans passed to Stellenbosch Town. The approach adopted is based on the proportional historic land take-up over the period 2000–2015 for different towns within the Stellenbosch Municipal area. For the purposes of the analysis, this mechanistic method assumes that historic land take-up will be maintained. Over the stated period, Stellenbosch Town accounted for 60% of the total take-up of land for residential purposes. The percentage is applied to building plans approved for the municipal area and assumes an alignment between the historic take-up of land and building plans passed for the different housing typologies.

The average number of square metres passed by the Stellenbosch Municipality per annum over the period 2007 to 2016[7] for dwellings units smaller than 80 m², dwelling units larger than 80 m², flats and townhouses was 5 345 m², 44 432 m², 9 342 m² and 1 540 m², respectively. The classification is based on standards of reporting by Municipalities as required by Statistics South Africa. Large standard deviations for housing types suggest that significant fluctuations occur from year to year. This is also evident in Figure 8.

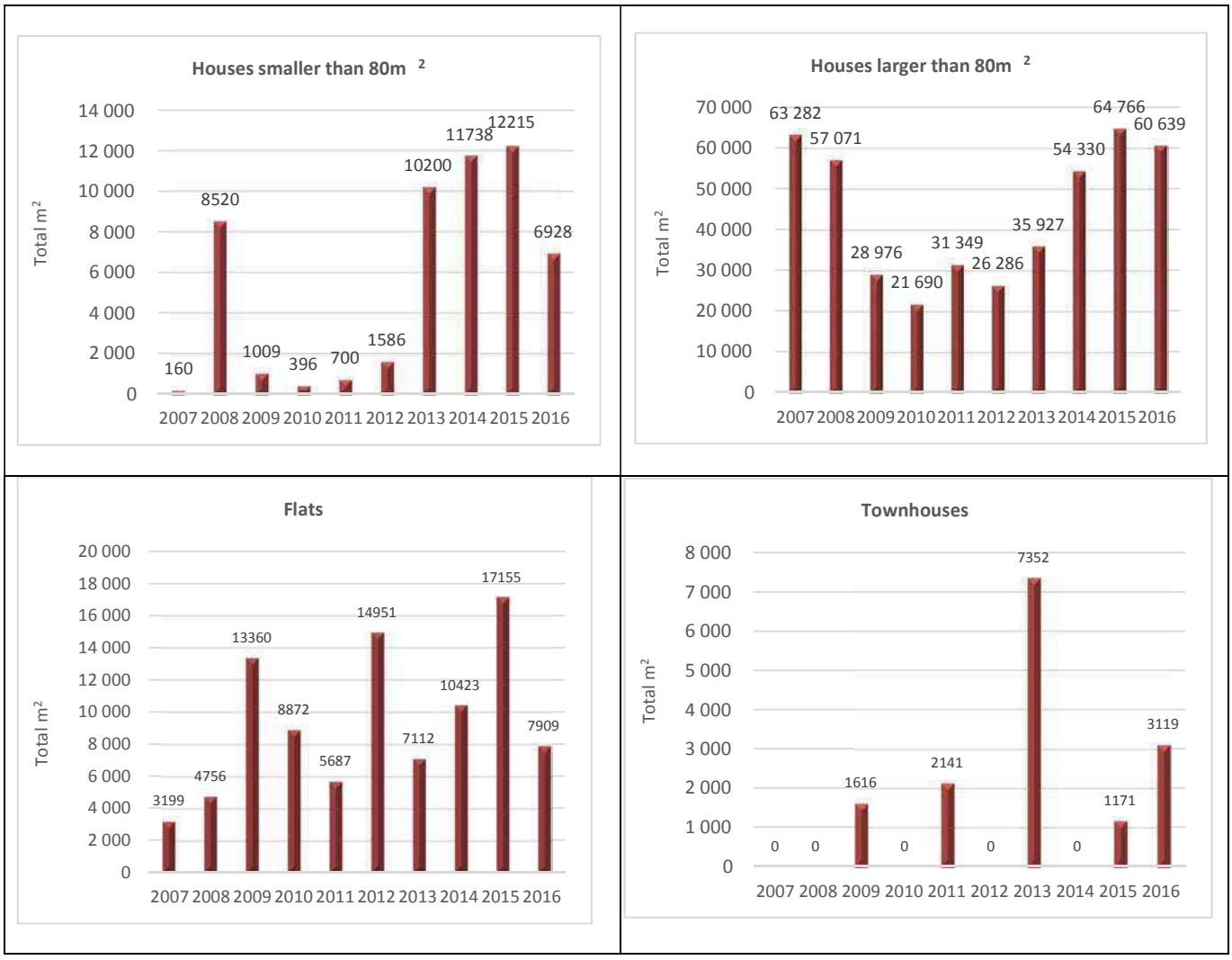


Figure 8: Building plans approved by the Stellenbosch Municipality per housing type per annum for the period 2007 to 2016

Source : Statistics South Africa

7 The latest building statistics report issued by Statistics South Africa is 2016 released on 29 August 2018

The square meterage of building plans approved for different housing types on an annual basis from 2007 to 2016 for Stellenbosch Town is indicated in Table 1.

Table 1: Estimated square meterage of building plans passed for different housing types on annual basis from 2007 to 2016 for Stellenbosch Town

<80m2 Building plans approved				>80m2 Building plans approved			
Year	Total m²	Annual %	% Total	Year	Annual m²	Annual %	% Total
2007	96	0,34%	0,24%	2007	37969	16,49%	94,96%
2008	5112	18,31%	12,11%	2008	34243	14,87%	81,13%
2009	605	2,17%	2,24%	2009	17386	7,55%	64,45%
2010	238	0,85%	1,28%	2010	13014	5,65%	70,06%
2011	420	1,50%	1,76%	2011	18809	8,17%	78,61%
2012	952	3,41%	3,70%	2012	15772	6,85%	61,38%
2013	6120	21,92%	16,83%	2013	21556	9,36%	59,29%
2014	7043	25,23%	15,35%	2014	32598	14,16%	71,03%
2015	7329	26,26%	12,82%	2015	38860	16,88%	67,96%
2016	4157	14,89%	8,81%	2016	36383	15,80%	77,15%
Total	27914	100,00%	8,81%	Total	230 206	100,00%	72,67%
Flats Building plans approved				Townhouses Building plans approved			
Year	Total m²	Annual %	% Total	Year	Total m²	Annual %	% Total
2007	1919	3,74%	4,80%	2007	0	0,00%	0,00%
2008	2854	5,56%	6,76%	2008	0	0,00%	0,00%
2009	8016	15,62%	29,71%	2009	970	13,16%	3,59%
2010	5323	10,37%	28,66%	2010	0	0,00%	0,00%
2011	3412	6,65%	14,26%	2011	1285	17,43%	5,37%
2012	8971	17,48%	34,91%	2012	0	0,00%	0,00%
2013	4267	8,32%	11,74%	2013	4411	59,87%	12,13%
2014	6254	12,19%	13,63%	2014	0	0,00%	0,00%
2015	10293	20,06%	18,00%	2015	703	9,54%	1,23%
2016	4745	9,25%	10,06%	2016	1871	25,40%	3,97%
Total	51309	100,00%	16,20%	Total	7368	100,00%	2,33%

Source : Statistics South Africa and own calculations

These figures were used to generate the average number of dwelling units per housing type per annum for an assumed house size shown in Table 2, and aligns with the analyses and metrics applied throughout this assessment. The building plans passed for Stellenbosch Town indicate that, assuming that these plans translated into completed buildings, the annual average supply from 2007 to 2016 included 40 units of 80 m², 103 of 260 m², 123 flats of 40 m² and 7 townhouses of 130 m².

Table 2: Number of dwelling units per annum based on average m² per housing type for Stellenbosch Town from 2007 to 2016

Type of units	Applied dwelling sizes (m²)	Average number of dwelling units p.a.
Smaller than 80 m²	80	40
Larger than 80 m²	260	103
Flats	40	123
Townhouses	130	7

3.5 Development "Pipeline"

A need also exists to factor residential projects into the equation that are in the planning stages or in different phases of the process from conceptualisation to pre-approval (prior to plans being approved by the Municipality). This data should be considered in the broader context of the analysis, do not necessary include all envisaged residential projects, are merely estimates of known projects, but do offer some indication of future supply based on a need perceived by developers.

Our research suggests that based on the housing typology adopted throughout this assessment, the envisaged supply for dwelling units covers an estimated period of 10 years with a split based on three, five and ten-year occupation periods. Figure 9 indicates an estimate of the number of units per housing type based on the three envisaged occupation timeframes.



Figure 9: Envisaged supply of different housing types for three occupation timeframes
Note: Estimates for the project pipeline include the Libertas project assessed in this report. The categories of dwelling units are based on the residential classification used by Statistics South Africa to ensure the necessary alignment
Source: Various

The envisaged supply of all housing types suggest that from 2020, occupation of 684 units (7,15%) is envisaged over the first 3 years; 3 786 (39,54%) for occupancy over the first 5 years; and 5 105 (53,32%) for occupancy over the first 10 years. The total number of units envisaged to be supplied over the following 10 years, is approximately 9 575. A breakdown of the envisaged supply is indicated in Table 3, which suggests that 42,27% of housing units supplied over 10 years accrue to dwelling units larger than 80 m², which are more aligned with middle to high-income groups; 29,87% to affordable housing (lower to middle-income groups);16,06% to townhouses (middle-income group); and 11,80% to flats.

9 575 new units envisaged for next 10 years as part of a Developer Pipeline

Table 3: Percentage contribution to potential supply for three occupation periods

Occupation period	Single (>80m²)	Affordable (<80m²)	Townhouse	Flats
3 years	13,20%	0,00%	5,88%	5,44%
5 years	29,63%	41,26%	60,13%	47,28%
10 years	57,17%	58,74%	33,99%	47,28%
Total	**100,00%**	**100,00%**	**100,00%**	**100,00%**
Percentage per housing type	42,27%	29,87%	11,80%	16,06%

4. NEED AND DEMAND FOR HOUSING IN STELLENBOSCH TOWN

In order to estimate the need and subsequent demand for housing in Stellenbosch Town, an understanding of two terms are required. The ***need*** for housing from an economic perspective refers to a want or is simply something that people desire to have, which they may (or may not) be able to obtain. ***Demand*** is an ***economic*** principle that describes a consumer's desire and willingness to pay a price for a dwelling unit and is able to do so, i.e. affordability, which is the conversion of "latent" demand (or the need) into effective demand.

The analysis focuses on two inputs required to understand and assess potential demand for housing in Stellenbosch Town, namely a forecast over 20 years of land take-up translated into demand by Rode and Associates ("Rode"), and commuter traffic entering Stellenbosch from different directions on a daily basis (the "cordon counts"). The latter would be used to understand whether the demand forecasts by Rode as adjusted could accommodate the potential need and subsequent demand from persons commuting to Stellenbosch on a daily basis.

4.1 Demand for residential accommodation in Stellenbosch Town

The Draft Municipal Spatial Development Framework (MSDF) (2019) refers to the Urban Development Strategy prepared by Rode and Associates in 2017. Reference is only made to indigent housing and housing of less than 80m² as defined by in Section 4.1.1. No consideration is given to middle and higher income housing or acknowledgment of the demand that exists in this market segment. This oversight is stated in the following extract as a passing comment in the Draft MSDF.

"It is evident that there is more than enough land to accommodate the indigent housing need. Although it is obvious that the market demand for development (for housing, commercial and industrial demand) also requires consideration in the MSDF, it is argued that providing housing opportunities (in whichever form) for the indigent is critical, whereas the municipality can exercise it discretion when considering market driven applications and thus have more control over the supply-side. **In any case, it is evident that there is also sufficient opportunity for market driven development** (p. 46)[but only at the discretion of the Municipality].

This statement is contradictory as no provision is made in the MSDF for middle and higher income market segments and appears more to be passing statement to appease developers.

Notwithstanding, the focus of the Rode forecasts stated in the UDS for the purposes of this report is the land take-up associated with houses larger than 80 m² and flats/townhouses as defined by Statistics South Africa. Several scenarios were developed by Rode to reflect different outcomes of possible future land take-up to address the housing demand for Stellenbosch Town over 20 years until 2036 and is acknowledged in the Draft MSDF.

4.1.1 20 -Year forecast in demand for housing

The FNB Property Barometer categorises houses in one of three categories: "Small-Sized Segment that include homes from 20 m² to 80 m², the "Medium-Sized Segment", which include homes from 80 m² to 230 m², and the "Large-Sized Segment" that include homes from 230 m² to 800 m² (http://www.wylie.co.za/wp-content/uploads/fnb-property-barometer_jul_2015_house-price-trends-by-home-size.pdf). Town houses would most likely be classified as part of the Medium-sized segment in terms of the FNB classification. Statistics South Africa defines townhouses as multiple, medium-density dwelling units

including cluster housing, group housing, simplexes, duplexes, triplexes and other similar dwelling units that are usually grouped together, with one level of each unit on ground level (http://www.statssa.gov.za/publications/P50411/P50411September2017.pdf).

The house-size trends emerging from the FNB Property Barometer also suggest that a move to smaller houses is gaining momentum, which is reflected in the building statistics of houses completed in the Western Cape. Stellenbosch could be considered an outlier in terms of the split between townhouses and flats, but it is not beyond the realms of possibility that such a trend could emerge in Stellenbosch for new developments based on market need and affordability.

A linear regression equation is fitted to historic data of the square meterage of completed flats/townhouses and houses larger than 80 m^2 to reflect a Business-as-Usual scenario[8]. A long-term trend line is used to extrapolate the demand for these property types for 20 years until 2036. This mechanistic method of trend extrapolation assumes that over the forecast period, demand will continue to grow at the constant growth rate implied by the fitted linear trend line. Alternatively, the method assumes growth in the demand for space (and ultimately dwelling units) is not influenced by economic factors.

Econometric models were developed to reflect the historic relationship between the square meterage of completed flats/townhouses and dwellings larger than 80 m^2, and macro-economic variables such as real GDP and interest rates for the Consensus[9] and Junk[10] scenarios. The models were then used to forecast demand for these property types for the period 2016 to 2021. For the forecasts beyond 2021, a long-term trend of completed flats/townhouses and houses larger than 80 m^2 is used to extrapolate the 5-year forecast until the end of the forecast period (2036).

Note that the demand forecast until 2021 (in terms of the macro-economic Consensus and Junk scenarios) used by Rode for houses larger than 80 m^2 and flats/townhouses, is subject to the inherent assumption that there has historically been sufficient developable land available in the municipal area. In other words, one therefore assumes that there was no land-supply constraints for development. If this was not the case, the forecast would be underestimated compared to the potential future demand.

Table 4 provides an indication of the number of units required per housing type as determined by Rode for the three scenarios in the **Stellenbosch Municipal area** by 2036. In order to determine a separate figure for flats and townhouses, a share of 86% of the total net land extent required for flats/townhouse in 2036 is allocated to flats based on its historic share of demand. Rode determined the number of flats required by dividing the forecast of land for flats by 78, which is the average size (m^2) of flats completed between 1996 and 2015. The number of townhouses was determined by dividing the remaining share of the net land extent required in 2036 by 200, which is the average size (m^2) of townhouses completed between 1996 and 2015 in the Stellenbosch Municipal area. The future demand for townhouses is likely not to reflect in the figures determined by Rode, which is based on historic take-up from 1996 to 2015. Townhouses could also be classified as houses of approximately 80 m^2 in size and therefore could be categorised in the housing typology category of units smaller than or equal to 80 m^2.

[8] The **Business -as-usual** scenario is a mechanistic line-of-best-fit extrapolation over a 20-year period (2016–2036) of historic demand in Stellenbosch municipality (1996–2015). This scenario implies the historic growth rate will be maintained, even though the country's economy might decelerate. This scenario is quite likely in light of the popularity of the Western Cape in general and Stellenbosch in particular.

[9] The **Consensus** scenario is based on the opinions of a panel of economists whom Rode polls every six months. In effect, their forecasts represent a low-growth scenario, compared with the average post-WWII GDP growth (which was three to three and half percent per annum).

[10] The **Junk** scenario is in effect a very-low-growth macroeconomic scenario, constructed by Rode. As the tag implies, it assumes a worsening political and economic environment over the period of the production of the demand forecasts.

Table 4: Combined demand for residential units by 2036 per housing type and by scenario for the Stellenbosch Municipal area

Type of housing	Business -as-Usual	Consensus	Junk
Houses smaller than 80 m²	23 106	25 417	20 796
Houses larger than 80 m²	3 057	2 018	1 117
Flats	2 886	3 220	2 370
Townhouses	183	204	150
Total units	**29 232**	**30 859**	**24 433**

Source : Rode and Associates (2017)

Note that the above calculations of future required land extent assume the demand for and supply of land are currently in equilibrium, i.e. there is no significant pent-up demand (demand that cannot be satisfied because of a shortage of developable land[11]). However, note that 'equilibrium' would implicitly assume that a proportion of developable land is permanently vacant and available for development in order to prevent pent-up demand developing, which is referred to by Rode as iron vacancy. This concept is analogous to an iron inventory of a retail business (or any business that has to keep inventory), i.e. a required minimum stock level in order to prevent the business running out of stock from time to time. What exactly this iron vacancy of developable land for a municipality is or should be, is unknown.

Based on the historic take-up from 1996 to 2015 for Stellenbosch Town as stated previously, it represented 60% of the take-up of all land developed across the Stellenbosch Municipal area. The figures in Table 5 reflect the number of units based on a positioning strategy determined by Rode and Associates for development in urban areas of Stellenbosch by 2036, with specific reference in this study to **Stellenbosch Town** .

Table 5: Scenario outcomes of demand for residential units by 2036 per scenario for Stellenbosch Town

Type of dwelling unit	Business -as-usual	Consensus	Junk	Average of scenarios
Houses smaller than 80 m²	16 868	18 554	15 181	16 868
Houses larger than 80 m²	2 598	1 716	950	1 755
Flats	2 453	2 737	2 015	2 401
Townhouses	156	173	128	152
Total units	**26 446**	**34 174**	**24 297**	**28 305**

Source : Rode and Associates (2017)

4.1.2 Alignment of affordability and the housing typology

Effective demand is created by the ability to pay for the dwelling, which in turns refers to affordability. An analysis was prepared to understand the alignment between loan repayments and price of dwelling units and the type of house. Affordability is based on 30% of a household's annual income, an interest rate of 10.5% and instalments payable over a period of 20 years. Table 6 provides an overview of the outcome of the analysis.

[11] Developable land means land that has a realistic potential of acquiring development rights

Table 6: Affordability analysis of bond repayment coupled to approximate unit price and the type of dwelling unit

Annual household income categories	Monthly bond repayments	Approximate cost per unit	Proposed type of residential
Low-income (R0 – R50 613)	R0 – R998	R0 – R100 000	Subsidised/ Social Housing (BNG)
Low to middle-income (R50 614 – R202 450)	R1 997 – R4 992	R200 000 – R500 000	GAP Housing
Middle to high-income (R202 451 – R809 802)	R5 990 – R19 968	R600 000 – R2 million	Middle-income – Apartments and small townhouses
R809 203 – R1.6 million	R24 959 – R39 935	R2.5 million – R4 million	Luxury duplex/single residential
R1.6 million – R3.2 million	R44 927 – R79 870	R4.5 million – R8 million	Luxury high-end single residential
R3.2 million and above	R84 862 and more	R8.5 million and above	

Note: The household income categories emphasised in the above table are aligned with the type of housing envisaged for the proposed Libertas project.

Based on the above affordability analysis, it is evident that the residential market consists of the following categories:

- Low and low- to-middle-income aimed at the BNG and GAP housing markets;
- Middle to high-income group – this market caters for young families, private student accommodation, households employed in blue-collar jobs (i.e. teachers, police officers, municipal workers, etc.); and
- Higher-income luxury market.

As indicated above, the **middle to high -income market** is specifically aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)
- R3.2 million and above per annum income (units R8.5 million and above)

The nature and scope of the Libertas development is likely aligned to a portion of the first category and categories 2 and 3 of households based on income levels.

4.1.3 Adjustment of Rode demand forecasts

Accurate forecasts of demand related to the housing typology over the next 20 years are impossible. Given the context provided above and based on emerging market trends, an adjustment is made to the demand forecasts for different housing types prepared by Rode in order to reflect a higher need for town houses and larger homes. Although the market will dictate demand and developers will react accordingly, the tendency to provide for smaller erf sizes and smaller houses in medium to high-density developments is gaining momentum. In order to reflect the principles stated above, the following adjustments are made to the baseline allocation of demand for different types of dwelling units determined by Rode.

- Current size and consequently the number of townhouses as per the Rode forecast, are adjusted down from a dwelling size of 200 m^2 to reflect a size of 130 m^2, which implies that the base number determined by Rode, increases by a factor of 1,5384.
- Twenty percent (20%) of the houses smaller than 80 m^2 as determined by Rode are re-allocated to townhouses. This figure is divided by a factor of 1,625 to reflect the need to increase the size of the house to 130 m^2, which implies less units of 80 m^2 or smaller are available.
- Twenty-five percent (25%) of houses smaller than 80 m^2 in the affordable category are allocated to the category of houses larger than 80 m^2. Note that Rode used a house size of 260 m^2 to reflect the size of a house in the category above 80 m^2. The re-allocation of houses from the smaller than 80 m^2 category required a downwards adjustment of the number of units re-allocated to the above 80 m^2 category; a factor of 3,25 was therefore applied.

Our analysis of emerging trends suggests that the 20% and 25% re-allocations stated above is not unrealistic in terms of the envisaged market supply dynamics, project ideas, conceptualisation and developer risk and returns.

The re-weighting per scenario is indicated in Table 7 for the housing types based on the baseline forecasts prepared by Rode. In terms of the categorisation adopted by Rode, the combination of affordable houses smaller than 80 m^2, flats and townhouses when compared to houses larger than 80 m^2, represented a split of 91% to 9%. The adjusted allocation reflects a split of 84% to 16% for the stated two respective categories.

Table 7: Percentage allocation adopted by the Rode forecast per housing type for each scenario versus the adjusted percentages based on the reallocation of units

	Business -as-Usual scenario		Consensus scenario		Junk scenario		Consolidated adjustment
Housing type	Rode	Adjusted	Rode	Adjusted	Rode	Adjusted	
Houses smaller than 80m^2	76%	51%	80%	54%	83%	56%	**54%**
Houses larger than 80m^2	12%	20%	7%	15%	5%	13%	**16%**
Flats	11%	13%	12%	14%	11%	14%	**14%**
Townhouses	1%	16%	1%	16%	1%	17%	**16%**

Source : Rode and Associates (2017) and own calculations

Table 8 indicates the result of the adjustments for **Stellenbosch Town** made to the baseline allocation of dwelling units by Rode in the forecast to 2036. The percentage allocation was recalculated to include affordable houses of smaller than 80 m^2, houses larger than 80 m^2, flats and townhouses. The findings suggest that 464 houses smaller than 80 m^2, 140 larger than 80 m^2, 120 flats and 141 townhouses, or a total of 865 dwelling units per annum on average, are required to serve the demand for dwelling units. Also note that due to reallocation and adjustments, the total number of units required by 2036 are 17 301 as opposed to the 28 305 stated in the Rode forecast.

Housing demand per annum on average :

- 464 houses <80 m^2
- 140 houses >80 m^2
- 120 flats
- 141 townhouses

Table 8: Adjusted demand for housing types in Stellenbosch Town with an annual average of the scenarios over a period of 20 years

Type of house	Business -as-Usual scenario	Consensus scenario	Junk scenario	Average of scenarios	Average per annum over 20 years
Houses smaller than 80 m^2	9 277	10 205	8 349	9 277	464
Houses larger than 80 m^2	3 636	2 857	1 884	2 793	140
Flats	2 453	2 737	2 015	2 402	120
Townhouses	2 835	3 121	2 532	2 829	141
TOTAL	**18 201**	**18 920**	**14 780**	**17 301**	**865**

Source : Rode and Associates (2017) and own calculations

The greatest demand is for houses smaller than 80 m^2, which represents 53,6% of the total annual demand. Similar numbers of town houses and houses larger than 80 m^2 are required on an annual basis, while 120 flats per annum on average are required to cater specifically for the student and young working adult market.

One in every two dwelling units demanded is part of the affordable category (houses smaller than 80 m^2)

5. SUPPLY AND DEMAND FOR RETAIL IN STELLENBOSCH

A study market undertaken by Urban Econ (2016) provides context for the assessment of supply and demand for future retail space in the Stellenbosch Municipal area. It is not anticipated that the situation has changed significantly since 2016, particularly in the Stellenbosch Town area.

There are some smaller retail nodes throughout the Stellenbosch Municipal area that are servicing convenience shopping through neighbourhood centres. There are two main retail nodes, namely Stellenbosch CBD (including Eikestad Mall and the Checkers Centre) and Stellenbosch Square.

New residential developments will result in derived demand for retail space. This mainly includes the proposed plans by the Municipality for social and GAP housing because the other development plans have not been approved and various constraints were raised by the municipality regarding the various developments.

Leakages also occur where households do retail shopping in other areas, mainly relating to destination offerings such as Somerset Mall, Waterstone Village, etc. in acceptable travel distances for Stellenbosch residents, especially to the southern areas of Stellenbosch Town. Stellenbosch residents that work outside the municipal area also cause leakages.

Retail in Stellenbosch benefits from students travelling to the area, tourists visiting the area, people living in areas outside the municipal area, but working in the Stellenbosch Municipal area and demand derived from future developments, whether commercial or residential.

Urban Econ estimated in 2016 that there is approximately 170 000 m^2 of retail space in the Stellenbosch Municipal area (excluding activities on farms) that represents the supply side. Demand for retail space in 2016, 2019, 2022 and 2026 is estimated as follows:

2016: 152 257 m^2
2019: 191 250 m^2 (growth rate from 2016 to 2019: 2,58%)
2022: 225 454 m^2 (growth rate from 2019 to 2022: 2,85%)
2026: 295 560 m^2 (growth rate from 2022 to 2026: 4,21%)

In terms of the net effective demand, an oversupply of 17 743 m^2 was prevalent in 2016. An undersupply 21 250 m^2 was forecast by 2019, while this figure increases to 55 454 m^2 in 2022 and 125 560 m^2 in 2026. These forecasts assume that any additional retail will be absorbed.

The supply, demand and net effective demand together with the annual compounded growth rate in retail space requirements, are illustrated in Figure 10.

Important to note that although this is based on the Stellenbosch Municipal area, the majority of the demand will be attributed to the Stellenbosch Town due to it being the major economic node of the municipality.

In terms of the Libertas proposal, it includes a community type retail centre that will provide a GLA of 15 000 m^2. This contributes 70,58% to the net effective demand for retail space as forecast in 2019, 27,05% in 2022 and 11,95% in 2026, all other things kept constant. This also does not consider retail projects in the planning phase, proposed, submitted or in process with the Stellenbosch Municipality.

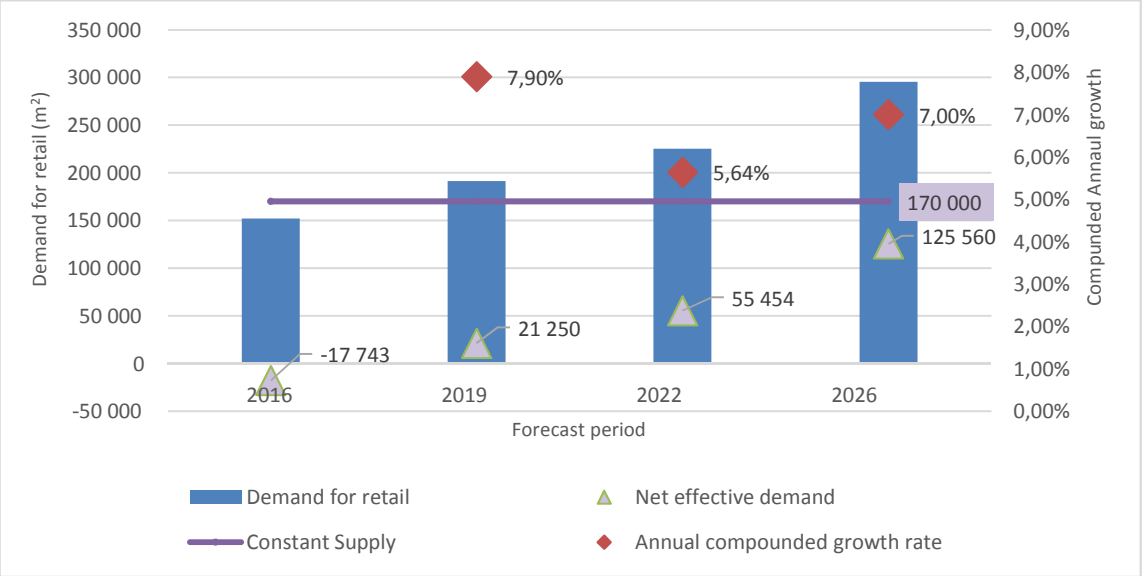


Figure 10: Demand and supply for retail space in the Stellenbosch Municipal area in 2016, 2019, 2022 and 2026 together with annual growth rates

Note: A negative net effective demand implies that there is an oversupply of retail space

6. SUPPLY AND DEMAND FOR OFFICE SPACE IN STELLENBOSCH

The main office nodes include Stellenbosch CBD, Techno Park and Stellenpark Business Park. It is estimated by Urban Econ (2016) that there is approximately 208 724 m² of office space in the Stellenbosch Municipal area, of which a large portion accrues to Stellenbosch Town.

Estimates of the demand for office space in 2016, 2019, 2022 and 2026 are as follows:

- 2016: 244 608 m²
- 2019: 250 936 m² (growth rate from 2016 to 2019: 2,58%)
- 2022: 258 097 m² (growth rate from 2019 to 2022: 2,85%)
- 2026: 268 976 m² (growth rate from 2022 to 2026: 4,21%)

A net effective demand for 35 866 m² of office space was estimated in 2016. This was anticipated to grow to 42 193 m² in 2019, 49 355 m² in 2022 and 60 234m² in 2026. An undersupply of office space already exists. The net demand for office space should also be considered in terms of the forecast by Rode and Associates that alluded to a net effective demand of approximately 77 000 m² in 2036. Irrespective of the source of the forecast, a current undersupply of office space exists in Stellenbosch.

The supply, demand and net effective demand together with the annual compounded growth rate in office space requirements are illustrated in Figure 11.

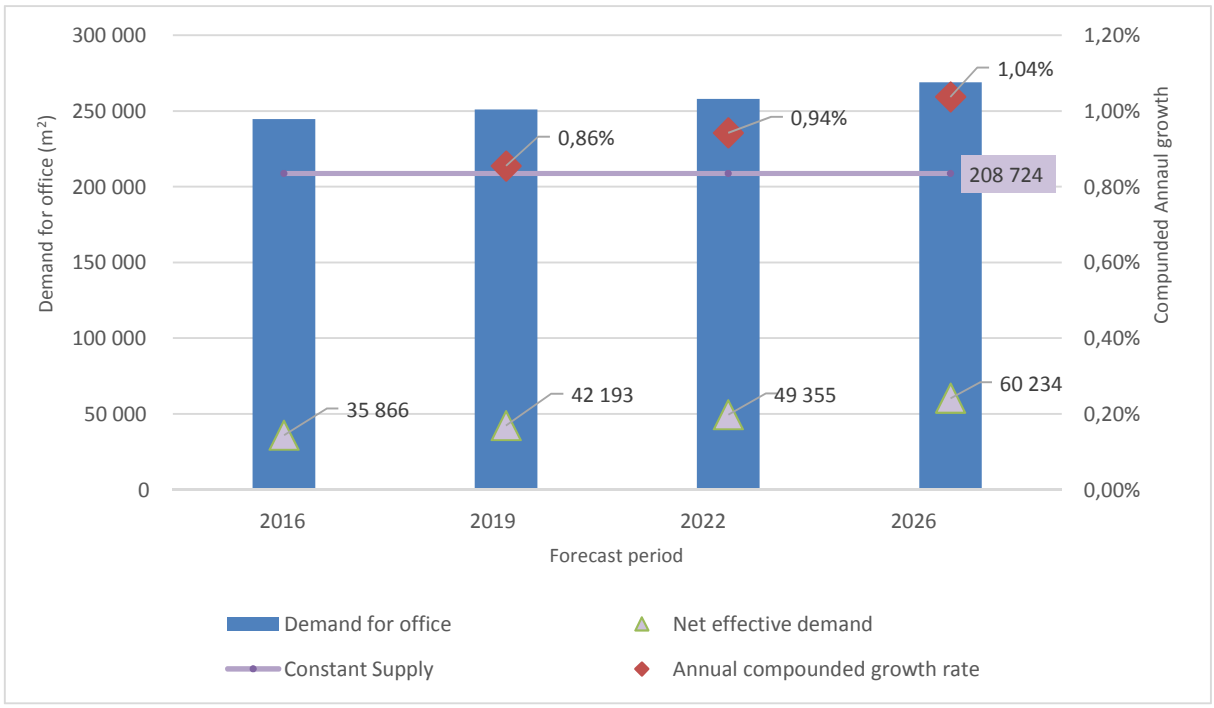


Figure 11: Demand and supply for office space in the Stellenbosch Municipal area in 2016, 2019, 2022 and 2026 together with annual growth rates

The Libertas proposal for office space provides for a GLA of 78 000 m². If aligned to the forecasts illustrated above and not in terms of any phasing, the Libertas proposal will exceed to net effective demand by 129,50% in 2026, once again all other things kept constant. This also does not consider office projects in the planning phase, proposed, submitted or in process with the Stellenbosch Municipality.

7. ALIGNING COMMUTER TRAFFIC AND DEMAND FOR HOUSING

7.1 Linkage between commuting employees and housing demand

Housing demand is traditionally based on population growth and is influenced by factors such as income levels, access to finance and market conditions. A requirement also exists to align the housing need with employment generated by existing and new development opportunities, as the current demand for employment cannot be met from internal supply, i.e. many people live elsewhere and commute to their place of employment in Stellenbosch Town. This results in various other issues, such as the exacerbation of an already congested road and parking network, increase in property prices and negative effect on household lifestyles.

A large number of people commute daily to Stellenbosch Town for work, with many of these commuters that cannot afford to purchase a dwelling unit in Stellenbosch. Figure 12 illustrates current and new employment in the commercial, retail and industrial sectors in relation to persons that live and work in Stellenbosch Town and those that commute on a daily basis together with the potential need for housing.

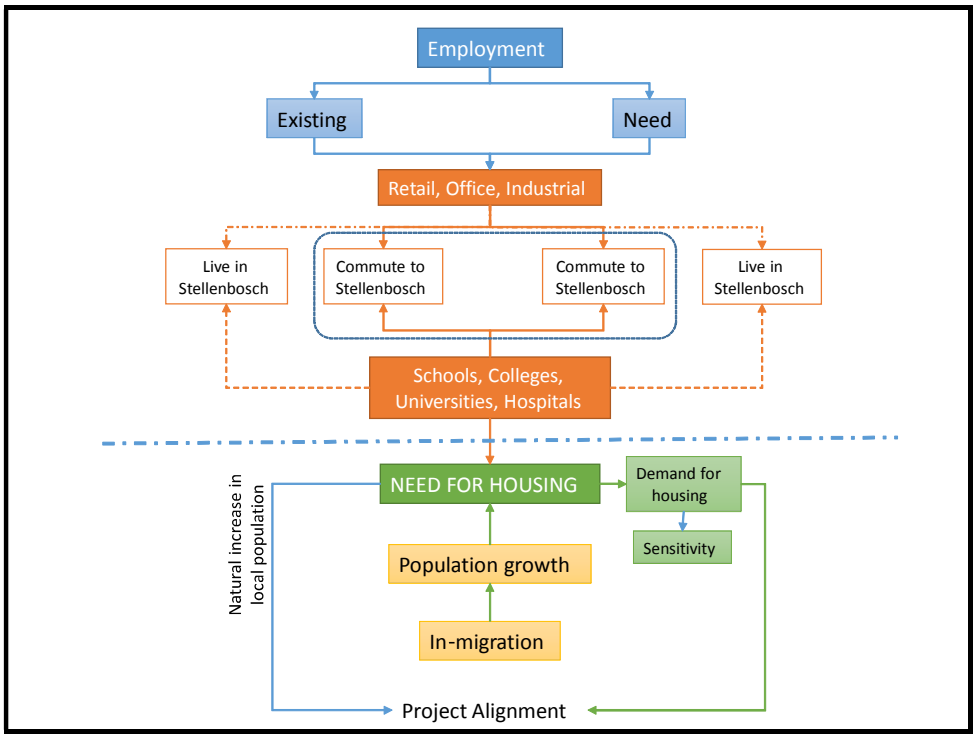


Figure 12: Contextualisation of employment by commuters travelling to Stellenbosch and the need for housing

Source : Multi-Purpose Business Solutions

The approach adopted to ascertain the potential demand for housing is based on an understanding of the existing supply and future demand for retail, commercial and industrial space. A need therefore exists to determine the number of people that work in the businesses and institutions operating in Stellenbosch Town. The approach adopted is based on a determination of the total GLA occupied by businesses in the retail, office and industrial sectors, and applying employee densities to obtain an estimate of the number of people being employed within Stellenbosch Town.

Stellenbosch Town has various JSE-listed entities, other large unlisted businesses, a large education sector comprising primary, secondary and tertiary institutions, hospitals and other public and government institutions. These entities include among others, Stellenbosch University, Capitec, MediClinic, Remgro, Parmalat, Distell, Boland College, Stellenbosch Municipality, Stellenbosch and MediClinic hospitals, etc.

After characterising the employment population of Stellenbosch, it is necessary to determine what percentage of employees that work at these and other firms, are domiciled in Stellenbosch Town versus those that commute on a daily basis from the surrounding towns or the CMA.

The maximum need for housing is derived from estimates of the existing number of employees commuting daily to Stellenbosch Town and the "potential" number of new employment opportunities that any new retail, commercial and industrial development would generate. We assume that displacement and substitution is likely to occur, but when applied to persons that commute to Stellenbosch Town, the impact is zero as the vacant position is filled by another person who either originates from within Stellenbosch Town or forms part of the commuter work force. This is obviously not possible to determine without primary research.

7.2 Need and demand assessment of commuters

Cordon traffic entering Stellenbosch from various access routes determined by Royal Haskoning DHV for the Stellenbosch TOD study (2016), was considered as a point of departure. The cordon counts of vehicles were translated into a figure representing the number of persons entering Stellenbosch during the daily commute by using the Hatch-Goba (2015) study, which drew on information from a study prepared by Jeffares and Green in 2010.

It was apparent from the Hatch-Goba survey (2015) among the larger employers in Stellenbosch (i.e. Distell, MediClinic, Remgro, Parmalat, Denel and Stellenbosch Municipality) that 80% of the workforce use a car for travelling to work, while 20% of employees make use of a lift club on a regular or irregular basis (p. 23). Jeffares and Green (2010) determined that occupancy per vehicle ranged between 1,1 and 2,6 for high- and low-income groups, respectively. We adopted a vehicle occupancy ratio ranging from 1,1 to 2,6 based on the distance travelled and the origin of the vehicles entering Stellenbosch Town. In other words, longer travelling distances would assume greater vehicle occupancy levels.

- 14 409 commuters entering Stellenbosch in morning peak traffic
- 11 527 commuters working in Stellenbosch

These ratios were applied to determine the number of individuals entering Stellenbosch Town in the morning peak from 7:00 to 9:30, which is estimated at 14 409. It may also be argued that the peak starts at 6:30, which results in an undercount of traffic entering Stellenbosch.

Jeffares and Green (2010) determined that 20% of the vehicles could be considered as through-traffic (Hatch-Goba, 2015, p. 11). The adjusted number of people commuting to and working in Stellenbosch Town is therefore 11 527. Once the number of persons commuting was determined, the Hatch-Goba 2015 study relying on the Jeffares and Green estimates, determined that 40% of the Stellenbosch work force resides in neighbouring towns from where they commute every day, while 25% of Stellenbosch University students commute from neighbouring towns. The cordon counts, through-flow, vehicle occupancy and employees residing outside Stellenbosch Town form the basis for the baseline establishment of the need for dwellings units.

Stellenbosch University students were deducted from the baseline as they could not realistically be considered as potential purchasers of dwellings in Stellenbosch Town. A ratio of 40%, as indicated above, was applied to the remaining part of the workforce entering Stellenbosch Town on a daily basis.

This implies a figure of 6 527 that could be considered as part of the potential take-up of dwellings in the future. We assumed that the number of commuters would increase by 1,52% per annum, which is derived from the estimated annual growth in retail, commercial and industrial development envisaged for Stellenbosch Town as determined by Rode for the following 20 years.

However, it is unrealistic to assume that 8 830 people working in Stellenbosch Town by 2036 forming part of the daily commuting workforce that reside elsewhere, would be able to afford to purchase a dwelling and/or even be willing to or want to live in Stellenbosch Town. Although affordability can be determined based on categories of income, no personal or household income data are available from commuters, neither any indication of whether or not they would exercise a choice to live in Stellenbosch Town. Choice could be influenced by financial, general economic conditions, family structures and other decisions.

8 830 people working in Stellenbosch Town by 2036 would form part of the daily commuting workforce

A factor that further affects the need for housing and ultimately demand is in-migration, which could be due to the following:

- People move to Stellenbosch Town in response to a need for additional staff by existing commercial or public/government institutions;
- People move to Stellenbosch Town, but work elsewhere in the Winelands District or in the CMA;
- Normal population progression of people that were raised in Stellenbosch, accepted employment and remained here, creating further demand.

These categories of persons/households also form part of the potential need, which as indicated, translates over time into demand for housing. The limitations of the analysis thus far relate to the following:

- No data on the household income levels of persons commuting to Stellenbosch Town are available;
- No data on preferences to reside in Stellenbosch could be considered;
- Population projections can offer an indication of the population growth, which then address the categories of persons highlighted above, but current data are estimates and subject to a large margin of error.

It is not the purpose of this report to assess whether or not development can occur, which is affected (among others) by the Municipality's financial ability to provide infrastructure, planning policies and market conditions, but how the potential need could translate into effective demand. Consequently, it is required to align the demand forecasts by Rode as adjusted, with the potential demand suggested by commuter traffic.

For the purposes of further assessing the potential demand from commuter traffic, the demand, which represents the take-up of residential units and commercial opportunities as determined by Rode and Associates for input into the Draft Stellenbosch Urban Development Strategy (UDS) (2017), is used as a base. The percentage contributions of different housing types determined by Rode are amended and applied to the dwelling need by commuters (see Section 4.1.3).

7.3 Aligning the Rode demand forecast and potential commuter need for dwelling units

Rode forecasted demand for housing based on different housing types that included houses smaller than 80 m^2 (affordable), houses larger than 80 m^2, flats and townhouses. The percentage split between the housing types was applied to the housing need in order to estimate an effective demand from persons commuting to Stellenbosch. Table 9 indicates an example of the split for 100% of commuters (8 830) that could express a need for dwellings in Stellenbosch Town based on the adjustment of the Rode demand forecasts for middle-income and high-income groups. The average need for dwelling units per annum based on the commuter need is 371 (for the middle-income category) and 70 (for the high-income category) over the next 20 years. The Rode adjusted forecasts suggest demand for 725 and 140 units for the middle-income and high-income groups, respectively. From a break-even perspective, the average annual demand determined by Rode as adjusted covers the estimated need of the middle-income commuting group (taken as 100%) by 1,95 times and the high-income need by 1,98 times.

Annual housing need:

- 371 units for middle-income category
- 70 units for high-income category
- Coverage 1,95 to 1,98

Table 9: Break -even analysis for alignment of Rode demand forecasts and need from 100% of persons commuting to Stellenbosch

	BAU Scenario	Consensus Scenario	Junk Scenario	Average Need p.a.	Break -even percentage	Break even	Adjusted Rode Forecast	Demand average p.a.	Difference
Middle Income – Apart. & small									
Houses smaller than 80m ^{2}, flats & townhous	7067	7498	7706	371	195,43%	725	14508	725	0
High income									
Houses larger than 80m ^{2}	1764	1334	1126	70	198,34%	140	2793	140	0

Source : Multi-Purpose Business Solutions

A sensitivity analysis was applied to determine a more realistic demand of the commuter need for dwellings in Stellenbosch Town. The figures in Table 10 indicate the estimated percentage of the need that could be converted to effective demand, which assumes that commuters can afford to purchase a dwelling and would choose to stay in Stellenbosch. A 50% take-up (or demand for dwellings) indicates a requirement for 186 units in the middle-income and 35 units in the high-income category per annum on average over the next 20 years.

Annual average housing demand with 50% take -up:

- 186 units for middle-income category
- 35 units for high-income category

Table 10: Sensitivity analysis of potential demand derived from the need for different types of dwelling units by commuters

Sensitivity analysis	Rode adjusted	Commuter demand for dwellings			
(Demand per annum)	avg. p.a.	100%	75%	50%	25%
Middle Income – Apart. & small					
Houses smaller than 80m ^{2}, flats & townhous	725	371	278	186	93
High income					
Houses larger than 80m ^{2}	140	70	53	35	18

Figure 13 is an illustration of different demand levels derived from the commuter need. It is clear that irrespective of the commuter need, the Rode adjusted forecasts would still be able to absorb any demand that would be realised from commuters acquiring dwelling units of the different housing types in Stellenbosch Town.

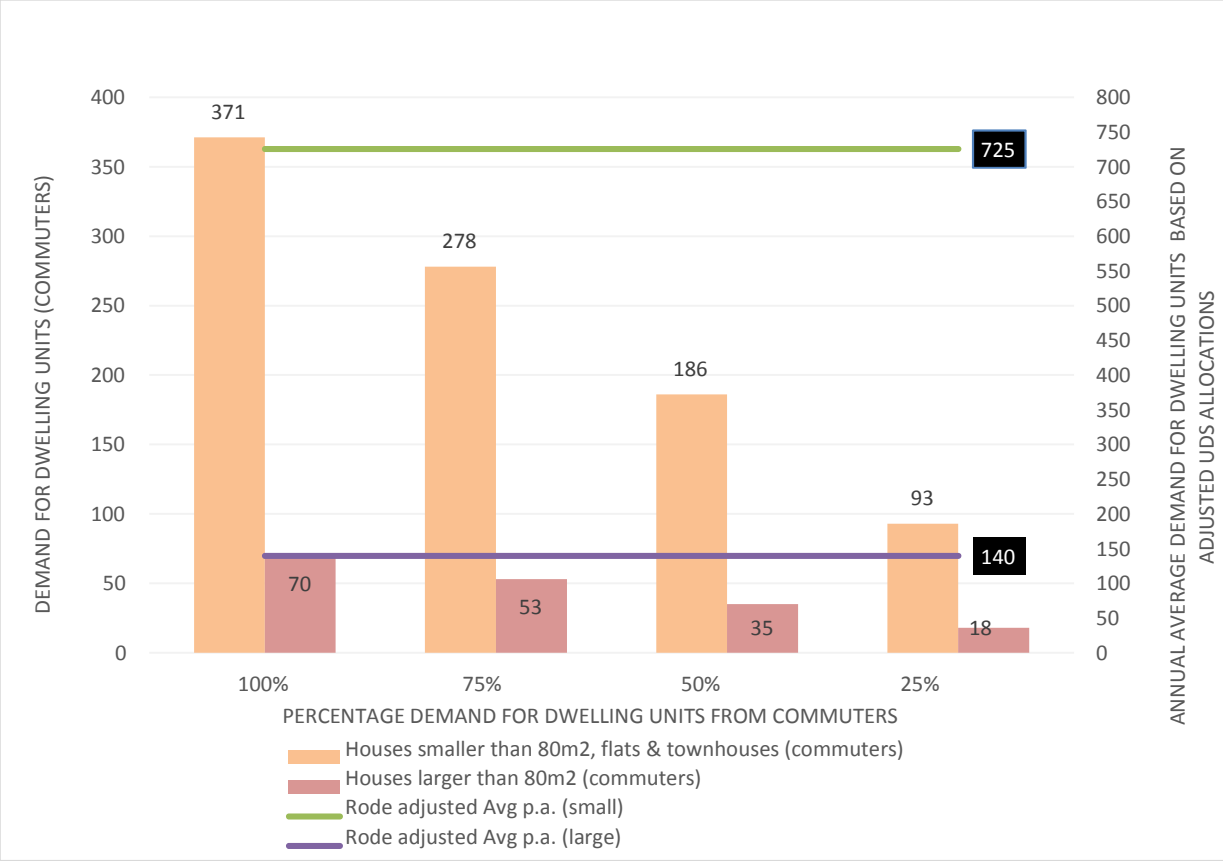


Figure 13: Alignment of potential need for different housing types based on commuters with the Rode demand forecasts for dwelling units

An application of the sensitivity analysis indicates that even with the adjustment of demand for housing types adopted by Rode, the adjusted demand forecasts would be sufficient to cover the need that may emanate from commuters. The findings are indicated in Table 11.

Table 11: Coverage ratios of commuter housing need for different dwelling types (categories)

Housing category	Coverage of possible commuter demand by adjusted Rode forecasts			
	100%	75%	50%	25%
Houses smaller than 80m ^{2}, flats & townhouses	2,0	2,6	3,9	7,8
Houses larger than 80m ^{2}	2,0	2,6	4,0	7,9

The take-out of the analysis of the potential commuter need for dwelling units, suggests that the demand projections determined by Rode as adjusted is sufficient to cover a 100% of the need that may arise from commuters. This effectively implies that any demand for dwelling units derived from the commuter need, is absorbed in the projections for all types of housing considered in this analysis.

8. DEMAND FOR DWELLING UNITS ARISING FROM COMMERCIAL DEVELOPMENT

The analysis considered in the previous sections was based on the current workforce commuting to Stellenbosch on a daily basis. It is assumed that businesses in Stellenbosch Town are operating at near full employment capacity and that no substantial vacancies exist. It is further assumed that additional capacity is available from persons residing in Stellenbosch Town for the nature and scope of jobs required by existing firms operating in Stellenbosch Town. Consequently, development of any additional retail, commercial and industrial activity, especially in the office and retail space, as well as development of special purposes properties (e.g. schools) would require employees that also originate from outside Stellenbosch Town.

It is also accepted that the substitution effect would occur among existing businesses and people moving to other new opportunities in Stellenbosch Town due to retail, commercial and industrial developments, who will be replaced by new persons and therefore create new demand. Hence, for the purposes of the next part of the analysis, it is assumed that no additional employment is available to be met from internal (Stellenbosch Town) supply.

The additional need for dwelling units arising from future retail, commercial and industrial development is based on the following principles:

a. The forecast of demand for retail, industrial and office space in Stellenbosch Town over the next 20 years prepared by Rode, forms the basis of the calculation to determine the potential need for dwelling units. If these are aligned to the Urban Econ (2016) estimates for Stellenbosch Municipal area, the following outcomes are recorded:

	2036	**2026**
Adjusted for an applicable to Stellenbosch Town	**Rode & Associates (2017)**	**Urban Econ (2016)**
Gross Lettable Area (GLA) (effective demand)	Average m² for three scenarios	Net effective Demand (m²)
Retail	69 282	106 726
Industrial	34 263	192 100
Office	77 204	48 187

Notes:

i. The attribution to Stellenbosch Town is 85% retail, 20% industrial and 80% office applied to both sources of the forecasts.

ii. The period used for analysis is also different with a 10 year and 20 year horizon

iii. The differences are also large and the bases may differ. Consequently, it was decided to use the lower of the forecasts. This implies using the Rode forecasts for retail and industrial and the Urban Econ forecast for a future estimate of office space, even though the periods applicable to the forecasts differ.

b. Typical employment densities expressed as a full-time equivalent job per m² are used to determine the potential number of employees that would be required:

- Industrial: 47 m²
- Office: 16 m²
- Retail: 15 m²

c. Densities are applied to the Gross Lettable Area (GLA) to determine the number of employees; and

d. The same factors and ratios applied to the cordon counts are used to determine the number of employees that would originate from outside Stellenbosch.

8.1 Impact of retail, commercial and industrial development

Our analysis suggests an average of 418 employees per annum is required for new retail, office and industrial development in Stellenbosch Town over a period of 20 years, of which 167 persons would originate from outside Stellenbosch and 251 would acquire housing in Stellenbosch Town, thus creating further demand. The 40% applied to the workforce originating from neighbouring towns could be higher depending on the nature and scope of skill levels required and the assumption that more than two-thirds of the economic activity in Stellenbosch Town is generated by businesses operating in the tertiary sector of the economy. The same percentages adopted for the assessment of the housing need from commuters are applied to the need for housing due to future development. This is required in order to achieve the necessary alignment between demand for housing from commuters and demand that arises from future commercial, retail and industrial development.

An additional 122 vehicles per annum on average would enter Stellenbosch Town due to the rollout of retail, commercial and industrial development over 20 years. We assumed a worst-case scenario with one occupant per vehicle, i.e. 122 extra persons are factored into the 8421 calculated in Section 5.2.

The previous analysis was based on number of vehicles and vehicle occupancy, while the analysis in this section uses a different approach based on employment densities. The application of the employment densities suggests that 167 persons would work in Stellenbosch Town, but originate from elsewhere. A difference of 45 persons occurs due to the different approaches.

Table 12 indicates that the average demand per annum based on the Rode forecast for retail and industrial space and Urban Econ forecast for office space in Stellenbosch Town over the next 20 years ranges from 42 to 167 dwelling units for take-up percentages ranging from 25% to 100% for those persons that commute to Stellenbosch. A further 70 to 278 persons could take up residence in Stellenbosch based on the application of the sensitivities.

Table 12: Sensitivity analysis of the potential need for dwelling units arising from non -residential development

Sensitivity analysis for number of units based on annual average (commercial, retail & industrial development)				
	100%	**75%**	**50%**	**25%**
Middle to High Income				
Houses smaller than 80m ^{2}, flats & townhouses (commuters)	141	105	70	35
High income				
Houses larger than 80m ^{2} (commuters)	27	20	13	7
Total	167	125	84	42
Middle to High Income (residing in Stellenbosch Town)				
Houses smaller than 80m ^{2}, flats & townhouses (residents)	234	175	117	58
High income (residing in Stellenbosch Town)				
Houses larger than 80m ^{2} (residents)	44	33	22	11
Total	278	209	139	70

A need also exists to include an additional 251 persons arising from future retail, commercial and industrial development that would reside in Stellenbosch Town, using the upper figure of the commuters as the base. In terms of understanding the total demand, an additional 278 persons are

added to the potential need for dwelling units to prevent double counting, i.e. not all 418 persons representing the employment requirement for Stellenbosch Town due to future retail, commercial and industrial development.

Figure 14 is an illustration of different demand levels derived from the commuter need. It is clear that irrespective of the commuter need, the Rode and Urban Econ forecasts would still be able to absorb any demand for dwelling units for the different housing types that would be realised from non-residential development in Stellenbosch Town.

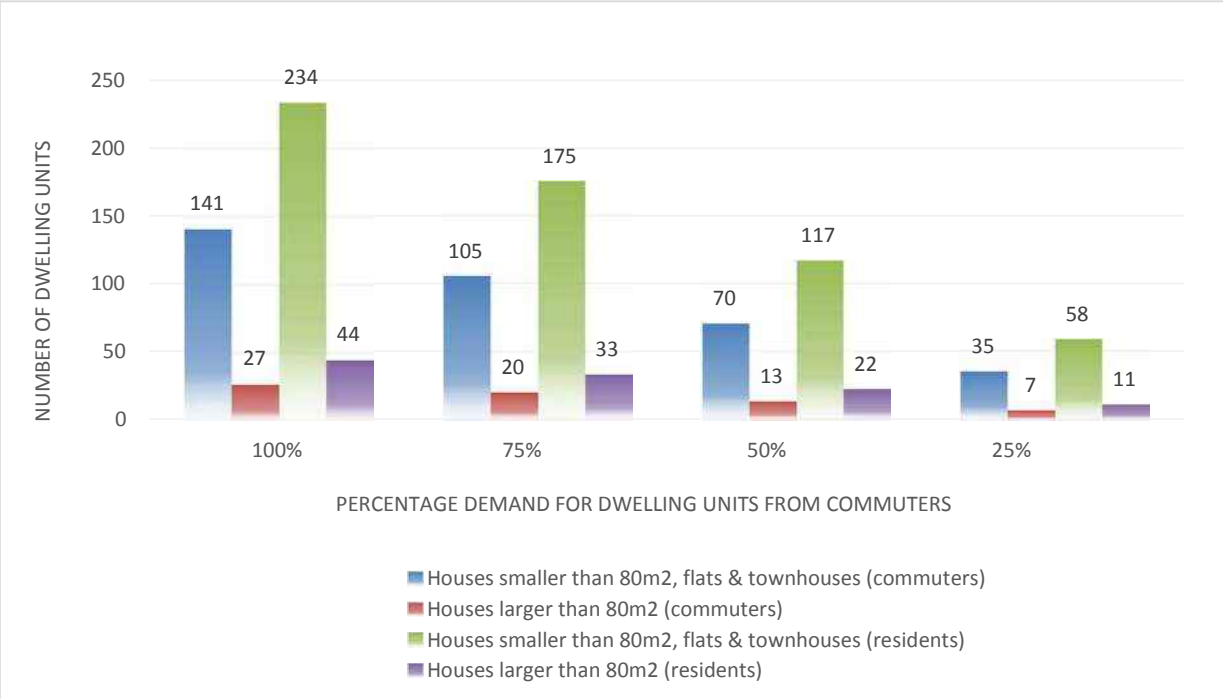


Figure 14: Alignment of potential need for different housing types from commuters and Stellenbosch Town residents with the Rode and Urban Econ forecasts for dwelling units arising from non -residential development

8.2 Metrics for analysis of future commercial development

It is useful to understand the figures derived from the analysis in the context of the relationship between two variables, i.e. vehicle traffic and commercial development. We determined that the addition of 53 m² of retail, office and industrial space would result in one additional vehicle entering Stellenbosch Town daily for work. Furthermore, one additional employee will originate from outside Stellenbosch Town for every 45 m² of GLA developed in Stellenbosch Town. Assuming the remainder of the need that arises from future commercial development arises from persons that want to reside in Stellenbosch Town, one additional employee originates from within Stellenbosch Town for every 27 m² of GLA developed. These ratios are derived from figures calculated from the assumptions applied in the analysis.

- 1 additional vehicle will enter Stellenbosch Town for every 53 m² of GLA developed
- 1 additional employee will originate from outside Stellenbosch Town for every 45 m² of GLA developed
- 1 additional employee would/could reside in Stellenbosch Town for every 27m² of GLA developed

9. CONSOLIDATED DEMAND FOR DWELLING UNITS

The potential demand for dwelling units related to current commuters is added to the demand that could be generated from additional commuters entering Stellenbosch Town as well as persons that would/could reside in Stellenbosch Town due to future commercial, retail and industrial development.

Table 13 indicates the consolidated demand for dwelling units from current and additional commuters with the latter representing an increase in commuters due to commercial, retail and industrial development over time. An average annual need for dwelling units from commuters ranges from 140 to 725, with 50% that could represent effective demand for 303 houses smaller than 80 m^2, flats and small town houses and 57 houses larger than 80 m^2. The findings indicate that the adjusted demand forecasts by Rode and Urban Econ, which did not consider the possible need for housing arising from future retail, commercial and industrial development, are able to cover 100% of the need. The different demand levels derived from the combined commuter need is also illustrated in Figure 15.

Combined commuters need between 140 to 725 dwelling units of different housing types on average per annum

Table 13: Combined housing need for existing and growth in commuters (due to retail, commercial and industrial development) compared to the adjusted Rode forecast for different levels of need

Sensitivity analysis (annual average demand)	Rode/Urban Econ				
(Commuters and future commercial development)	forecast	100%	75%	50%	25%
Middle Income					
Houses smaller than 80m ^{2}, flats & townhouses	725	605	453	303	151
High income					
Houses larger than 80m ^{2}	140	114	86	57	29
TOTAL	865	719	540	360	181



Figure 15: Alignment of the combined potential need by commuters for dwelling units of different housing types with the Rode forecasts for dwelling units

9.1 Sensitivity analysis related to adjustment of the housing type mix

As stated previously, houses smaller than 80 m², flats & small townhouses originally represented 91,88% of the housing mix determined by Rode, while houses larger than 80 m² represented 8,12%. This split was adjusted down to 84,06% for houses smaller than 80 m², flats & small townhouses and increased to 15,94% for houses larger than 80 m². These are the percentages applied in the analysis below. Various splits are applied to understand different allocation options; although these are for illustrative purposes, it offers an indication of different market scenarios for the two housing categories.

The analysis below is based on the allocations indicated in Table 14 for different percentages of the need for housing types. Proportional splits are used to demonstrate the adjusted output of the two housing mixes ranging from a 50%:50% (or equal) ratio to a ratio of 75%:25%.

Table 14: Combinations of different percentages representing the split between housing categories

Houses <80m2, flats & small townhouses	50%	55%	60%	65%	70%	75%
Houses >80m2	50%	45%	40%	35%	30%	25%

The findings of the sensitivity analysis presented in Table 15 based on the above proportional allocations suggest that the number of dwelling units required on an annual basis for the **50% scenario** (represented by a total demand of 360 dwelling units) ranges from 180 to 270 units for houses smaller than 80 m², flats and small townhouses. The demand for houses larger than 80 m² for the high-income group by 2036 ranges on average per annum from 90 to 180 dwelling units. This aligns with the forecast period adopted in the Rode forecasts.

50% of the need by 2036 would require on average per annum:

- 180 to 270 units smaller than 80 m²
- 90 to 180 units larger than 80 m²

The 75% scenario (represented by 540 dwelling units), indicates demand that ranges from 270 to 405 units for houses smaller than 80 m², flats and small townhouses. Demand for houses larger than 80 m² for the high-income group by 2036, ranges from 135 to 270 dwelling units on average per annum by 2036.

Table 15: Sensitivity analysis for different allocations between housing types based on different levels of need from current and future commuters

Adjusted split	Housing type		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		100%						
Adjusted annual housing demand		719						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m ², flats & townhouses			360	395	431	467	503	539
High income								
Houses larger than 80m ²			360	324	288	252	216	180
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		75%						
Adjusted annual housing demand		540						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m ², flats & townhouses			270	297	324	351	378	405
High income								
Houses larger than 80m ²			270	243	216	189	162	135
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		50%						
Adjusted annual housing demand		360						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m ², flats & townhouses			180	198	216	234	252	270
High income								
Houses larger than 80m ²			180	162	144	126	108	90
Adjusted split	**Housing type**		Sensitvity analysis					
84,06%	Houses <80m2, flats & small townhouses		50%	55%	60%	65%	70%	75%
15,94%	Houses >80m2		50%	45%	40%	35%	30%	25%
Total need arising from commuters		25%						
Adjusted annual housing demand		181						
Middle Income – Apart. & small townhouses								
Houses smaller than 80m ², flats & townhouses			90	99	108	117	126	135
High income								
Houses larger than 80m ²			90	81	72	63	54	45

Figures 16 and 17 illustrate the outcomes of the different percentage allocations to the two housing categories (houses smaller than 80 m², flats and small townhouses, and houses larger than 80 m²) based on the adjusted allocation stated above. The colours in Figures 16 and 17 correspond, which enables a direct comparison of the two housing categories starting at an equal allocation (50%) for both housing categories.

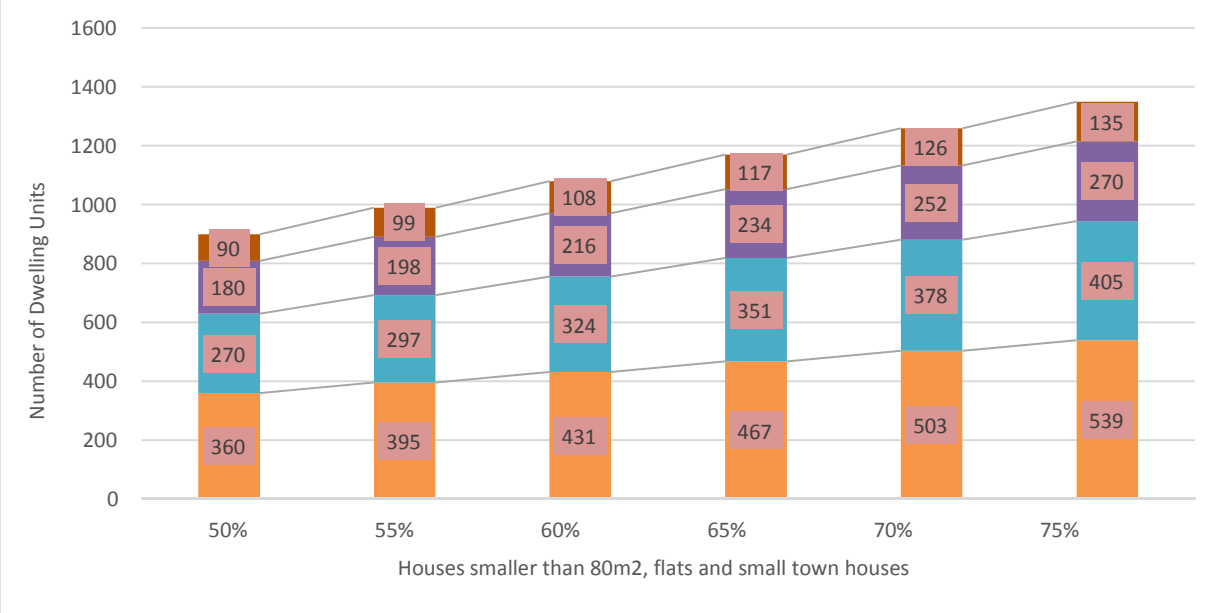


Figure 16: Illustration of different outcomes for an increasing percentage allocation to houses smaller than 80 m ², flats and town houses

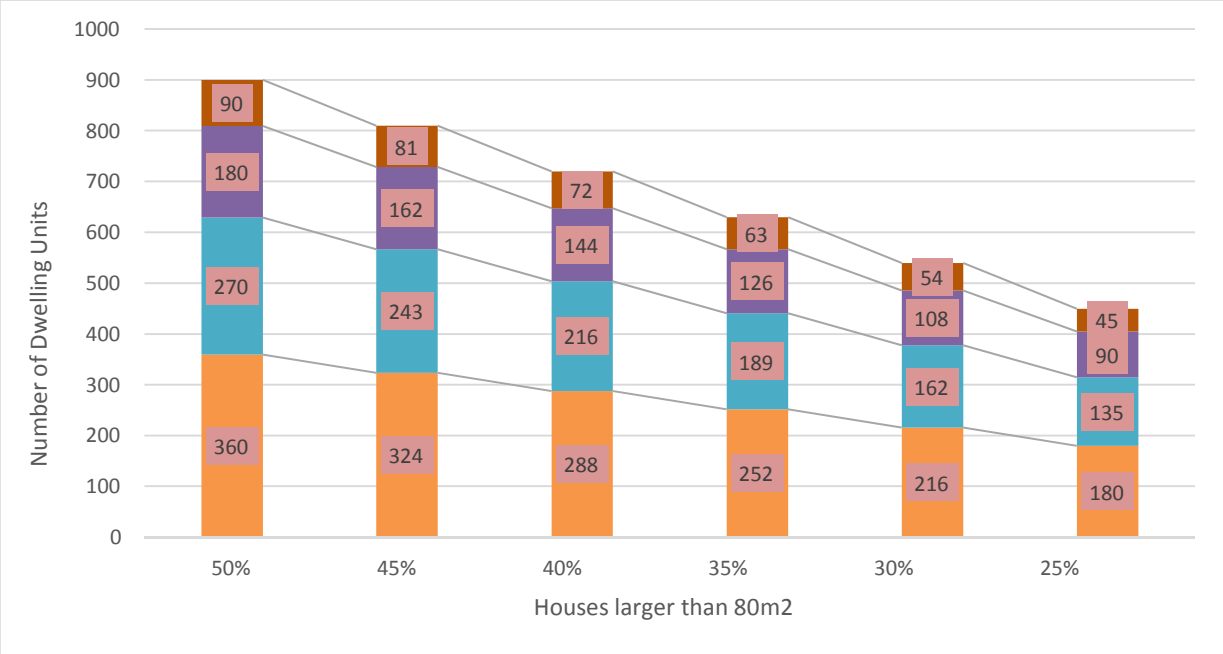


Figure 17: Illustration of different outcomes for an increasing percentage allocation to houses larger than 80 m ²

9.2 Synopsis of key findings

The assumptions, adjustments, findings and discussion in the previous sections suggest that the demand for units determined by the Rode forecasts (incorporating the net effective demand determined by Urban Econ (2016) as adjusted would absorb a 100% of the potential need accruing from current and future commuting traffic and from future demand for additional retail, commercial and industrial development space.

A more realistic take-up of 50% of the total need could be considered as effective demand, and results in a coverage ratio of 2,40 units for all housing types considered in the analysis (i.e. houses smaller than 80 m², flats & townhouses and houses larger than 80 m²). This implies that the need for every unit is covered 2,40 times by the demand projection in the Rode forecasts as adjusted. The coverage ratio for houses smaller than 80 m², flats & townhouses and houses larger than 80 m² is 2,40 and 2,44, respectively. The coverage ratios do not include other categories of demand outlined in Section 5.2.

*The **surplus** in terms of the forecast arises from the difference between the demand determined by the Rode forecasts as adjusted and the estimates emanating from the existing commuter traffic and additional commuter traffic derived from new commercial, retail and industrial development* . In terms hereof, a 100% take up of the need for housing arising from the combined commuter traffic, suggests a total surplus of 146 units for both housing categories, with 121 units allocated to houses smaller than 80 m², flats & townhouses, and 25 units for houses larger than 80 m² on average per annum.

A take-up of 50% of the need by all commuters, which is assumed to be half of the total potential need and represents the effective demand for the purposes of this analysis, indicates that the surplus for houses smaller than 80 m², flats and townhouses and houses larger than 80 m², is 505 units on average per annum. The surplus at the 50% take-up of the housing need is 423 for units smaller than 80 m², flats and townhouses and 82 units for houses larger than 80 m² on average per annum.

Surplus for all housing types houses per annum on average by 2036:

- 505 units in total
- 423 for units smaller than 80 m², flats and townhouses
- 82 units for houses larger than 80 m²

A need exists to contextualise the proposed project in terms of demand by considering the possible take-up of dwelling units, the growth paths envisaged for Stellenbosch Town, as well as estimates of the timeframe for the completion of the Libertas project.

10. DEVELOPMENT OF AND IN STELLENBOSCH TOWN

In order to place the Libertas development project in the context of the future development and growth of Stellenbosch Town, a requirement exists to consider the strategic positioning, development strategy and growth trajectory underpinned by the Draft MSDF. The application of these strategic principles permits the estimation of certain benefits that would accrue to the Stellenbosch economy and the Stellenbosch Municipality due to a development project.

10.1 Growth trajectory for Stellenbosch Town

Stellenbosch Town is positioned to provide service-orientated activity driven by and aligned with tertiary sector development. In terms of the Draft MSDF and the next 20 years, Stellenbosch Town should facilitate complementary and supplementary land uses, i.e. residential with an emphasis on indigent housing and commercial components aligned to and focused on tertiary sector economic activity. Development can be incentivised to, among others, accelerate and facilitate private sector investment (considering mix, timing and extent) and to provide skills development and upskilling opportunities for locals. In terms hereof the following should be noted in the Draft MSDF:

The current service and housing delivery model is ineffective in addressing th e municipality's housing demand and growth. Housing demand and the associated land demand for the currently delivery model shows that the municipality does not have access to adequate land to serve the current and projected housing demand (p. 39).

The development landscape in and around Stellenbosch Town over the past 10 years has been characterised by the following:

- low levels of development (except for the Brandwacht-on-River residential development),
- mostly brownfields projects (demolition of houses for construction of flats or other commercial uses) and
- limited greenfield development,

all of which has resulted in increasing equilibrium price points due to demand exceeding supply.

The use of a progressive growth trajectory for Stellenbosch Town over the next 20 years forms the basis of the analysis. Progressive growth implies exponential growth over slightly less than the first half of the 20-year forecast period, reaching saturation point after about 10 years and tapering off significantly thereafter to flatten out over the last five years of the forecast period. Figure 18 illustrates the growth trajectory for a progressive development path for Stellenbosch Town over 20 years.

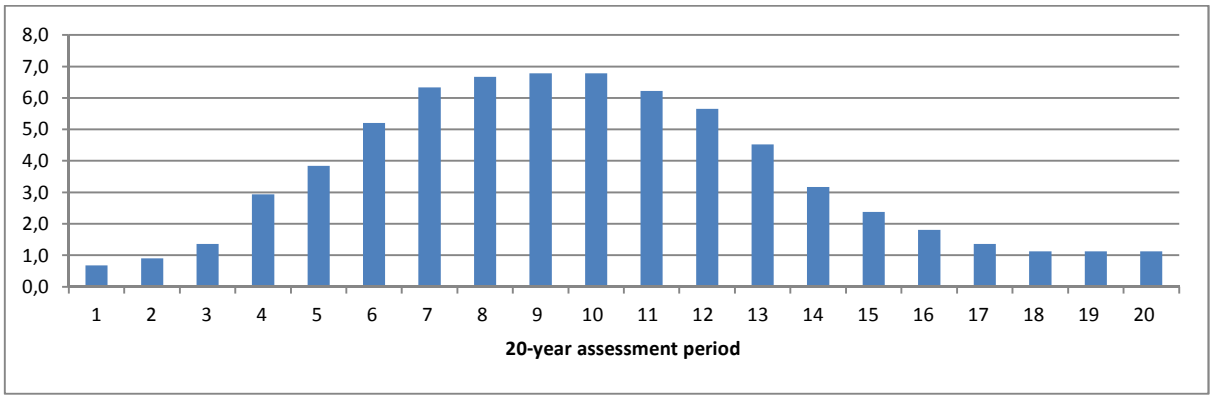


Figure 18: Growth trajectory for Stellenbosch Town over 20 years

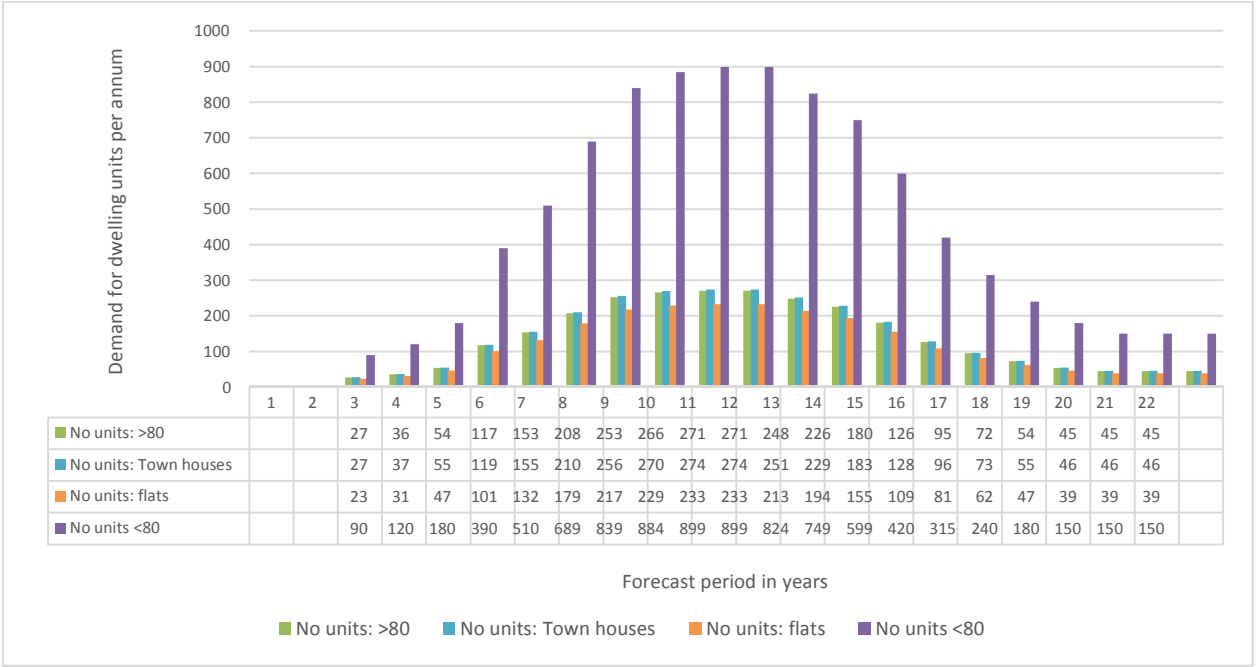
Table 16 provides a summary of the housing typology with amended demand forecasts by 2036 (refer to Table 8). The figures stated in Table 16 are annualised based on the application of the adopted growth trajectory for Stellenbosch Town. The envisaged annual take-up of dwelling units based on the housing typology and application of the growth trajectory is illustrated on an annual and cumulative basis in Figure 19 and 20, respectively.

Table 16: Summary of the adjusted demand based on the Rode forecast for different housing types

Housing type	Amended Rode demand forecast
Houses smaller than 80 m^2 (affordable)	9 277
Houses larger than 80 m^2	2 793
Flats	2 402
Townhouses	2 829
Total units	**17 301**

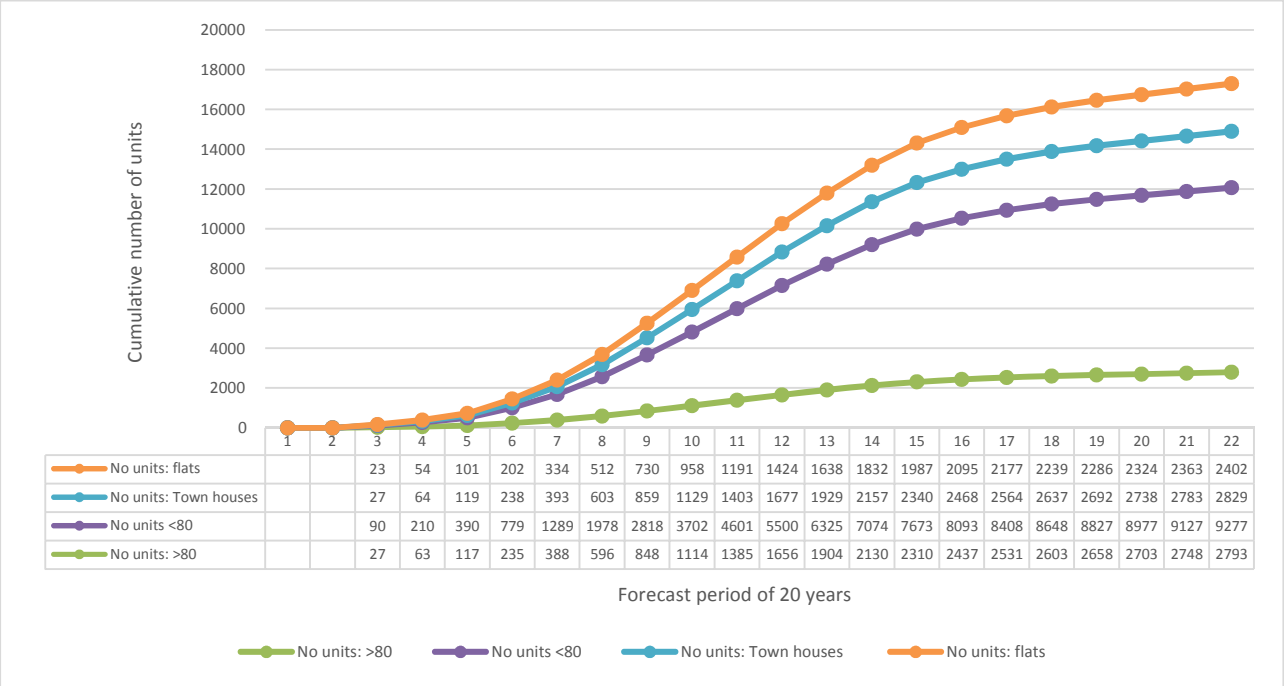
Source: Rode and Associates and own calculations

As indicated below, the units are allocated per year based on an application of the progressive growth trend for Stellenbosch Town. A peak is reached in about 11 to 12 years, but it should be noted that market conditions, supply and demand dynamics will impact the actual outcome of this growth trajectory, as will municipal funding to provide bulk and infrastructure services. Note that the first two years of the forecast period are used for the introduction of bulk and internal services as part of the rollout of a development project. The timeframe is variable depending on the nature and scope of the project.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
No units: >80			27	36	54	117	153	208	253	266	271	271	248	226	180	126	95	72	54	45	45	45
No units: Town houses			27	37	55	119	155	210	256	270	274	274	251	229	183	128	96	73	55	46	46	46
No units: flats			23	31	47	101	132	179	217	229	233	233	213	194	155	109	81	62	47	39	39	39
No units <80			90	120	180	390	510	689	839	884	899	899	824	749	599	420	315	240	180	150	150	150

Figure 19: Forecast of the annual dwelling units per housing type for a period of 20 years based on adjusted demand forecasts



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
No units: flats			23	54	101	202	334	512	730	958	1191	1424	1638	1832	1987	2095	2177	2239	2286	2324	2363	2402
No units: Town houses			27	64	119	238	393	603	859	1129	1403	1677	1929	2157	2340	2468	2564	2637	2692	2738	2783	2829
No units <80			90	210	390	779	1289	1978	2818	3702	4601	5500	6325	7074	7673	8093	8408	8648	8827	8977	9127	9277
No units: >80			27	63	117	235	388	596	848	1114	1385	1656	1904	2130	2310	2437	2531	2603	2658	2703	2748	2793

Figure 20: Cumulative take -up of dwelling units per property type over 20 years

10.2 Benefits to Stellenbosch economy and Stellenbosch Municipality

10.2.1 Economic and labour contribution

Estimating the impact of a project or development assists role-players to understand the potential **benefits for the economy** and stakeholders. The assessment of the economic impact of a project generates an estimate of the economic consequences associated with development of a project on the Stellenbosch economy and is used to assess the direct and indirect contributions of construction spend and operational revenues (final demand) on the economy through the application of multipliers.

The assessment of the **employment contribution** is at best very risky. The results are driven largely by the assumptions, which entail the following:

- The structure and composition of the Western Cape and Stellenbosch economy will remain unchanged. This assumption is necessary to enable the use of multiplier analyses.
- No political and other administrative changes will take place on a national or provincial level.
- Salaries and wages are fixed in real terms. Household income will adjust purely by the constant wage multiplied by the increase in employment.
- The supply of skilled labour will be a limiting factor in the construction process.

Demand for labour (employment) is in economic terms considered as a derived demand; a forecast for labour demand can therefore be derived from the planned increase in capital and operational spending. The basic assumption focuses on the relationship between growth in real spending and growth in labour demand. If growth in labour demand equals the growth in real spending, labour productivity will stay constant. If labour productivity increases, the demand for labour will grow at a slower rate than real spending.

The assessment offers an indication of direct and indirect contributions to the Stellenbosch economy and the labour impact based on the annual change over the period envisaged for development using 2017 as a base.

10.2.2 Municipal development charges (DCs) and property rates

Infrastructure provision to enable the development of a project such as Libertas is generally the responsibility of the relevant sphere of government, which is Stellenbosch Municipality in this case. In order to recoup all or a major part of the costs related to the introduction of infrastructure for a project (development opportunity), the government introduces Development Charges (DCs) payable by the developer based on the nature and scope of the external services and infrastructure required for the envisaged project.

The Stellenbosch Municipality will also benefit from levying property rates based on the market value of the scope of components comprising the development. The latter is a continuous funds inflow for the Municipality. Over and above the levying of rates, other service charges are obtained together with the sale of electricity and water, which further enhances the revenue base of the Municipality.

The focus of this assessment is an estimation of the DCs and property rate accruing to the Municipality over the duration of the development period envisaged for a new project.

11. ALIGNMENT OF DEVELOPMENT PIPELINE WITH RODE ADJUSTED FORECASTS AND SOCIO -ECONOMIC IMPLICATIONS

11.1 Alignment with housing typology of adjusted Rode forecasts

The scope of the "Development Pipeline" for Stellenbosch Town as illustrated and discussed in Section 3.5 is placed in context of the adjusted forecasts of demand for housing based on the stated typology adopted by Rode. Also refer to the nature of the housing typology described in Section 4.1.

Table 17 provides a comparison of the housing typology (with amended demand forecasts by 2036) and the scope of dwelling units associated with the Development Pipeline. This is a snapshot and not directly comparable from a timing perspective as the forecasts related to a planning term of 20 years for Stellenbosch Town, whilst the Pipeline timeframes of about 10 years are based on an envisaged occupancy over a shorter timeframe, hence the two timeframes do not coincide.

It should be noted that the Development Pipeline indicates the developers' intention related to different housing types. The numbers are aligned with the housing typology adopted throughout this analysis.

Table 17: Comparison of the adjusted demand forecast of Rode and the scope of the Development Pipeline for Stellenbosch Town

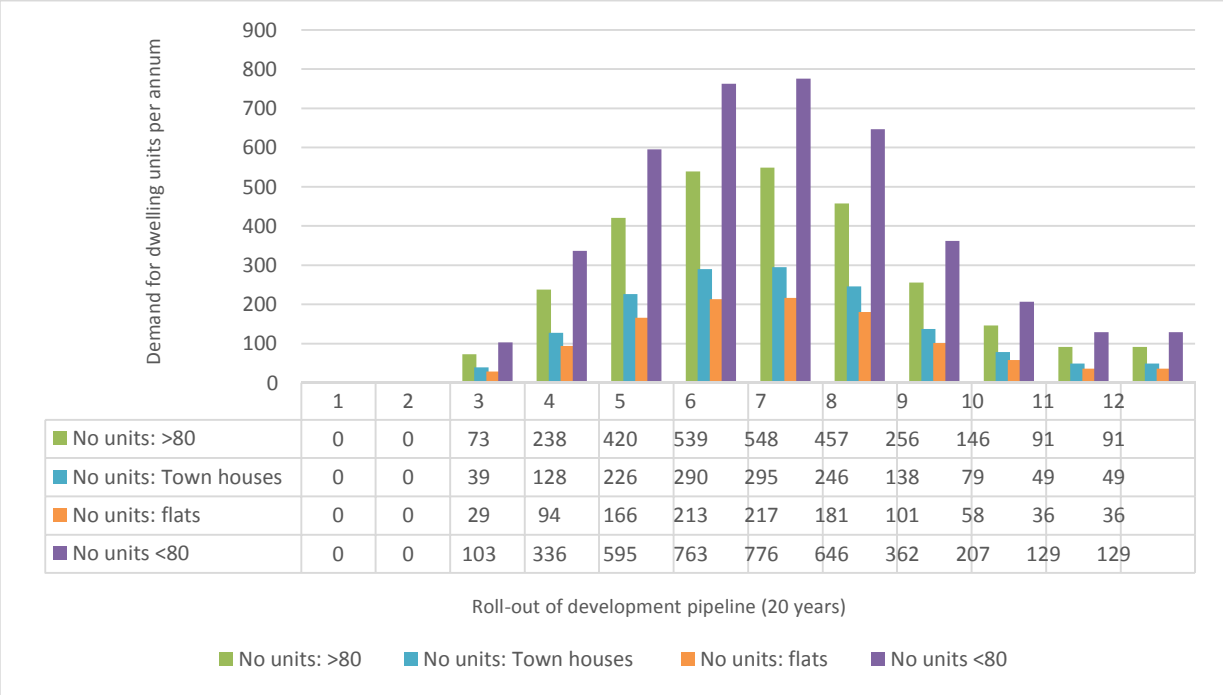
Housing type	Amended Rode Demand forecast	Development Pipeline
Houses smaller than 80 m^2 (affordable)	9 277	4 047
Houses larger than 80 m^2	2 793	2 860
Flats	2 402	1 130
Townhouses	2 829	1 538
Total units	**17 301**	**9 575**

Source: Rode and Associates and own calculations

11.2 Application of growth trajectory to Development Pipeline over 20 years

The figures stated in Table 17 are annualised based on the application of the adopted growth trajectory for Stellenbosch Town. The envisaged annual take-up of dwelling units based on the housing typology and application of the growth trajectory is illustrated in Figure 21 on an annual basis over a period of 20 years.

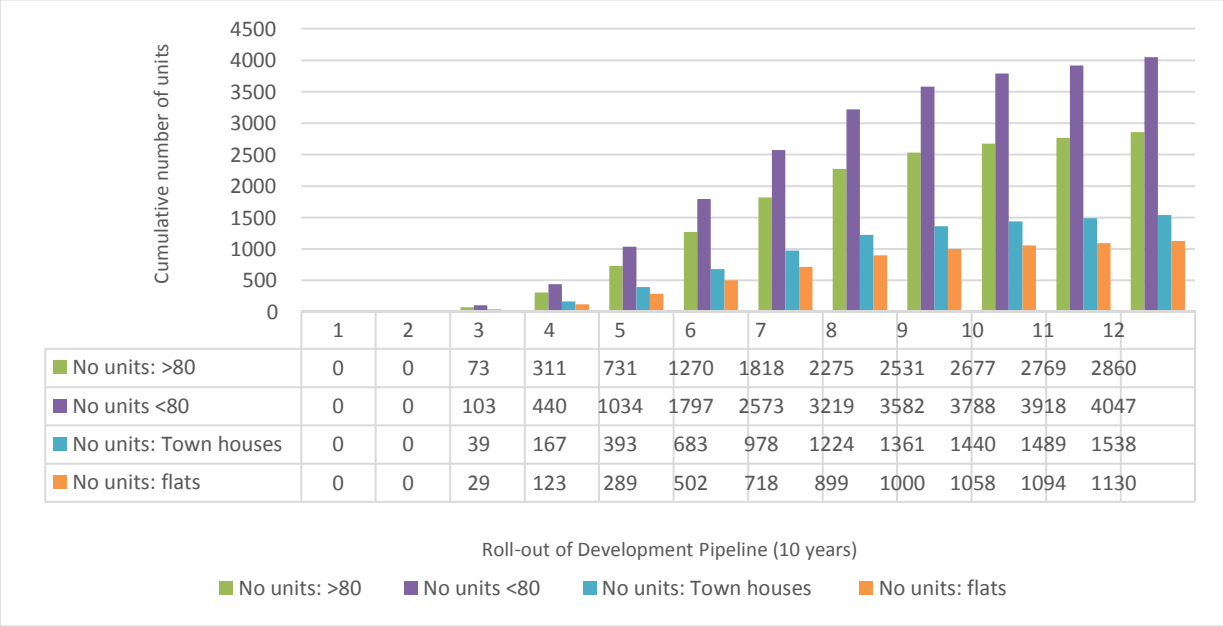
As indicated above, the units are allocated per year based on an application of the progressive growth path for Stellenbosch Town as indicated in Section 10.1 A peak is reached in about 11 to 12 years, but market conditions, supply and demand dynamics will impact the actual outcome of this growth trajectory, as will municipal funding to provide bulk and infrastructure services. Note that the first two years of the forecast period are used for the introduction of bulk and internal services as part of the rollout of a development project. The timeframe is variable depending on the nature and scope of the project.



	1	2	3	4	5	6	7	8	9	10	11	12
No units: >80	0	0	73	238	420	539	548	457	256	146	91	91
No units: Town houses	0	0	39	128	226	290	295	246	138	79	49	49
No units: flats	0	0	29	94	166	213	217	181	101	58	36	36
No units <80	0	0	103	336	595	763	776	646	362	207	129	129

Figure 21: Forecast of the annual units per housing type for the Development Pipeline over a period of 20 years

Figure 22 illustrates the cumulative take-up of units per housing type for the Pipeline over a period of 10 years. The growth trajectory adopted for Stellenbosch Town is applied to the Development Pipeline over its duration based on the assumptions below.



	1	2	3	4	5	6	7	8	9	10	11	12
No units: >80	0	0	73	311	731	1270	1818	2275	2531	2677	2769	2860
No units <80	0	0	103	440	1034	1797	2573	3219	3582	3788	3918	4047
No units: Town houses	0	0	39	167	393	683	978	1224	1361	1440	1489	1538
No units: flats	0	0	29	123	289	502	718	899	1000	1058	1094	1130

Figure 22: Cumulative take -up of dwelling units per property type for the Pipeline over the forecast period of 20 years

11.2.1 Assumptions applied for the application of the Development Pipeline

To realistically understand the Development Pipeline in the context of the adjustment to the housing unit forecasts prepared by Rode, several assumptions are applied to create the alignment with specific reference to the take-up, construction and occupation of dwelling units. The assumptions are as follows:

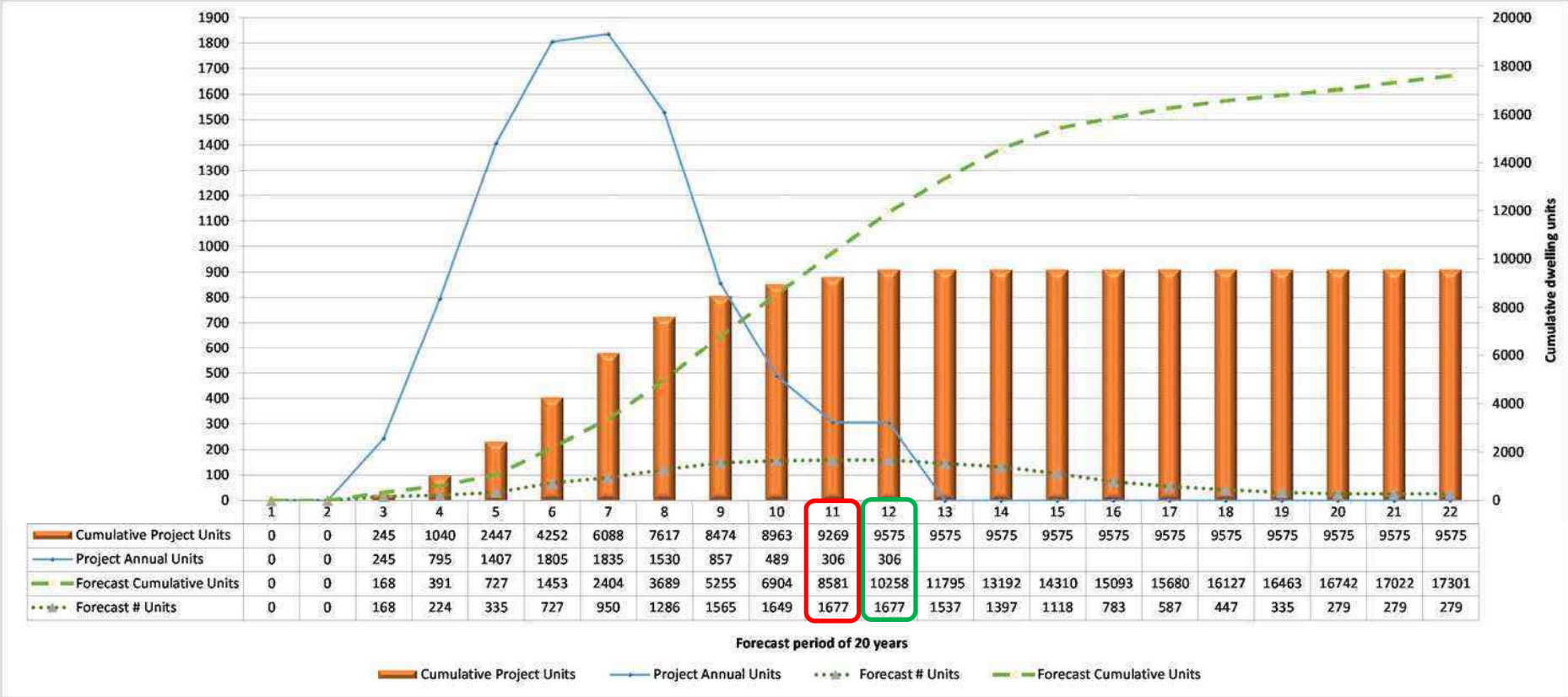
- Duration of the project culminating in the construction and occupancy of all dwelling units and other components in accordance with the following:
    - Year 1 – external services
    - Year 2 – internal services
    - Year 3 – selling and construction commences
- Sell-out of the project (number of years for the completion of construction and occupancy of all units);
- Phasing of the project with the introduction of components at different stages over the duration of the project;
- Costs of construction (reflect the current per m^2 costs for different dwelling types);
- Inflation projections;
- Building cost escalations assumed to be 6% per annum, which is an average of in-contract building costs forecast by Medium-Term Forecasting Associated (2017)
- Development charges applied by the Stellenbosch Municipality based on 2017; and
- Property rates applied based on the Stellenbosch Rates Policy and 2018 factors.

11.2.2 Alignment of annual demand forecasts and Pipeline occupancy projections

Figure 23 indicates the outcome from an application of the growth trajectory and reflects the annual and cumulative take-up of dwelling units over the envisaged duration for the completion of the entire pipeline over a period of 10 years, i.e. all dwelling units are constructed with occupation. In addition, this is aligned with the demand forecasts prepared by Rode as adjusted, applying the same progressive growth trajectory displaying annual number of units and cumulative number of units over the 20-year period.

An analysis of the data illustrated in Figure 23, focuses on the 10-year duration envisaged for the Development Pipeline with a comparison of the first 10 years envisaged in the urban development planning for Stellenbosch Town. Note that to ensure the validity of the analysis, it is necessary to compare the same scope (type) of housing envisaged as part of the Development Pipeline and that included in the demand forecasts for said houses prepared by Rode and Associates as adjusted.

Demand for housing in the urban area of Stellenbosch Town (applying the principle stated above) is estimated at 6 904 units by year 10 for the same type of housing as envisaged for the Development Pipeline. The projects that form part of the pipeline, based on the same growth trajectory, is envisaged to deliver 9 575 units over 11 years, which is 8,01% more than the forecast over the same period. By Year 12 of the forecast period, the forecasted number of units will exceed the number of Pipeline units by 683 or 7,13%. In other words, slightly more than a one-year gap exists between the envisaged completion of development for the Pipeline projects and the projected demand for housing units in Stellenbosch Town.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Cumulative Project Units	0	0	245	1040	2447	4252	6088	7617	8474	8963	9269	9575	9575	9575	9575	9575	9575	9575	9575	9575	9575	9575
Project Annual Units	0	0	245	795	1407	1805	1835	1530	857	489	306	306										
Forecast Cumulative Units	0	0	168	391	727	1453	2404	3689	5255	6904	8581	10258	11795	13192	14310	15093	15680	16127	16463	16742	17022	17301
Forecast # Units	0	0	168	224	335	727	950	1286	1565	1649	1677	1677	1537	1397	1118	783	587	447	335	279	279	279

Figure 23: Annual and cumulative demand forecasts and the estimated occupancy timeframe envisaged for the Development Pipeline

11.3 Benefits to Stellenbosch economy and Stellenbosch Municipality

11.3.1 Development Charges (DCs)

DCs that would accrue to the Stellenbosch Municipality are based on the nature and scope of the Pipeline projects. The DCs are illustrated on an annual basis, but in practice, DCs normally accrue to a Municipality based on the commencement of a project phase. We also assume that the Municipality (and not the developer) will introduce the required bulk services, which in turn has implications for the Municipality's funds flow, budgeting and any negotiations associated with the introduction of bulk services by the developer.

Given the anticipated period for the rollout of the Pipeline projects, it is illustrated that DCs would accrue to the Municipality in five-year intervals over the 10-year rollout. This is uncertain and is dependent on the commencement of a Pipeline project. The DCs are reflected on an annual basis with an indication of the two five-year periods related to the rollout of the Pipeline as illustrated in Figure 24.

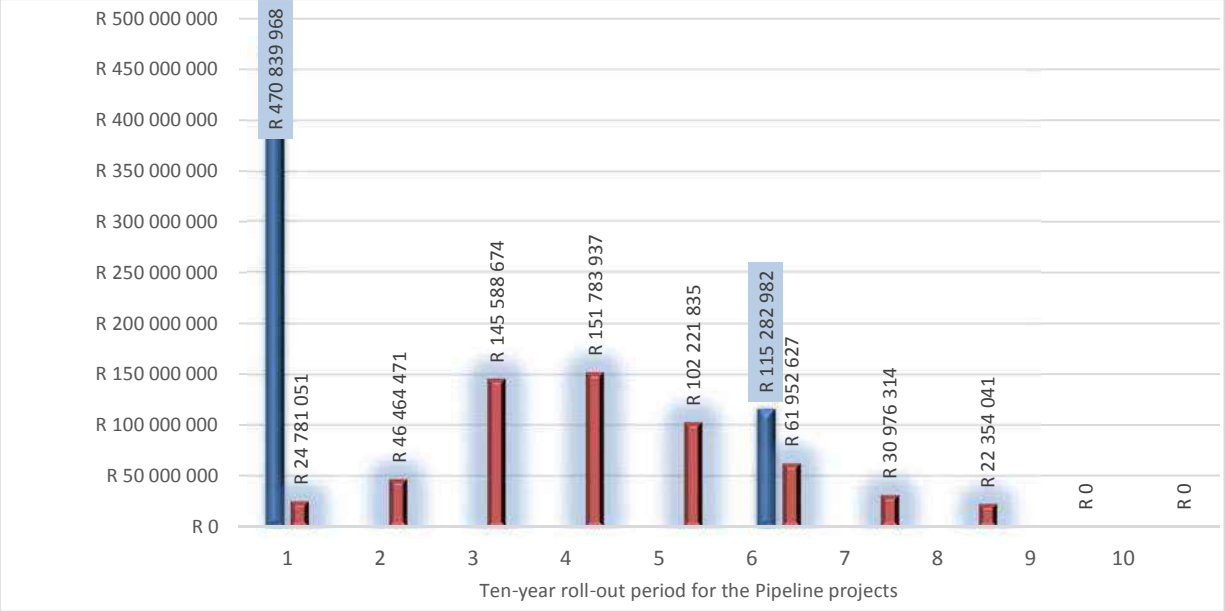


Figure 24: Annual and cumulative DCs over the development period of the Pipeline projects

Based on the current development charges levied by the Municipality (in 2017 terms), it is estimated that R561,1 million would be due and payable for the provision of external bulk and service requirements of the Pipeline projects.

11.3.2 Total capital expenditure

The capital expenditure of and associated with the Pipeline projects refers to three components: the introduction or provision of bulk (external) services (subject to capacity constraints) by the Municipality, introduction of internal services by the developer and the construction of the dwelling units and other components. Figure 25 indicates the combined annual and cumulative capital expenditure for the three components over the envisaged rollout of the Pipeline projects.

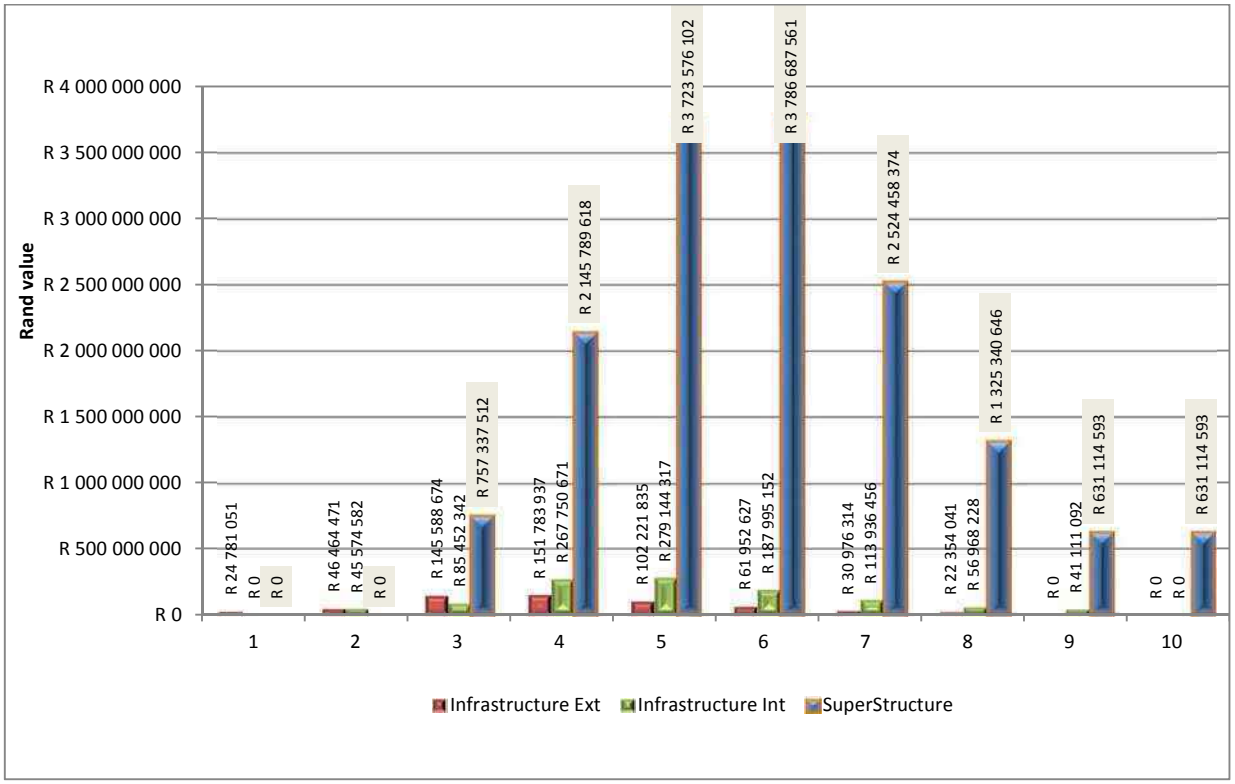


Figure 25: Annual envisaged capital expenditure for the timeframe envisaged for the completion of construction

The Development pipeline has a 10-year rollout plan. The introduction of services is envisaged over the period and it is therefore assumed that the services would follow the same growth trajectory assumed for the take-up of units within the Pipeline projects. Internal services are introduced a year later and follow the same trajectory. Once external and internal services are complete, construction commences after the sales of erven during the preceding years. It is not possible to anticipate which projects in the pipeline would be commenced first or what housing types would be introduced as part of a mixed-use residential development. Notwithstanding, a period of 10 years is assumed for the completion of the projects.

Note that the construction period mimics the progressive growth trajectory for planning development in Stellenbosch Town over a period of 20 years. Based on the growth trajectory for Stellenbosch Town, the total investment in infrastructure (external and internal) and superstructure over the duration of the project, is estimated at R17 189 million (in current terms). The spending on top structures amounts to R15 525 million over the 10 years, translating to R1 552 million per annum on average.

11.3.3 Property rates

The Municipality will levy property rates on the sale of a land portion and on the improved value. We have assumed for the purpose of this assessment, that property rates will apply to the completed dwelling unit or commercial component (if applicable) based on the envisaged duration of the project and the application of the growth trajectory. We determined the cumulative rates income after 10 years and thereafter applied an escalation of 8% for the remaining period of the forecast period, even though it is not possible to estimate the values of the properties going forward or estimate the increase in the rates factor applied by the Stellenbosch Municipality for budgetary purposes. Also note that the rates are considered in current terms (2017). Figure 26 illustrates the rates accruing to the Municipality on an annual and cumulative basis for the duration of the Development Pipeline once units are complete, by applying the progressive growth trajectory and the stated escalation.

Once the Development Pipeline is complete, a rates income of R132,7 million would accrue to the Municipality. Over a period of 20 years, applying the escalation of 8%, the rates income would increase to R286,5 million. Note that no increase in the value of the properties is assumed and only the escalation on the rates factor is taken into account.

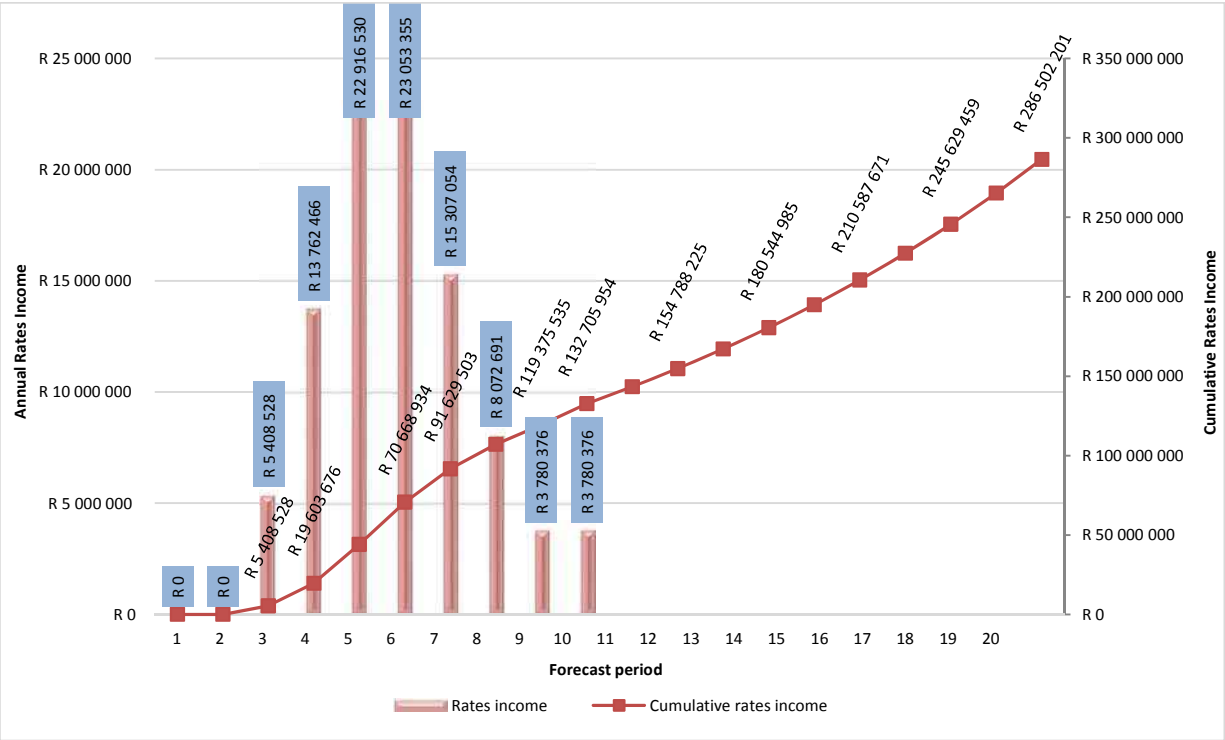


Figure 26: Property rates accruing to the Municipality on an annual and cumulative basis for the timeframe of completion and escalations up to 20 years

11.3.4 Economic impact

The economic impact is reflected by a direct investment into the bulk and external services, internal and site-specific services and the construction of top structures (housing units). The economic impact is realised through the multiplying effect of those funds through the Stellenbosch economy. Figure 27 illustrates the direct and indirect economic impact based on the estimate of the total capital expenditure over the envisaged duration of the Pipeline projects and reflects the effect over three-year revolving periods, hence the fact that the impact of the Pipeline projects extends beyond the 10 years into years 11 and 12. The impact does not abruptly end after 10 years, but tapers off, where after the economy achieves additional benefit from the occupation of the dwellings by residents and their ongoing spend.

Figure 27 indicates that the projects associated with the Development Pipeline would generate an economic benefit for the secondary sector of the Stellenbosch and regional economies of R17 405 million. The direct investment to achieve that impact, is R17 189 million over 10 years in nominal terms. Other areas of the Cape Winelands and the Cape Metropolitan Area as well as the Western Cape and other parts of South Africa would also benefit from direct and indirect purchases during the construction period. Consequently, the direct investment impact considers the inter-regional effects and backward and forward linkages that exist between the Stellenbosch economy, Cape Town Metropolitan Area, rest of the Western Cape and South Africa, and captures the full effect of regional and provincial trade.

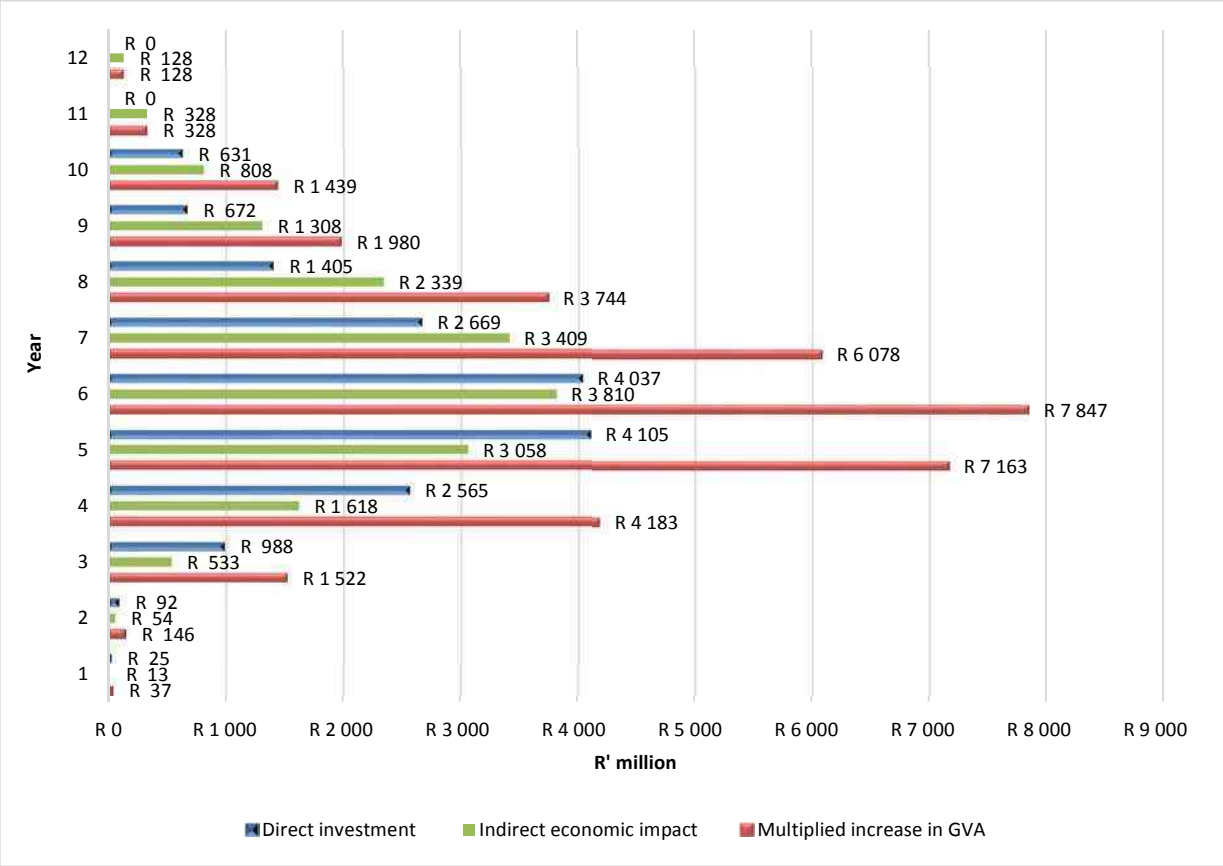


Figure 27: Direct and indirect impact of the Pipeline projects on the Stellenbosch economy over the duration of the construction period

11.3.5 Employment impact

Employment generated over the construction period of the Pipeline projects based on the applied growth trajectory, is premised on a ratio of Gross Value Added (GVA) per employee. Figure 26 illustrates the employment created per annum based on the extrapolation of the GVA per employee trend for the Stellenbosch economy. This is reflected in the change per annum (defined as the difference between the multiplied increase in employment on an annual basis in the secondary sector of the economy and employment in Stellenbosch Municipal area in 2015 as the base employment number.

Figure 28 illustrates that in year 1, which is the commencement of the introduction of bulk and external infrastructure, 1 630 temporary jobs are created based on the estimated capital expenditure. The latter would continue at various stages of the rollout of Pipeline projects and the employment is factored into applicable years based on the rollout assumptions. Once construction of top structures commences, more jobs are added, but it should also be noted that these employment opportunities would only exist if there was a strain on the labour market and no unemployment exists. It is therefore realistic to assume that the opportunities could be halved as persons move from one project to the next over the 10-year period.

Many temporary job opportunities would be added by the Pipeline projects to the existing employment of the Stellenbosch Municipal area, with direct and indirect jobs totalling 18 661 in year 6. As is evident in year 11 and 12, some jobs will endure for a further two years once construction is complete, before indirect opportunities would taper off.

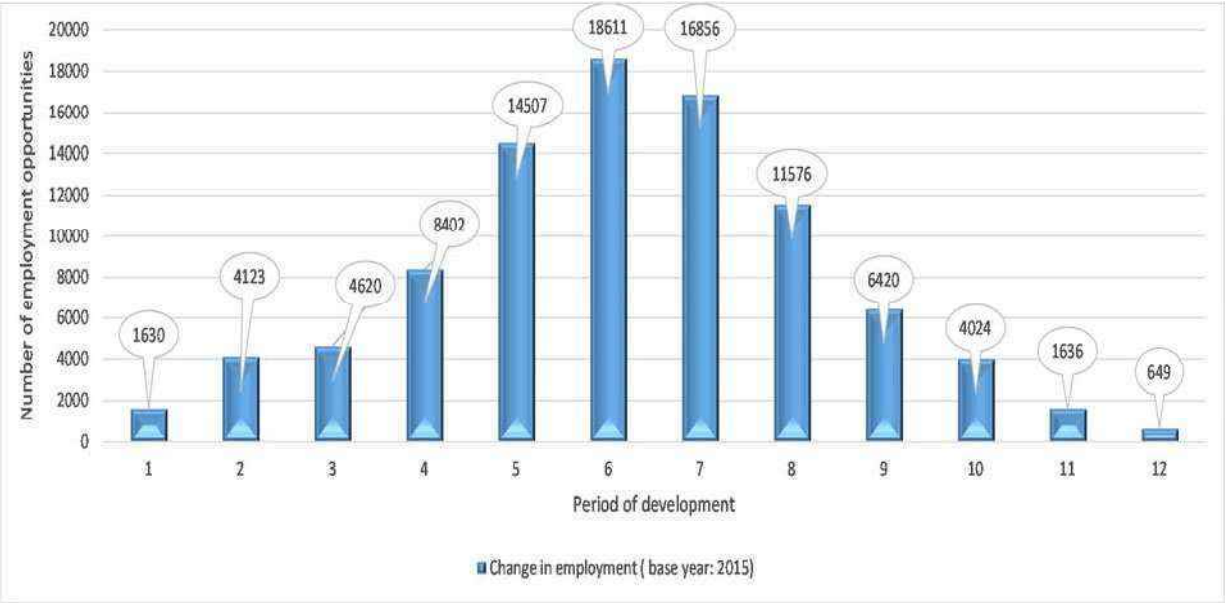


Figure 28: Change in annual employment resulting from the rollout of the Pipeline projects over 10 years

The direct employment related to the Pipeline projects is determined based on an estimated 12 workers of varying skills per house. These workers can work on two houses simultaneously and therefore the direct employment need is halved. Table 18 indicates the employment numbers for different skill levels at the highest requirement in terms of the rollout, i.e. year 6.

Table 18: Direct employment opportunities related to the peak year of the rollout of the Development Pipeline

Category of worker	Percentage allocation	Employment (Year 6)
Skilled	4%	555
Artisans (semi-skilled)	8%	1 031
Semi-skilled Labour	23%	3 092
Unskilled labour	46%	6 184
Finishing specialists (semi-skilled)	18%	2 458
TOTAL	**100%**	**13 320**

12. ALIGNMENT OF LIBERTAS DEVELOPMENT WITH RODE ADJUSTED FORECASTS AND SOCIO -ECONOMIC IMPLICATIONS

12.1 Alignment with housing typology of adjusted Rode forecasts

The scope of a proposed development project is placed in context of the adjusted forecasts of demand for housing based on the stated typology adopted by Rode for forecasting purposes. Also refer to the nature of the housing typology adopted in Section 4.1. Table 19 provides a comparison of the housing typology (with amended demand forecasts by 2036) and the scope of dwelling units associated with the Libertas development proposal. This is a snapshot and is directly comparable from a timing perspective as the forecasts relate to a planning term of 20 years for Stellenbosch Town and the project timeframe based on an envisaged completion and occupancy is similar.

Table 19: Comparison of the adjusted demand forecast of Rode and the development scope for Libertas development

Housing type	Amended Rode demand forecast	Libertas Project
Houses smaller than 80 m^2 (affordable)	9 277	
Houses larger than 80 m^2	2 793	1 575
Flats	2 402	
Townhouses	2829	
Total units	**17 301**	**1 575**

Source: Rode and Associates and own calculations

12.2 Alignment with annual demand forecasts

In order to realistically understand the Libertas project in the context of the adjustment to the housing unit forecasts prepared by Rode, several assumptions are applied to create the alignment with specific reference to the take-up, construction and occupation of dwelling units. The assumptions are as follows:

- Duration of the project culminating in the construction and occupancy of all dwelling units and other components in accordance with the following, which is indicative of each five year cycle applied in the analysis:
    - Year 1 – external services
    - Year 2 – internal services
    - Year 3 – selling and construction commences
- Sell-out of the project (number of years for the completion of construction and occupancy of all units);
- Phasing of the project with the introduction of components at different stages over the duration of the project;
- Costs of construction (reflect the current per m^2 costs for different dwelling types);
- Inflation projections;

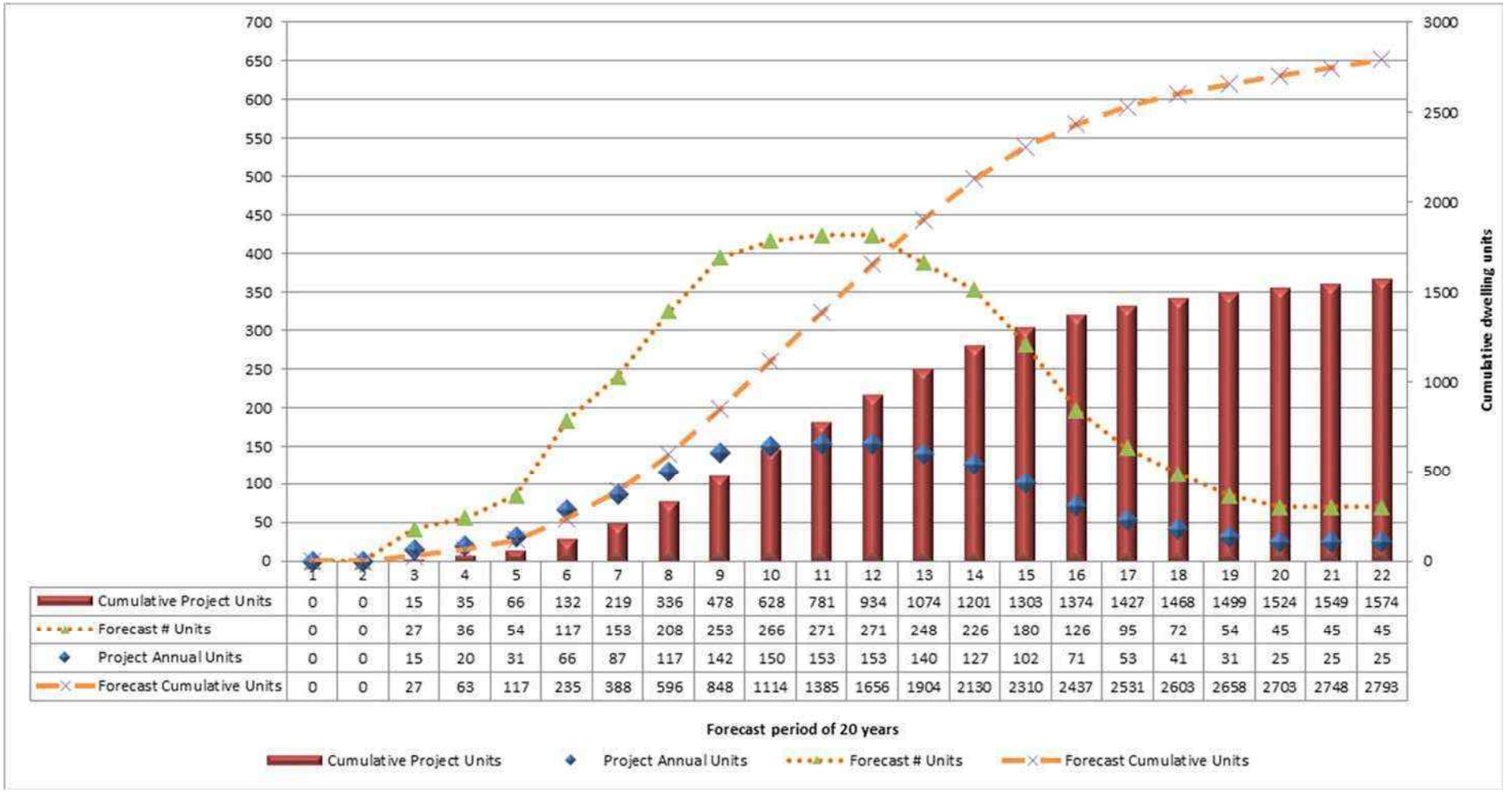
- In contract building cost escalations;
- Development charges applied by the Stellenbosch Municipality based on 2017 ratios; and
- Property rates applied based on the Stellenbosch Rates Policy and 2018 factors.

Figure 29 indicates the outcome from an application of the growth trajectory and reflects the annual and cumulative take-up of dwelling units over the envisaged duration for the completion of the entire Libertas project, i.e. all dwelling units are constructed with occupation. In addition, this is aligned with the demand forecasts prepared by Rode as adjusted, applying the same progressive growth trajectory displaying annual and cumulative number of units over 20 years.

An analysis of the data illustrated in Figure 29 focuses on the following timeframes using year 1 of the Rode adjusted forecast as the point of departure. Based on this premise, it is further assumed that all requisite approvals would be in place, with a further two years to introduce the external bulk and internal infrastructure for the first five-year cycle, where after the process of introducing services follows the next cycle. The development rollout over 20 years is aligned with the start of the forecast period envisaged in the urban development planning for Stellenbosch Town. Note that to ensure the validity of the analysis, it is necessary to compare the same scope (type) of housing envisaged for Libertas and that included in the adjusted demand forecasts for said houses prepared by Rode.

Demand for housing in the urban area of Stellenbosch Town is estimated (applying the principle stated above) at 2 793 units by year 20 for the same category of housing envisaged for Libertas. At the end of the 20-year roll-out period, the Libertas project would deliver 1 575 units, keeping all other thing equal and ignoring other development projects that have the same mix of residential housing as envisaged for Libertas.

It is important to understand the context of planning for housing demand in Stellenbosch Town over 20 years and how this fits with development proposals such as Libertas, hence the complete forecast period is illustrated in Figure 29. The illustration suggests that the cumulative units envisaged for the Libertas project at the end of 20 years, contributes 9,10% to the total cumulative number of units forecast over the 20 years of residential development planning based on the forecast for Stellenbosch Town.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Cumulative Project Units	0	0	15	35	66	132	219	336	478	628	781	934	1074	1201	1303	1374	1427	1468	1499	1524	1549	1574
Forecast # Units	0	0	27	36	54	117	153	208	253	266	271	271	248	226	180	126	95	72	54	45	45	45
Project Annual Units	0	0	15	20	31	66	87	117	142	150	153	153	140	127	102	71	53	41	31	25	25	25
Forecast Cumulative Units	0	0	27	63	117	235	388	596	848	1114	1385	1656	1904	2130	2310	2437	2531	2603	2658	2703	2748	2793

Figure 29: Annual and cumulative demand forecasts and the estimated occupancy timeframe envisaged for the Libertas development

12.3 Benefits to Stellenbosch economy and Stellenbosch Municipality

12.3.1 Development Charges (DCs)

DCs would accrue to the Stellenbosch Municipality based on the nature and scope of the Libertas development. The DCs normally accrue to a Municipality based on the commencement of a project phase. We also assume that the Municipality (and not the developer) will introduce the required bulk services, which in turn has implications for the Municipality's funds flow and any negotiation associated with the introduction of bulk services by the developer.

Given the anticipated time frame for the Libertas development, it is envisaged that DCs would be paid at intervals over the course of the rollout. For the purposes of the analysis we have used five-year intervals for upfront (prepaid) payments of the total DCs over the 20-year period of the development. Based on the current DCs levied by the Municipality (in 2017 terms), it is estimated that R147,4 million would be due and payable to cover the external bulk and service requirements for the project. The largest estimate of DCs is envisaged in Year 6 of the development period. Figure 30 illustrates the annual DCs and the five-year cumulative prepayments over the 20-year development period.

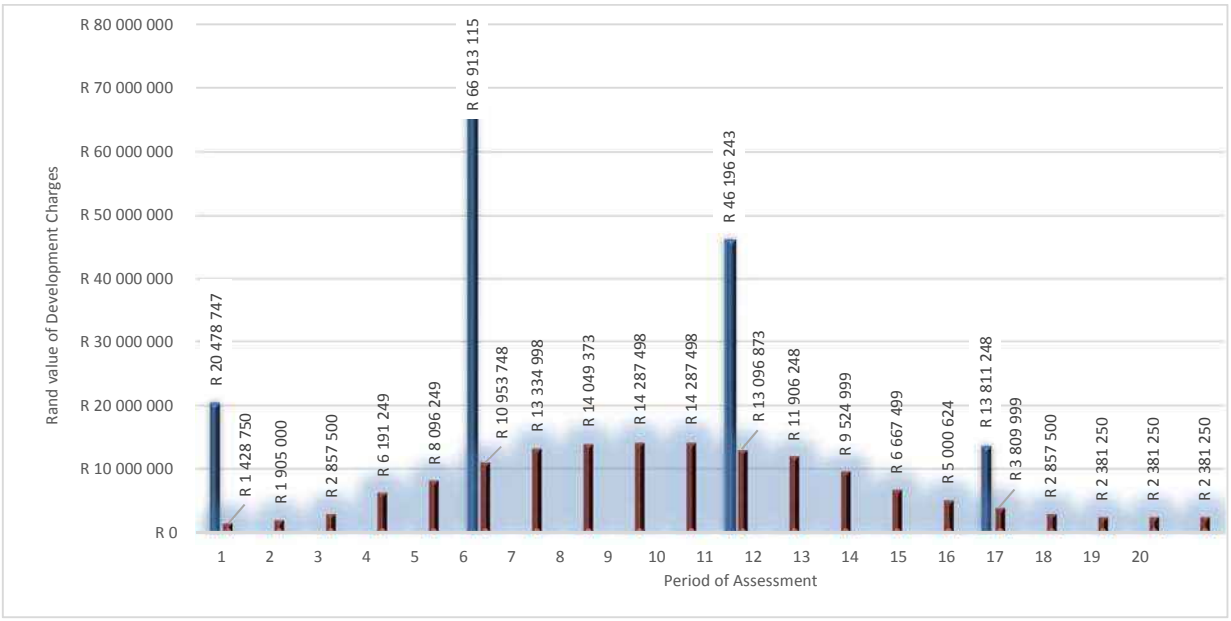


Figure 30: Illustration of the annual DCs and the five -year cumulative prepayments of the 20 -year development period.

12.3.2 Total capital expenditure

The capital expenditure of and associated with the Libertas development refers to three components: the introduction or provision of bulk (external) services (subject to capacity constraints) by the Municipality, introduction of internal services by the developer and the construction of the dwelling units and other components. Figure 31 indicates estimates of the combined annual capital expenditure for the three components over the envisaged duration for the development of the proposed Libertas project.

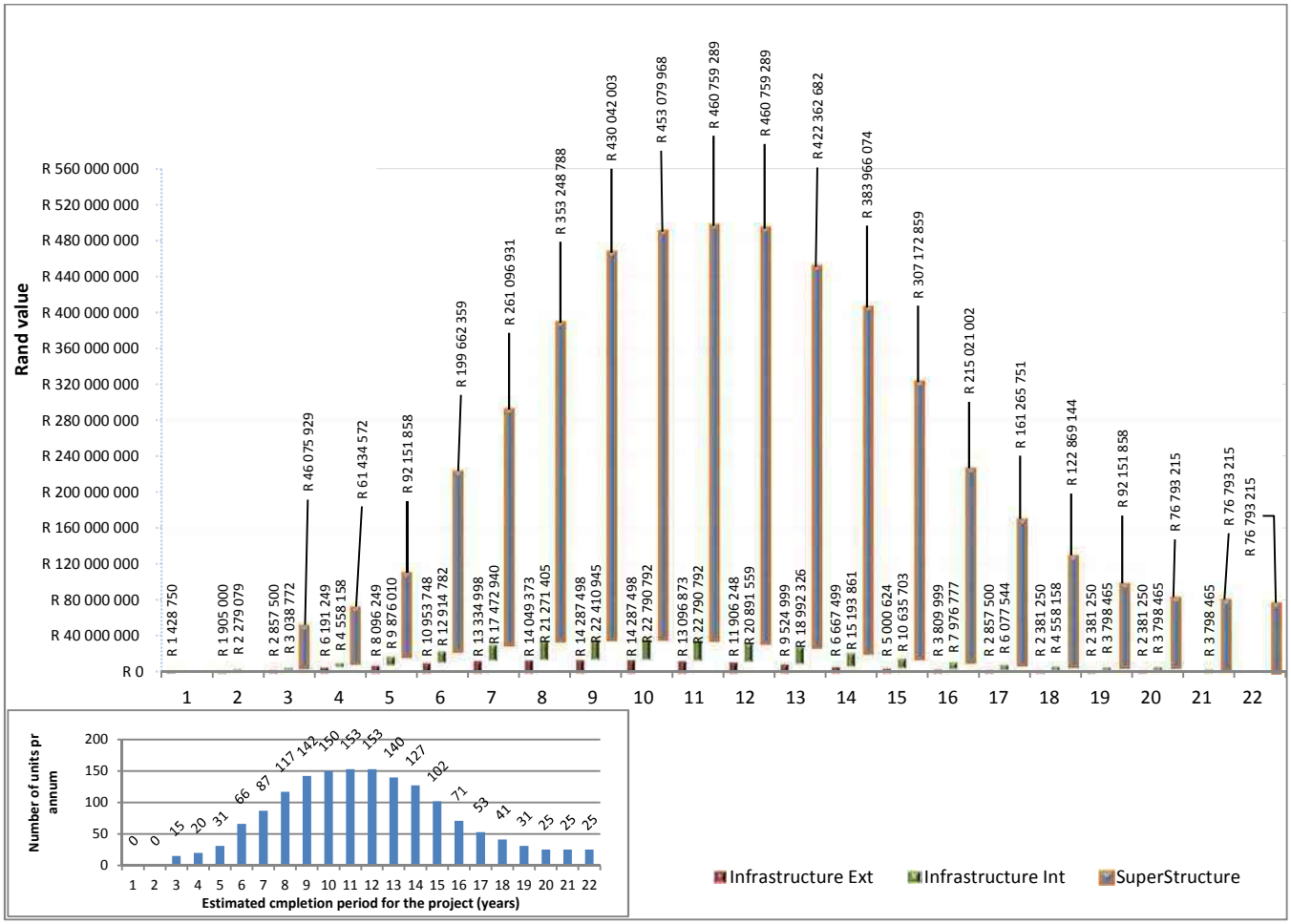


Figure 31: Annual envisaged capital expenditure for the timeframe envisaged for the completion of construction

The Libertas project has a one to two-year period for the introduction of any bulk and internal services and a 20-year development period for completion of the development and occupancy of the dwellings. Sales will commence once the planning and approval period is complete and the construction once the introduction of services is complete and certified.

Note that the construction period mimics the progressive growth trajectory for planning development in Stellenbosch Town over a period of 20 years. Based on this growth trajectory, the total investment in infrastructure (external and internal) and superstructure over the duration of the project, is estimated at R5 136 million in current terms. The spending on top structures for housing and building of offices, retail and an education facility is estimated at R4 753 million over a 20-year development period in current terms.

12.3.3 Property rates

The Municipality will levy property rates on the sale of a land portion and on the improved value. We have assumed for the purpose of this assessment, that property rates will apply to the completed dwelling unit or commercial component (if applicable) based on the envisaged duration of the project and the application of the growth trajectory. We determined the cumulative rates income over 20 years and applied an annual escalation of 8%. It is not possible to estimate the values of the properties going

forward, or to estimate the increase in the rates factor applied by the Stellenbosch Municipality for budgetary purposes. Also note that the rates are considered in current terms (2018).

Figure 32 illustrates the rates accruing the Municipality on annual and cumulative basis for the duration of the project applying the progressive growth trajectory and the stated escalation. Once the development is complete, a rates income of R25,1 million would accrue to the Municipality once construction is complete and occupation is taken per the adopted time frames. Over a period of 20 years, applying the escalation of 8% to the rates income, this would increase to R48,1 million once the development is complete with accumulation until the end of the forecast period of 20 years. Note that no increase in the value of the properties is assumed and only the escalation on the rates factor is taken into account and the rates are applicable to the housing component, while rates will also be levied from the commercial components.

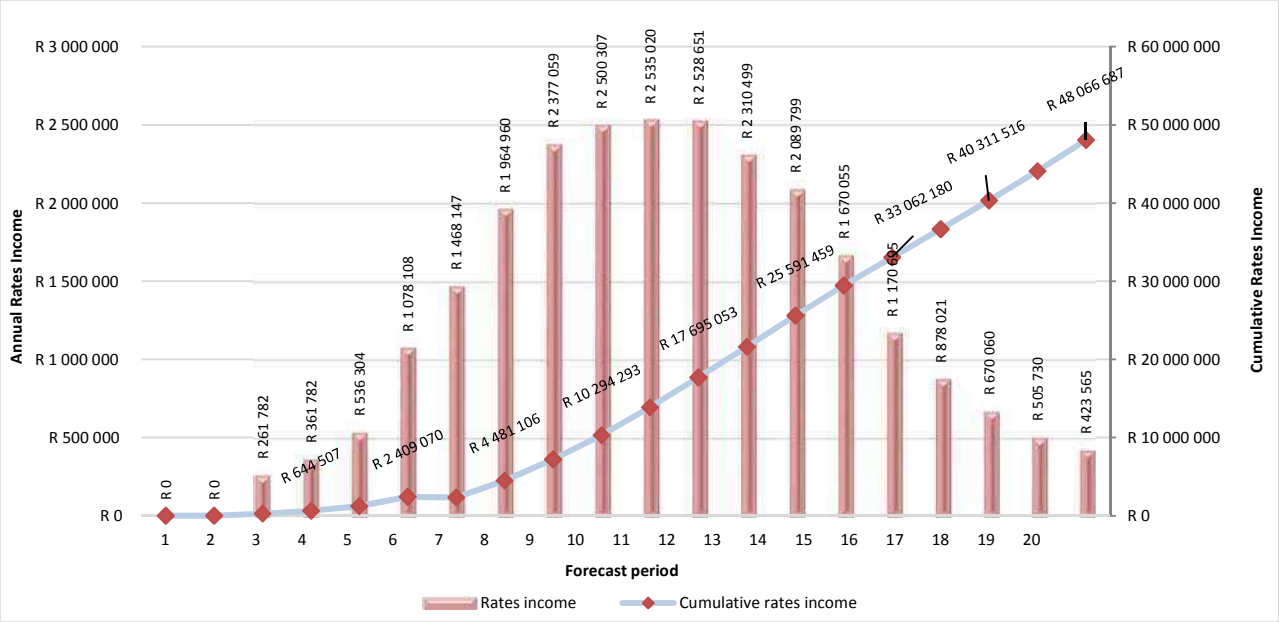


Figure 32: Property rates accruing to the Municipality on an annual and cumulative basis of 20 years

12.3.4 Economic impact

The economic impact is reflected by a direct investment into the bulk and external services, internal and site-specific services and the construction of top structures (housing units). The economic impact is realised through the multiplying effect of those funds through the Stellenbosch economy. Figure 33 illustrates the direct, indirect and multiplied economic impact based on the estimate of the total capital expenditure over the envisaged duration of the project. The impact does not abruptly end after 20 years but tapers off, where-after the economy achieves additional benefit from the occupation of the dwellings by residents and their ongoing spend.

Figure 33 indicates that the Libertas development would generate an economic benefit of R9 958 million over a 20-year development period, of which a large portion of the R 4 979 million direct investment (infrastructure and super structure) at the time and a portion of the indirect spending would accrue to the Stellenbosch economy. Note these figures are based on the impact over 20 years commencing once the introduction of bulk and internal services commence. Other areas of the Cape Winelands, Cape Metropolitan Area, Western Cape and other parts of South Africa would also benefit

from direct and indirect purchases during the construction period. Consequently, the direct investment impact considers the inter-regional effects and backward and forward linkages that exist between the Stellenbosch economy, Cape Town Metropolitan Area, the rest of the Western Cape and South Africa.

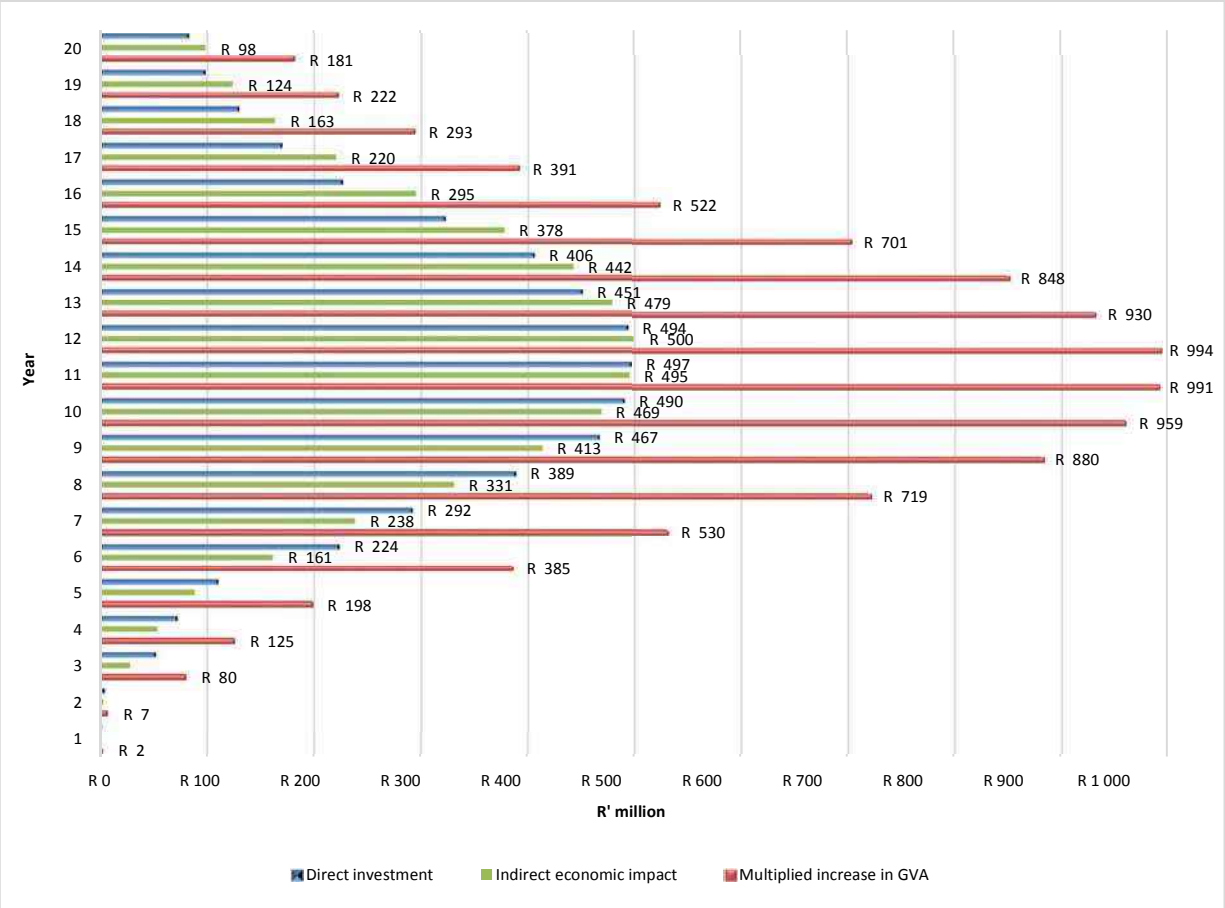


Figure 33: Direct and indirect impact of the Libertas project on the Stellenbosch economy and further afield over a period of seven years

12.3.5 Employment impact

Employment generated over the construction period of the Libertas development based on the applied growth trajectory is premised on a ratio of Gross Value Added (GVA) per employee for the Stellenbosch economy. Figure 34 illustrates the employment created per annum based on the extrapolation of the GVA per employee trend for the Stellenbosch economy. This is reflected in the change per annum (defined as the difference between the multiplied increase in employment on an annual basis in the secondary sector of the economy and employment in the Stellenbosch Municipal area in 2015 as the base employment number).

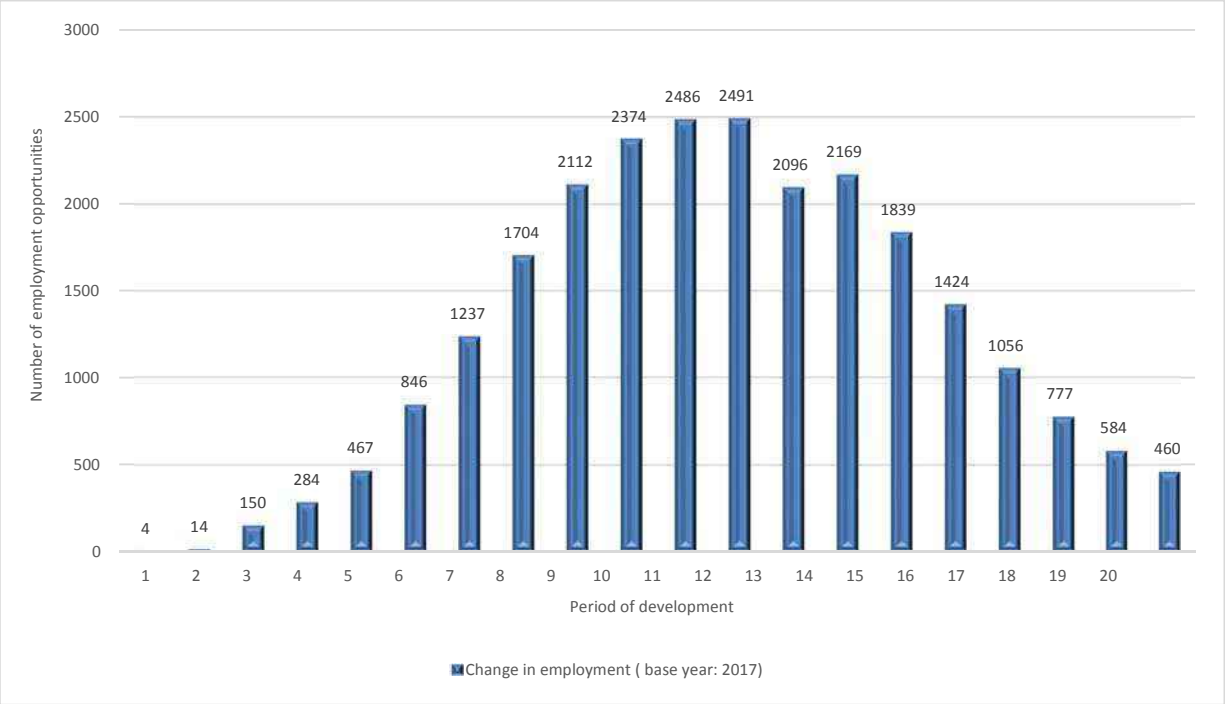


Figure 34: Change in annual employment of the secondary sector of the Stellenbosch economy resulting from the Libertas development

Figure 34 illustrates that in Year 1 and Year 2, 2491 jobs are created based on the estimated capital expenditure. Once construction of top structures commences, an average of 1 229 temporary jobs would be added to the existing employment of the Stellenbosch Municipal area on average of the duration of the development. Some jobs will endure for a further two years, i.e. in Year 20 and 21 once construction is complete as tapering off of indirect opportunities occurs.

13. FIT FOR PURPOSE

In order for the project to be fit for the purpose, broad market and socio-economic criteria need to be considered. Libertas should with some limited variance, fall within the demand forecasts for different housing units in Stellenbosch Town, must offer socio-economic benefits to locals and ensure the Municipality is able to consider the project from both a financial, policy and planning context. This report adopts an economic perspective related to supply and demand, and the need to deliver benefit to the local economy and jobs to people.

Figure 35 contributes to the illustration of the fit for purpose presented in Figure 1 by indicating the outcomes of the analysis and alignment with the premise of a fit for purpose. Fit for purpose implies whether or not the development project is able to tick the boxes. From an economic perspective, several criteria would apply, including the following:

- The project needs to ensure that potential demand is met from a supply perspective;
- The housing types fit with the need and emerging trends and the housing development framework of the Stellenbosch Municipality;
- The project does not result in a fund flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs);
- The local economy benefits from the development in terms of direct capital expenditure and backward and forward linkages between sectors; and
- Jobs, even on a temporary basis, are created and devolved to locals that are able to work on the project.

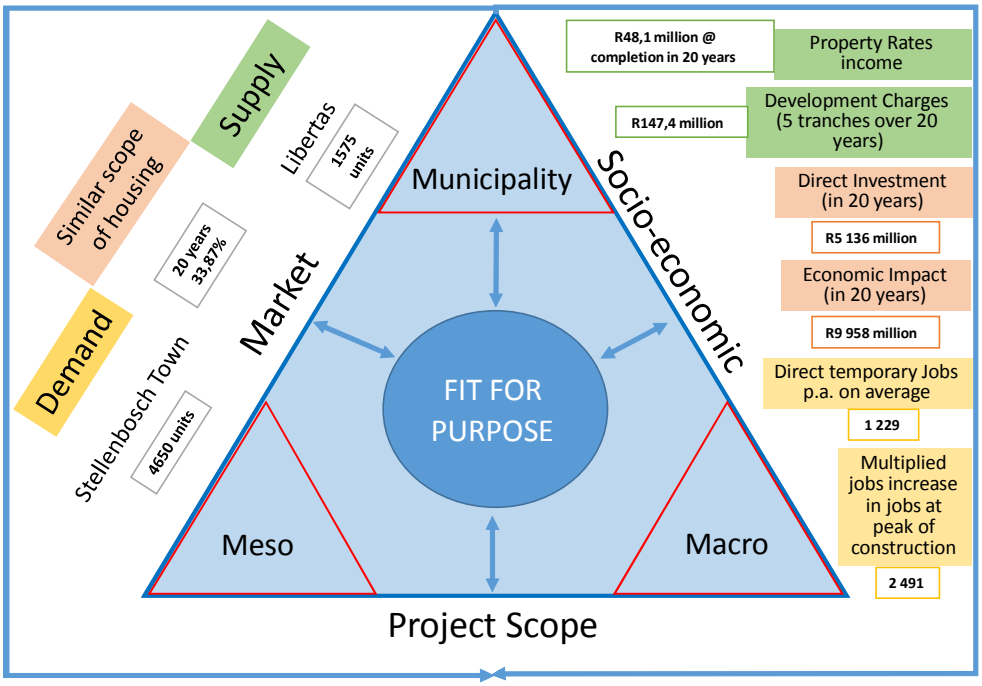


Figure 35: Market related and socio -economic contributions of the Libertas project in the context of the fit for purpose

In terms of demand and supply, the Libertas development adds 1 575 units of stock to the demand for housing, which based on the housing typology envisaged for the project, represents 33,01% of the total number of 5 622 units (or one in three units) once the development is complete and occupied. The development represents a direct investment of R5 136 million that will generate estimated Development Charges of R147,4 million in five tranches and property rates of R48,1 million for Stellenbosch Municipality over 20 years from residential uses. Over the duration of the construction period, an average of 1229 people would directly work on the project including the commercial components and the education facility. All of these benefits are estimates based on the development of 1 575 dwelling units, offices, retail and education facilities over the 20-year development period.

Note that there are no set benchmarks as each project is unique and has its own set of development objectives that result in a specific outcome. The question therefore arises whether or not the Libertas project is able to tick some boxes:

Criteria	Outcome
The project addresses housing demand from a supply perspective	✓
The housing types fit with the need and emerging trends in terms of size, affordability and market segment	✓
The project does not result in a fund flow deficit for the Municipality in terms of service infrastructure (which should be covered by DCs)	✓
The local economy benefits from the development in terms of direct capital expenditure and leakages are minimised	✓
Jobs are created on a temporary basis with an emphasis on unskilled local labour	✓

As indicated above, the Libertas project ticks the boxes based on the criteria used for assessment. Funding implications for the Municipality are flagged (indicated in orange), as well as the ultimate scope of housing types envisaged in the context of the environment and the housing policy framework of the Municipality.

14. KEY OUTCOMES

Libertas offers a scope of 1 575 housing units that addresses various emerging trends related to demand for housing of which the key trends are lifestyle, proximity, availability of key infrastructure, access and transport. The proposed housing is intended to attract millennials and persons that work in Technopark and the surrounding areas. Supplementary and complementary additions to the surrounding built environment include offices and retail as well as an education facility.

Higher priced houses have emerged as a trend in Stellenbosch over the period 2008 to 2017 and it appears that supply is unable to meet the demand in the higher price segment. If this trend continues, average equilibrium prices and price points will increase and due to the lag in provision of supply or curtailing supply together with the inelasticity of supply, no integration of various housing typologies in development will be possible. The only way to reduce the average equilibrium price for houses is to permit development that underpins market demand for a range of housing typologies and implement policies that make it attractive for developers and investors to provide in the need for different types of housing.

Based on the adjustments of housing demand for Stellenbosch Town, indications are that 464 houses smaller than 80 m^2, 140 larger than m^2, 120 flats and 141 townhouses (a total of 865 dwelling units per annum on average) are required to cover the forecast demand over the next 20 years. A total of 17 301 units form part of the demand over the next 20 years, of which 9 277 are houses smaller than 80 m^2, 2 793 houses larger than 80 m^2, 2402 flats and 2 829 townhouses.

Libertas forms part of a pipeline of projects envisaged by developers over the next 10 years. Although the pipeline does not necessary include all projects, indications are that total of 9 575 units is envisaged to be supplied over the following 10 years. A breakdown of the envisaged supply suggests that 29,87% of housing units supplied over 10 years accrues to dwelling units larger than 80 m^2, which are more aligned with middle to high-income groups, 42,27% to affordable housing (lower to middle-income groups), 16,06% to townhouses (middle-income group) and 11,80% to flats. Libertas represents about 16,44% of the total number of houses larger than 80 m^2 and 13,37% of the total number of housing units envisaged as part of the pipeline (excluding indigent houses of smaller than 80 m^2).

The Libertas project caters for the middle to high-income segment of the market and is aimed at the following income brackets:

- R202 451 – R809 802 per annum income (units between R600 000 and R2 million)
- R809 203 – R1.6 million per annum income (units between R2.5 million and R4 million)
- R1.6 – R3.2 million per annum income (units between R4.5 and R8 million)

ANNEXURE 20

COPY OF COMMENTS PREVIOUSLY SUBMITTED TO THE MSDF

FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

Verw/Ref: FP/1020/991 24 May 2023 :Date/Datum

Manager: Spatial Planning
For Attention: Ms Chantel Hauptfleisch
NPK-Building, cnr of Plein and Ryneveld Street
Stellenbosch

Dear Sir/Madam

COMMENT ON THE DRAFT STELLENBOSCH SPATIAL DEVELOPMENT FRAMEWORK (MSDF), 2023

REMAINDER FARM 1040, STELLENBOSCH, REMAINDER FARM 1480, STELLENBOSCH, PORTION 2 OF FARM 374, STELLENBOSCH AND REMAINDER PORTION 2 (A PORTION OF PORTION 1) OF FARM VALLEY LUSTERY 371, STELLENBOSCH

I refer to the request for comments/inputs on the draft Stellenbosch Spatial Development Framework, 2023 as published on the Municipality's website.

It is noticed that the draft Stellenbosch Spatial Development Framework, 2023 makes no reference to an application submitted to the Stellenbosch Municipality for an application for the inclusion of the following properties into the urban edge of Stellenbosch Municipality, namely Remainder Farm 1040, Stellenbosch, Remainder Farm 1480, Stellenbosch, Portion 2 of Farm 374, Stellenbosch and Remainder Portion 2 (A Portion of Portion 1) of Farm Valley Lustery 371, Stellenbosch. This application was discussed with all the relevant Departments of the Municipality at several formal meetings. A formal application was submitted in November 2022 (Municipal Reference number LU/15191) and is currently being advertised in accordance with the instructions of the Land Use Management Department of the Municipality.

The intention of this letter is thus a formal comment in which the inclusion of these properties into the Stellenbosch Municipality Urban Edge is motivated based on site specific circumstances as set out on the next pages.

SITE DESCRIPTION

The subject site comprises of the following two Stellenbosch farms:

Farm name	Extent	Diagram
Remainder Farm 1040, Stellenbosch	70.9579 ha	LG11561/65
Remainder Farm 1480, Stellenbosch	108.84 ha	LG5176/2005
Portion 2 of Farm 374	0.96 ha	D562/1898
Portion 2 of Farm 371, Stellenbosch	0.90 ha	LG7838/54

- **Location**

The subject farms are located alongside some developed urban areas of Stellenbosch. The residential areas of Kleingeluk, Die Boord and Fairways are located towards the east and the Patrys Vlei development directly to the north. Techno Park, the Stellenbosch Golf Course, De Zalze Golf Estate and the new De Waldorf Lifestyle Estate are located south of the subject properties. Further towards the west is agricultural land.

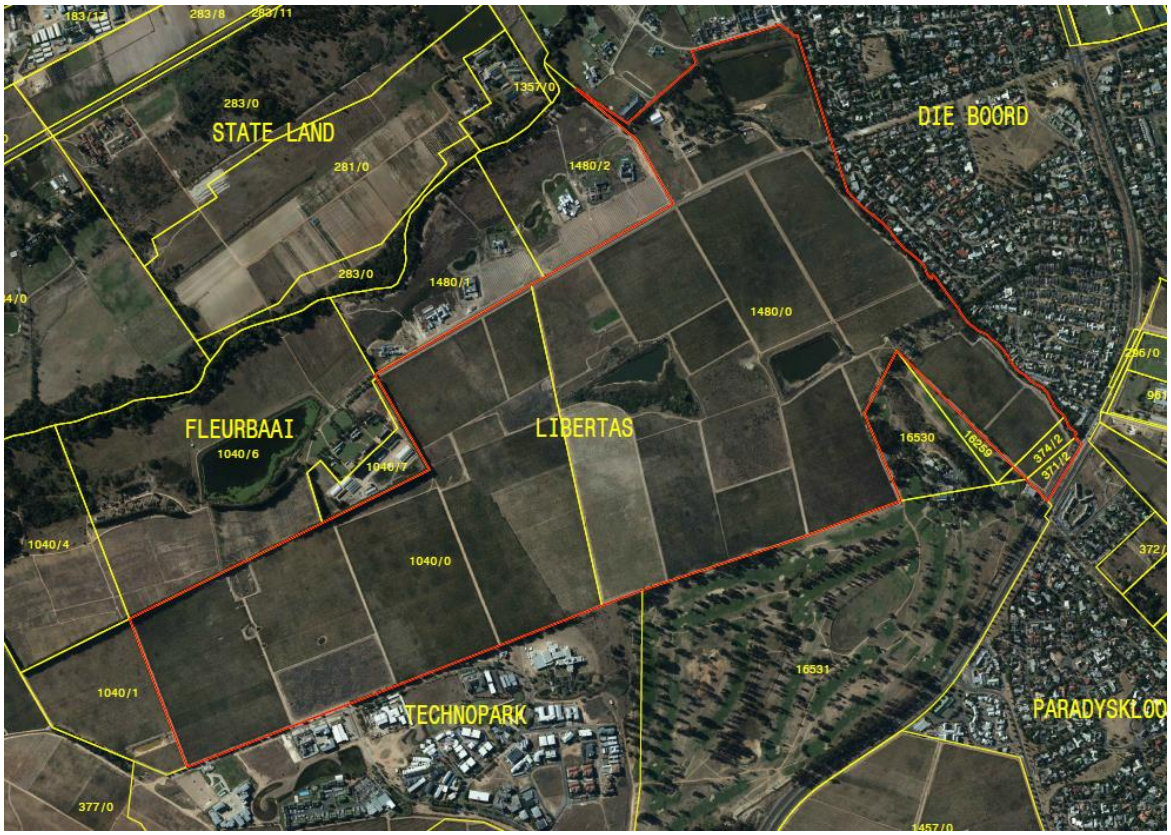


Figure 1: ***Location of the subject farms showing surrounding urban development***

The current access to the site is from Van Reede Road via the R44. The site is in close proximity to the R44 (linking Stellenbosch and Somerset West) and Baden Powell Drive linking it with the wider Cape Town area. The planned Techno Park Link Road will connect Adam Tas/Baden Powell (R310) with the R44 road, whereas the proposed development will connect to this Link Road on the southern side of the site which would further enhance accessibility to the site in future.

The subject site is in close proximity of various community facilities such as schools and medical facilities and also close to the Stellenbosch CDB and Stellenbosch University Campus.

- **Zonings**

The Stellenbosch Municipality Zoning Scheme By-Law, 2019 applies. The subject farms are zoned for Agriculture and Rural Zone purposes. Figure 2 is a Zoning Plan extract from the Stellenbosch Zoning Plan showing the local and surrounding zonings.

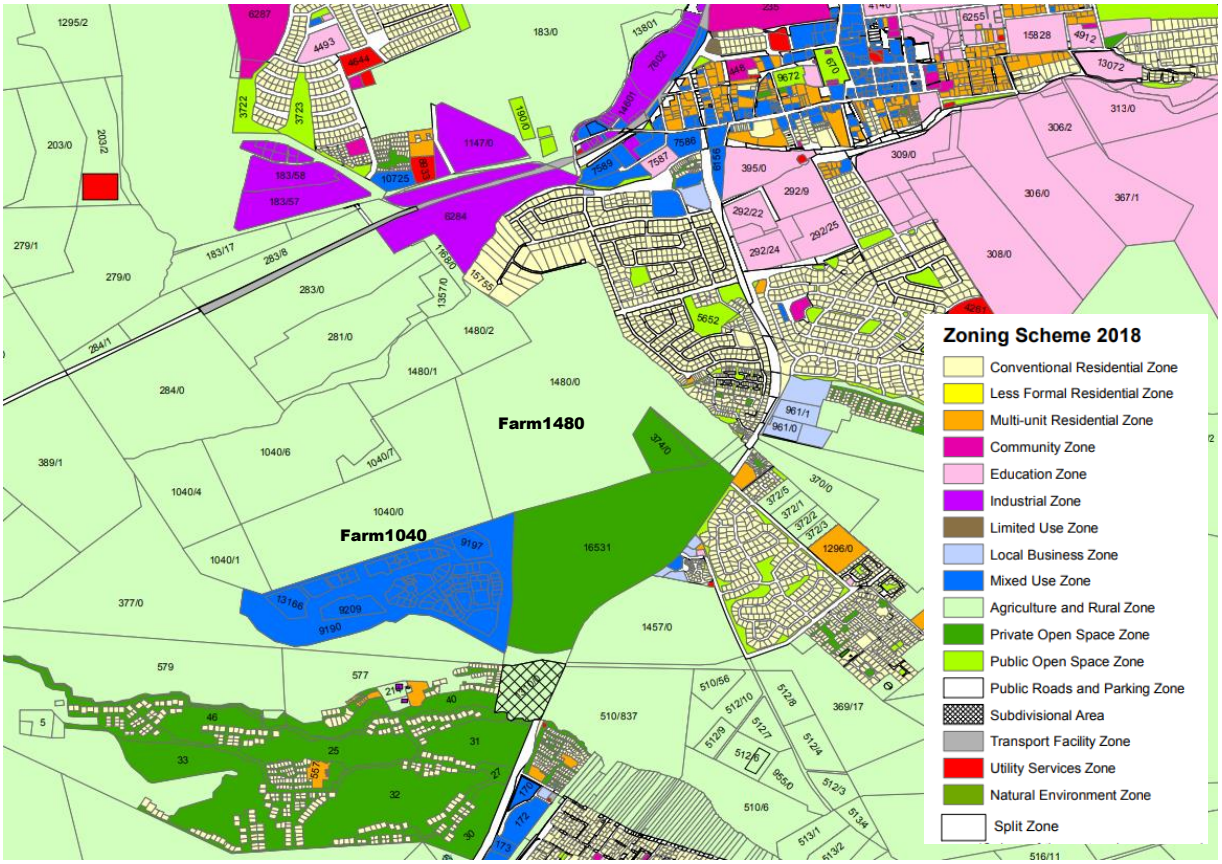


Figure 2: ***Zoning Map for subject sites and surrounding area***

The residential areas in Die Boord are primarily zoned for Conventional Residential Zone purposes while the Techno Park area has a Mixed-Use Zoning and the Stellenbosch Golf Club has a Private Open Space Zoning. The properties to the north and east are zoned for Agriculture and Rural Zone purposes.

- **Surrounding land uses**

The land uses in the area are primarily in accordance with the zoning thereof. The residential areas of Patrysvallei, De Bosch and Die Boord towards the east are primarily lower density single residential properties containing primarily one dwelling unit per erf. The Patrysvlei development directly towards the north is an exclusive very low-density type of rural residential gated estate.

The Techno Park development abutting the subject site towards the south contains office blocks, some tertiary educational facilities, commercial land uses such as low scale restaurants/coffee shops and tourist facilities (Protea Hotel). The Stellenbosch Golf Course is a private open space. The De Zalze Golf Estate is a low density gated development while the new Waldorf Lifestyle Estate is a somewhat higher density gated development aimed at people older than 50 years.

Underneath is a plan (***Figure 3***) which gives an indication of the surrounding land uses.

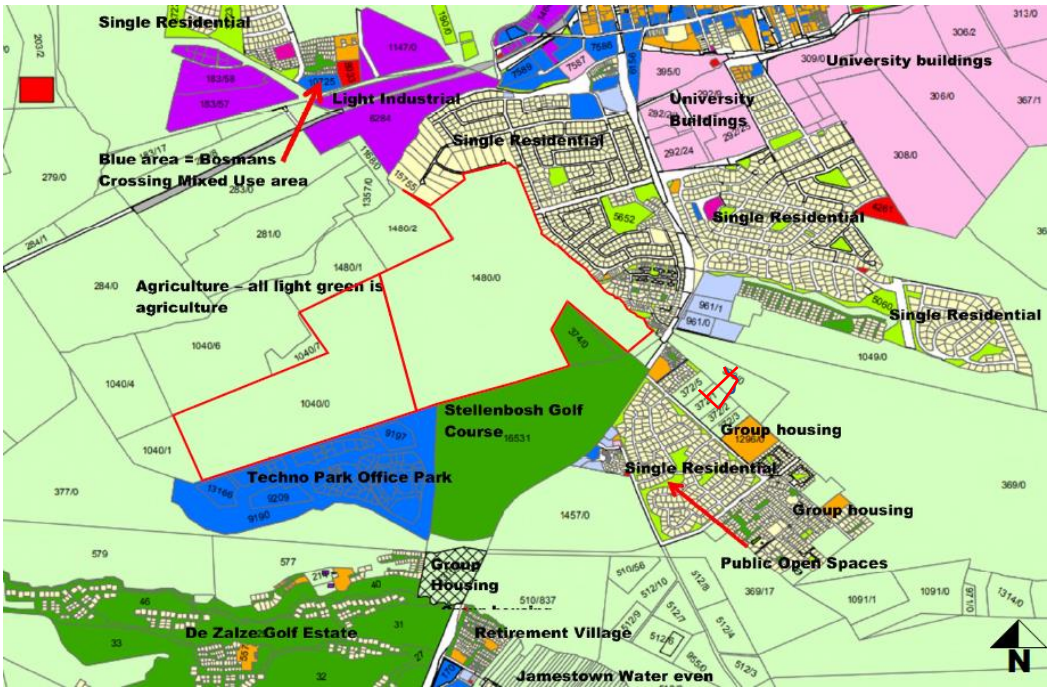


Figure 3: ***Plan showing the land use of the surrounding area (subject properties demarcated in red)***

- **Land uses on the subject farms**

The subject farms are partially used for agricultural purposes with the original manor house and outbuildings located on the northeaster portion of Remainder Farm 1480. On the next page is an aerial photograph showing the existing land uses on the farm.

A large portion of the site has been transformed for cultivation purposes. There are areas which have not been cultivated in the last ten years and therefore may contain natural vegetation. These areas have been identified in the Natural Environmental Baseline Report. No development is proposed within these areas and the existing natural vegetation which is primarily Swartland Granite Renosterveld would be protected and will form part of the natural landscape corridors proposed in the development concept.

Although the existing farm werf (Libertas) carries a high heritage significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. These structures do not form part of the current development proposal,

but the upgrading of this historical farm werf will be addressed. Future linkages to the historic farm werf are addressed in the Urban Design Principles.



***Figure 5**: Libertas Farm Werf*

On the next pages are some photographs of the subject farms viewed from respectively Devon Valley, the R44, Polkadraai Road, Van Reede Road and Techno Park.



***Figure 6**: Subject farms viewed from the R44*



***Figure 7**: View from Polkadraai Road towards Stellenbosch*



***Figure 8**: View from Devon Valley showing the context of the subject site in relation to Stellenbosch. Note the Techno Park development hidden behind the windbreak*





Figures 9 and 10: ***Views of the subject farm from Elektron Road in Techno Park***



Figure 11: ***Van Reede Road***



Figure 12: ***A portion of the adjacent Patrysvlei***

- **Legal status of subject farms**

Underneath is a Table providing information regarding the Title Deeds and Surveyor General Diagrams of the subject farms.

Farm name	Title Deed number	Diagram
Remainder Farm 1040, Stellenbosch	T2011/1966	LG11561/65
Remainder Farm 1480, Stellenbosch	T21113/2007	LG5176/2005
Portion 2 of Farm 374, Stellenbosch	T50628/1994	D562/1898
Remainder Portion 2 (A portion of portion 1) of Farm Valley Lustery 371, Stellenbosch	T50628/1994	LG7838/54

MOTIVATION FOR INCLUSION OF THE SUBJECT FARMS INTO THE STELLENBOSCH MUNICIPALITY'S URBAN EDGE

Underneath is a motivation for the inclusion of the subject farms into the Stellenbosch Municipality's Urban Edge in the Stellenbosch Municipality's Spatial Development Framework, 2023.

The Municipal Systems Act (MSA), 2000 (Act 32 of 2000) requires in Section 25 that a Municipality adopt an Integrated Development Plan (IDP) as a single, inclusive, and strategic plan for the development of the municipality. In terms of Section 26(e) of the MSA a Municipal Spatial Development Framework (MSDF) is prescribed as a core component of the IDP.

The MSDF is the considered the main planning instrument in development planning of a municipality and consequently also an important input and required consideration in planning applications. It is important to note that the MSA and the associated Regulations on Municipal Planning and Performance Management (2001) also describes the intended character of such MSDF as "containing policies" in obtaining it's objectives and "basic guidelines" for a land use management system for the municipality.

In Section 12 (1)(d) and (2)(b) of the Spatial Planning and Land Use Management Act 2013 (Act No. 16 of 2013) (SPLUMA) the character of a SDF is further described as to [(1)(d)] "*guide planning and development decisions*…" and [(2)(b)] "… *guide and inform the exercise of any discretion or of any decision taken (on) land use and development of land…*"

The MSDF is accordingly in essence generally regarded as a guideline document. Contrary to the generally regarded status of policies and guidelines as non-statutory, the legislative prescripts of SPLUMA however elevates the status of the MSDF to a level of compulsory legislative compliance with a specific and narrow qualification to depart from the provisions of such MSDF if the subject application is not consistent with the MSDF.

Section 22(1) of SPLUMA prohibits a Municipal Planning Tribunal (MPT) from taking land use management decisions that are inconsistent with a Municipal Spatial Development Framework (MSDF). This general rule is reinforced by the stipulation in SPLUMA that the Land Use Management Scheme adopted by a Municipality "*must give effect to Municipal Spatial Development Frameworks*". An exception to this general rule is however offered in Section 22 (2) of SPLUMA allowing for a departure from an MSDF if "*site-specific circumstances*" justify it.

Subsections (1) and (2) of Section 22 of SPLUMA thus respectively create a "general rule" and an "exception to the general rule". The two subsections must be read together

to understand the power granted to the decision maker when considering a land use application and specifically if the application is inconsistent with the MSDF. Section 22 (2) offers both the applicant and the decision maker a degree of flexibility to depart from the general rule in deserving or appropriate cases.

Where there are site specific circumstances in a specific land development application, the decision-maker is obliged to consider those circumstances when deciding on the application. However, it should also be acknowledged that in terms of Section 42(1)(b) of SPLUMA, there are other relevant considerations to be considered as part of the decision-making process which enjoins a decision-maker to: “make a decision which is consistent with norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the Municipal Spatial Development Framework”.

Although the relevant planning laws do not provide definite clarity on the concept of “*site-specific circumstances”*, there are some definite boundaries in the application of these terms within the realm of both the relevant legislative prescripts and land use planning practice. An application must therefore motivate to justify the deviation. In such instances the unique and exceptional circumstances which are relevant and present in the context of the application in question, may render the applicable guidelines inappropriate.

The National Department of Agriculture, Land Reform and Rural Development prepared a guideline document to assist with the evaluation of applications for deviations from a MSDF, called “*Guideline on the Determination of Site-Specific Circumstances in terms of Section 22(2) of the Spatial Planning and Land use Management Act, (Act No. 16 of 2013), 2021”*.

These guidelines defined site-specific circumstances as “*any land use related condition that is applicable to a specific land parcel. A site-specific circumstance is by nature an attribute or characteristic or condition which is adjudged unique to or exceptionally related to the land which is the subject of a land development application*”.

This may include circumstances where:

- the land use was contrary (but ideally compliant) at the time of approval of the MSDF e.g., the MSDF, due to (say) a matter of scale, has not picked up an existing authorized commercial node;
- changed land use has occurred over time necessitating a different or alternative development approach e.g., commercial or industrial land uses have crept into a former residential area and which have not been picked up the drafters of the MSDF or local area plan;
- the land use changes that have taken place are not deliberate, unauthorised and/or encouraged by the applicant e.g., similar to the above example, the MSDF has not recognized previously approved developments which are now technically contrary to the MSDF;

- the land development application is justifiable, not necessarily in terms of the MSDF, but in terms of the uniqueness and special attributes of the development proposal or its immediate environs, (e. g. social, economic and environmentally justification).

A draft guideline document is also in the process of being prepared by the Provincial Government Western Cape which has not yet been approved. This document inter alia states that the circumstances pertaining to “site-specific circumstances” can vary infinitely for each individual case and there will not be predetermined aspects when it comes to determining whether or not a departure from an SDF is justifiable by site-specific circumstances.

Notwithstanding the successful finding of clear and justifiable site-specific circumstances in support of such planning application, it should still be the overarching principle that the resulting development or land use should not explicitly or implicitly be in conflict with or undermine the overall purpose, intent and objectives of the MSDF development agenda to the extent that it would warrant the review and amendment of the development strategy of the MSDF. In the underneath motivation for a deviation from the Stellenbosch Municipality the above is demonstrated.

This report motivates the justification for the proposed deviation in the light of the unique and exceptional circumstances which are relevant and present in the context of the subject property and which renders the current guidelines of the Stellenbosch MSDF inappropriate. The motivation specifically addresses how the development proposal and thus the deviation from the MSDF will promote integration with and reinforce the functioning of the existing town centre, limit development locations that facilitates increased vehicular travel demand, reduce the occurrence of mono-functional, stand alone, introverted and isolated development forms and due to the nature and design of the development proposal ensures that there would be no intrusion into this relatively sensitive cultural and natural environment an does not promote fragmentation and sprawl;

In this regard we would also like to again refer to some recent judgements which confirmed that planning decision makers should consider the specific circumstances of each application. Judge Rodgers stated in his judgement in the Booth court case (William Booth & 2 Others NNO vs Minister of Local Government, Environmental Affairs and Development Planning and the City of Cape Town) that “*blind or rigid adherence to pre-existing policy was, in our common law of review, viewed as a circumstance showing that the decision-makers had failed properly to exercise the discretion vested in him by the empowering provision*”.

The judgement confirmed that the formulation and adoption of policy documents, particularly after a process of public participation and with external expert assistance, is a valuable tool of government. This is considered especially true in the sphere of land use and planning as a properly researched and formulated policy aids rational, coherent and consistent decision-making. It further provides a large measure of useful predictability to the public.

Judge Rogers, however, referred to two other judgements (Johannesburg Town Council v Norman Ansley & Co and Kemp NO vs Van Wyk) in which it was concluded "*that an applicant seeking a favourable decision which departs from a known policy may, while acknowledging the value of the policy, explain why a departure in his particular case should be allowed and why the overall objectives of the policy will not thereby be impaired. In such a case the decision-maker must consider whether there are any circumstances which render the application of the policy to the applicant's particular case undesirable or improper, or to express the same essential point differently, which makes the applicant's case an exceptional one*".

The proposed deviation from the Stellenbosch MSDF, 2019 and the Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019) to allow the subject farms to be included within the Stellenbosch Municipality's Urban Edge are addressed underneath referring to the site-specific circumstances applicable to the subject properties which serve as justification for the development proposal.

- **Stellenbosch Spatial Development Framework (2019)**

The subject farms are indicated as "Open Green" in the 2019 Stellenbosch Spatial Development Framework (2019). It is also located outside the urban edge as can be seen on ***Figure 13*** on the next page.

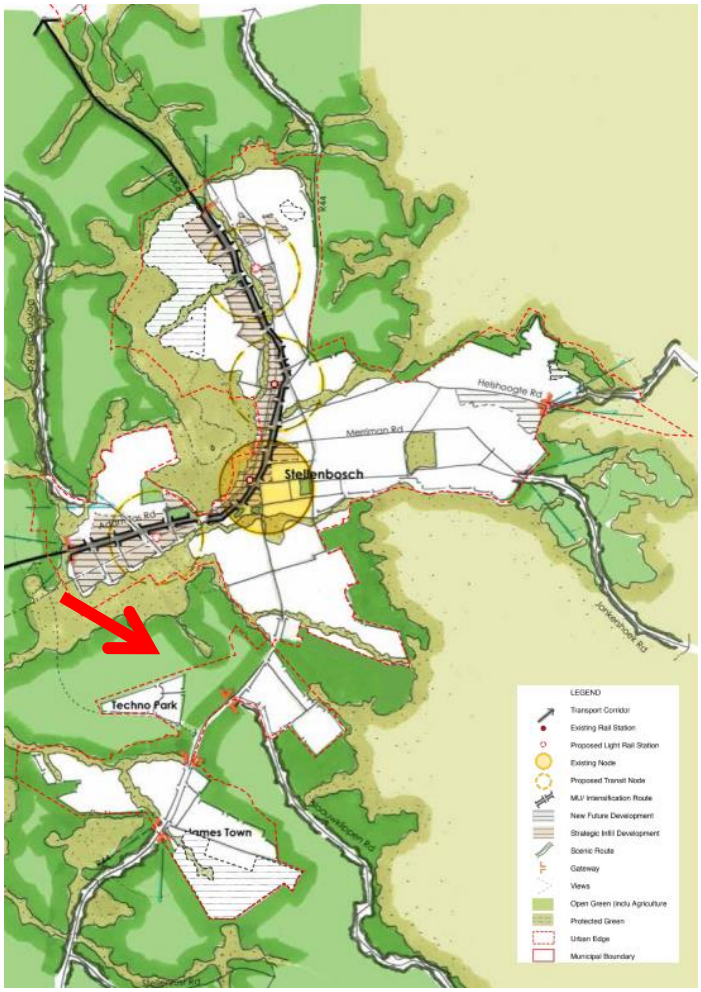


Figure 13: ***Extract from the Stellenbosch Spatial Development Framework. The red arrow shows the position of the subject farms.***

The intention of the identified urban edge is to contain the footprint of Stellenbosch town as far as possible while enable logical, small extensions. The MSDF and other relevant national and provincial spatial policies strive to create a compact settlement form while protecting a municipality's natural, cultural and agricultural assets. Urban development on the urban edge is in general likely to be focused on private vehicular use and caters exclusively for higher income groups (in gated developments). Such developments will often reduce the potential of initiatives to transform Stellenbosch town to offer a wider range of more affordable housing opportunities especially for younger and medium income residents working within the municipal area.

As a general principle the footprint of the Stellenbosch towns should be contained as far as possible within the existing urban edge, while enable logical, small extensions. There are, however, certain areas which are currently indicated in the MSDF as outside the urban edge, but which are bounded by developed areas and where there would thus be pressure for some form of development. In some cases there may be site specific circumstances which may make it desirable to consider limited development on these sites.

Urban edges could thus be adjusted, if it is proved that this would result in benefit to the overall settlement and community in multi-dimensional ways. If a developer/applicant can prove that a development proposal will be aligned to or benefit stated and agreed national, provincial, and local settlement development and management objectives, it should matter little whether the proposal is located outside the urban edge.

In evaluating such applications for incorporation of these sites within the urban edge and allowing some type of development the following needs to be taken into consideration:

- A development proposal needs to promote compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables public and NMT.
- The proposal needs to consider how it responds to and is integrated with public transport/ NMT and social facilities planning.
- The development proposal needs to be enterprising and transformative in that it is likely to stimulate desirable change within its broader precinct and context.
- The development proposal must expand housing opportunity for a broader range of groups.
- The development proposal must not "lock-out" desirable development and opportunity elsewhere by virtue of its location and scale (and through that attracting development energy in a direction not supported by the MSDF)
- The proposal must support inclusion, including providing a range of housing types and/ or opportunity for small/ emerging entrepreneurs.
- The proposal needs to make best use of existing structures on its site.
- Although indicated as "Open Green" in the MSDF and as "Green transitions" in the Stellenbosch Heritage Inventory, the subject farms are surrounding by urban

development on all sides and the Municipality's. It is thus inevitable that there would always be some pressure for development.

A further aspect which plays a role in this specific application is the proposed planned future road network in this area. The MSDF shows the proposed Techno Park Link Road as can be seen in ***Figures 14*** *(dotted red line)* and ***15***. This road link is to provide a second access to Techno Park, providing relief to the R44 and R44/Techno Avenue intersection, which currently accommodates access to Techno Park, as well as Kleine Zalze and the De Waldorf Development currently under construction.

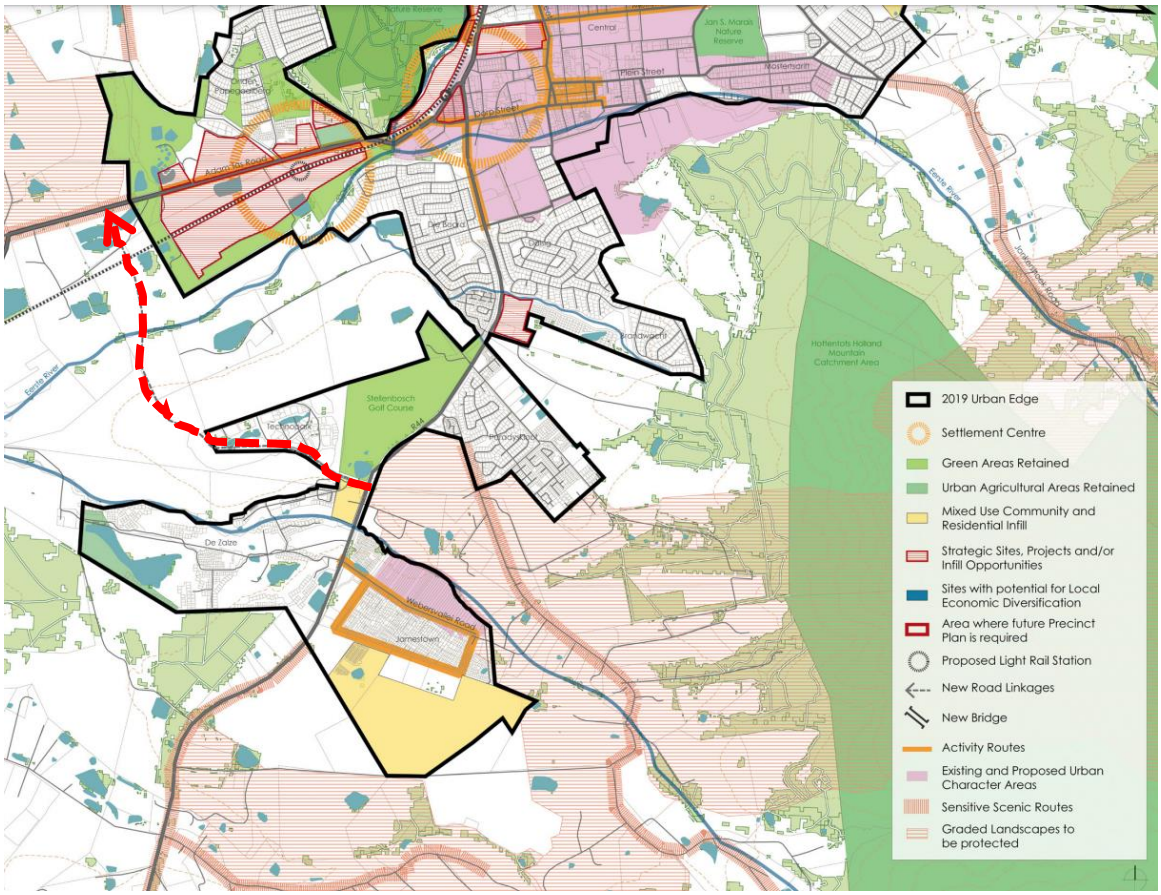


Figure 14: ***Extract from the Stellenbosch Spatial Development Framework showing the proposed Techno Park Link Road (dotted red line)***

The Stellenbosch Municipality's Draft Roads Master Plan, currently out for public comment, indicates Van Reede Road as a Class 4-road link between the Boord and Techno Park. See ***Figure 16*** on the next page.

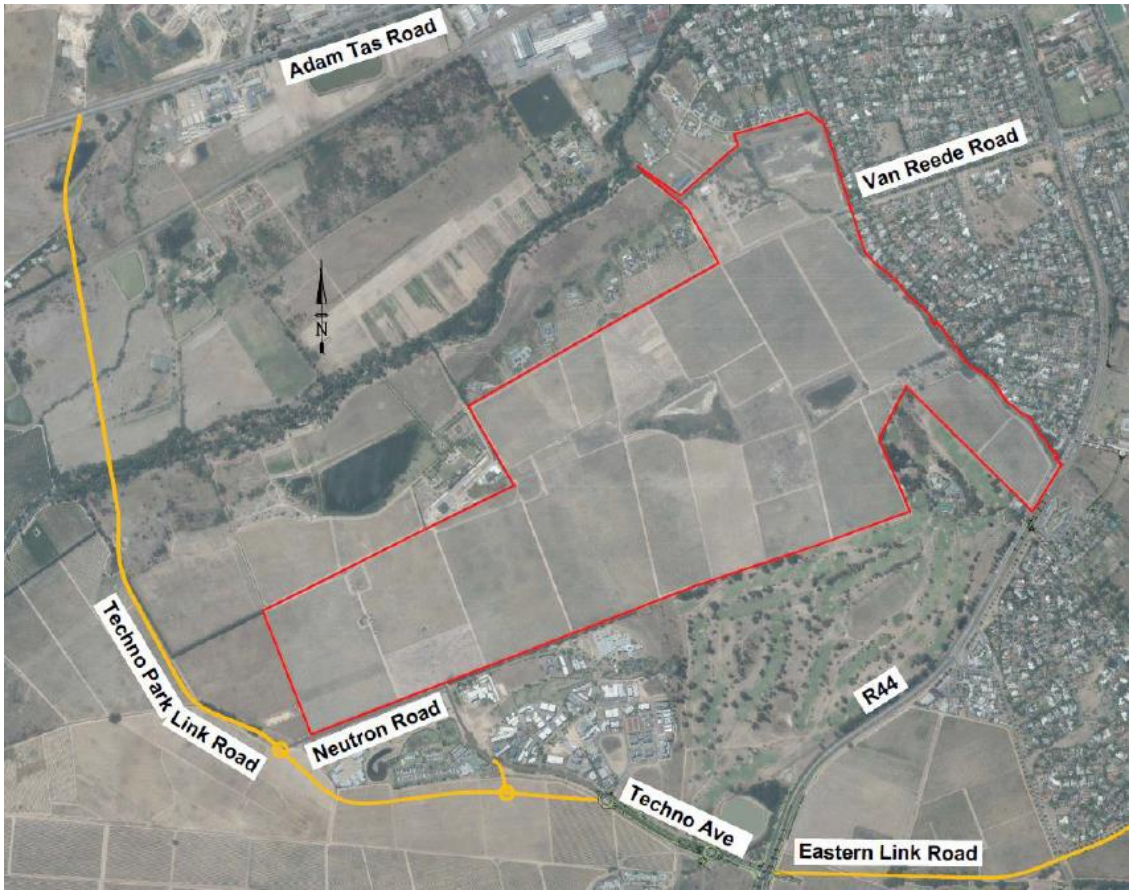


Figure 15: ***Future external road network in vicinity of the subject properties***



Figure 16: ***Stellenbosch Municipality's Draft Road Master Plan, 2021 extract (with notes)***

Access is thus anticipated via Van Reede Road to the R44 and Techno Avenue/Neutron Road to the R44 and/or Techno Park Link Road (to Adam Tas Road). A road, traversing

the subject property, will thus be required to connect Van Reede Road and Techno Avenue/Neutron Road, which will provide access to the development clusters/pockets.

Being classified as a Class 4-road in the Draft Roads Master Plan, the said road would thus be limited, i.e. no direct erf accesses will be allowed along the road. The cross-section of the road will also have minimum guidelines which should be adhered to, however, the detail of the cross-section ultimately proposed to accommodate the expected vehicles, as well as non-motorised transport, will be determined during further design stages.

Following discussions with the Engineering Department of the Municipality, various alternatives for an alignment of the required road link between Die Boord and Techno Park traversing the subject property were investigated. Based on inputs from the various project team members (engineering, visual, etc.), a proposed alignment was presented to the Municipality, on which the Engineering Department provided in principle support. The proposed alignment, in the context of the proposed development pockets, is schematically indicated in **Figure 17** below.

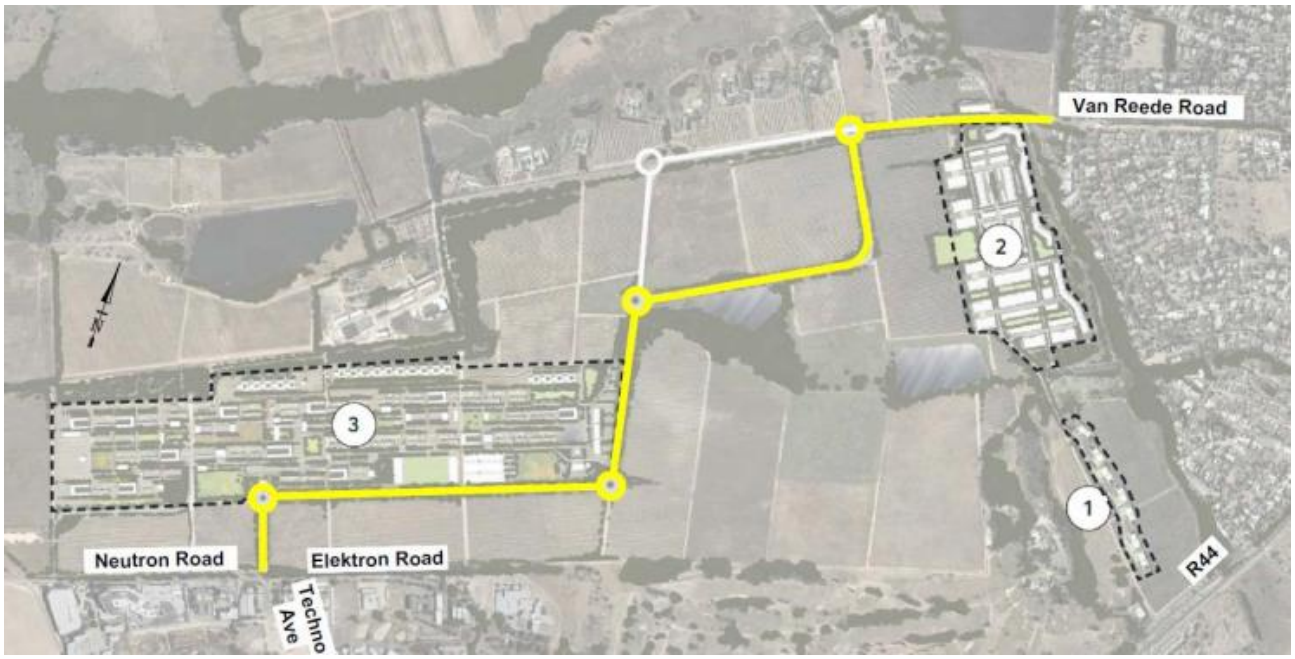


Figure 17: ***Proposed future road link delineation (Van Reede Road) between Die Boord and Techno Park traversing the subject property***

The alignment options are thus either the yellow line indicated, or an alternative where the route follows the corner formed by the white line instead of the yellow corner formed, with roundabouts provided at positions along the route.

Due to the proposed delineation of this link road, the proposed extension of Van Reede Road and the existing urban development at Technopark it can be accepted that there would be pressure for infill development between this new road link and the existing urban developments of Stellenbosch and thus the eventual amendment of the demarcated urban edge in this area.

This view was confirmed by Mr Bernabie de la Bat of the Spatial Planning Section at a meeting on 22 October 2021, arranged with the Municipality's Engineering, Land Use Management and Spatial Planning Sections, to discuss the future alignment and status of Van Reede Road. At this meeting he indicated that although development outside the demarcated urban edge is in general not supported, it should also be noted that the future expansion of Stellenbosch is limited by geographical factors and the position of existing suburbs. It is thus not considered desirable to for example develop further towards the Helderberg area and that infill development within the areas surrounded by urban development such as the subject farms is considered a better option.

Mr De la Bat further indicated that from a spatial planning point of view, it is considered more desirable to rather develop a total farm such as the subject site, than portions of several farms on the urban edge. Due to the specific location of the subject farms between existing urban developments, namely Die Boord and Technopark as well as the future extension of Van Reede Road as a class 4 link road to Technopark and the proposed future Western bypass, it has always been envisaged as a possible future development area of Stellenbosch. He is of the opinion that the visual impact of the proposed development on the Stellenbosch Cultural Landscape and from the identified scenic routes would be relatively low, except for certain areas, e.g. next to Technopark and a small portion next to the R44 as confirmed in the Visual Impact Study and Visual Statement submitted with this application. More detailed mitigation measures to lessen visual impact will be addressed in the more detailed Visual Impact Assessments for the proposed development and individual precincts which will be submitted during a later phase of the application process.

It is considered important to ensure that the nature of any development on the subject farms, which have cultural and heritage value, should benefit the wider Stellenbosch community and be in accordance with the principles set out earlier, e.g. it being a compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables and link with public and existing NMT networks, offering housing opportunities for a broader range of groups while acknowledging and protecting the heritage and cultural value of the site. Such development should also not compromise the impetus for the development of other identified development nodes such as the Adam Tas Corridor.

The opinion is held that the current development proposal complies with the above as:

- The design of this development proposal, which will be limited to three precincts on the subject farm, of which the location and footprints thereof have been informed by various specialist studies which includes urban design, heritage (cultural landscape analysis), visual screenings and landscape/environmental inputs, has been explained earlier. The proposed development concept would ensure that a substantial component of the farms will remain agricultural and the existing green systems and the cultural and heritage significance thereof would be protected and enhanced.

- The proposed development and the detailed design proposals for the individual precincts would further be guided by strict Urban Design Principles which would be informed by further specialist studies such as a Heritage Impact Assessment, Visual Impact Assessment and an Environmental Impact Assessment.

- Provision has been made for linkages from the proposed development precincts and green areas with the proposed non-motorised transport network of Stellenbosch, the current and proposed green network of the wider Stellenbosch township area, the adjacent developed urban areas (Die Boord and Technopark) as well as the wider Stellenbosch township. This has been addressed in detail in the design proposal and Urban Design Principles to ensure that more people would have access to this important heritage and cultural asset which is currently not accessible to residents of Stellenbosch.

- The mixed-use activities (commercial, retail, institutional and educational) would be of a local nature, e.g. smaller offices and local shopping facilities which would allow opportunities for smaller scale entrepreneurs and businesses. This will also limit additional traffic through adjacent areas such as Die Boord.

- The approved Stellenbosch 2017 Integrated Human Settlement Plan has a target of ±18 775 residential units to cater for the current housing backlog. This municipal plan aims to guide and facilitate the development processes involved for housing projects aimed at informal settlement upgrade, social housing, formalized home ownership, employer housing and GAP housing. A key proposal was to utilize municipal land provided at reduced cost for formal home ownership in order to cross-subsidize other housing types. A cohesive effort has been made with Provincial and National Departments of Human Settlements to declare Stellenbosch a Restructuring Town with Restructuring Zones where economic, social and ecological sustainability are promoted while improving the lives of communities through rental housing programs. This achievement will accelerate the processes and supply of housing development aimed at the lower income residents.

  There is, however, a scarcity in formal guiding policies and plans specifically aimed at addressing the current and future housing demand for the middle to higher income households, which are predominantly attracted by the booming services sector. Developments, focused on providing much needed residential opportunities on this side of the economic spectrum, derives predominantly from the private sector on privately owned land. The IDP makes provision for possible amendments to the MSDF to accommodate for this need through the identification of infill and development areas. The subject property can be deemed desirable spatially as it will not perpetuate ad hoc or leapfrog development.

  The Stellenbosch Municipality appointed Rode & Associates to draft a Stellenbosch Municipality Urban Development Strategy (UDS). The purpose of the report is to assist Council in understanding the Municipality's current urban context and to formulate strategies for urban growth and development. The UDS identified the subject property as a transformation zone; i.e. a transformation zone is an area where coordinated public and private sector investments are prioritised for urban intensification and expansion –

see ***Figure 18*** underneath. The Urban Design Strategy indicates the following adjusted demand for housing within Stellenbosch. "A total of 17 301 units forms part of the estimated demand over the next 20 years, e.g. 9 277 houses smaller than 80 m², 2793 houses larger than 80 m², 2402 flats and 2 829 town houses."

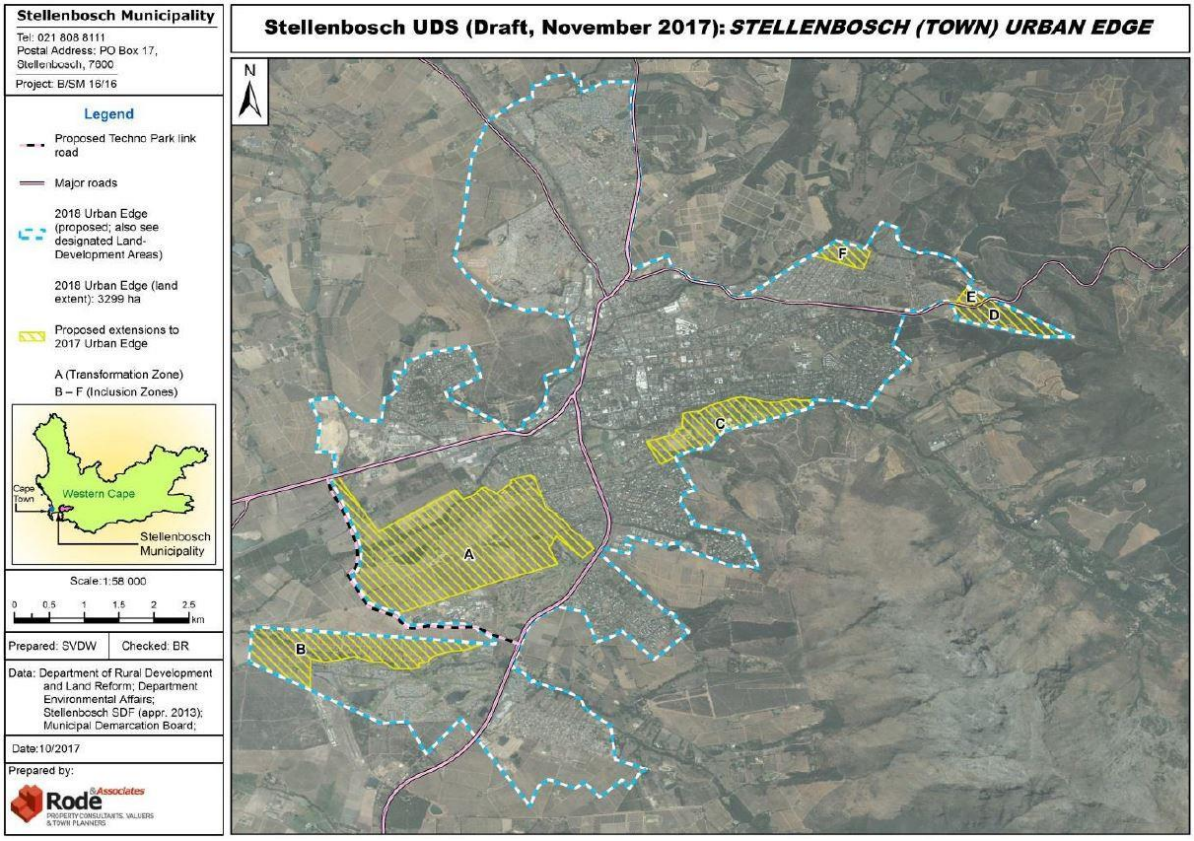


Figure 18: ***Extract of the Draft Stellenbosch Urban Development Strategy***

The development proposal would offer a range of housing opportunities which would primarily cater for a market segment for which there is little housing stock available within Stellenbosch and which is not the target market for e.g. the Adam Tas Corridor development.

Provision is made for 1 241 units of a medium density, non-suburban type distributed within three precincts A, B and C. These are interspersed with other uses. The units are predominantly either of duplex, simplex or triplex type arranged in groups found in Precincts A and B or of a low-rise medium density type/multi residential (3-4 storeys) found in precincts A and B. These types totalling 1215 units from a total of 1241 units or 97.9% will range from 50 – 100 m² GBA at an average of 70 m² GBA per unit. The balance of 26 units or 2.1% found in precincts A and C are larger Single Residential units. The target price for the 1 241 smaller units at an average of 70 m² GBA/ unit will average R2 million at current market value and the 26 units (2.1% of the total) at an average of 350 m² GBA a market value between R4 and R 12 million. These figures thus correlate well with the recommendations in terms of housing demand by type as outlined by the Urban Design Strategy.

As indicated earlier in the report, notwithstanding the absence of an approved Inclusionary Housing Policy by the Stellenbosch Municipality, our client recognizes the

general need for inclusionary housing in an attempt to uplift and empower previously disadvantaged individuals and/or families. In their endeavours to contribute to such efforts, it is their goal to formalise land tenure to families within the existing informal farm village on the subject property. Tenure options will be negotiated with the relevant families and the outcome and provisions to be agreed, will form part of the final subdivision applications still to be submitted and approved by the various authorities.

- The proposed development will have significant socio-economic benefits for Stellenbosch in the form of new employment opportunities, taxes, infrastructure upgrades, traffic improvements and new housing opportunities as well as commercial and community facilities.
-

The MSDF also addresses future transport planning. The Stellenbosch Municipality Comprehensive Integrated Transport Plan is a conceptual public transport network supporting the MSDF. It proposes the establishment of additional transport routes to address the backlog of an incomplete road network. These additional routes, such as the proposed new link roads would provide for a more effective distribution of traffic which would benefit broader communities as well as to the traveling public through all modes of transport (including public transport and NMT). It is also acknowledged that the proposed Techo Avenue Link Road will form the western boundary of Stellenbosch and help define a new compact urban form for Stellenbosch, containing future development.

The proposed development of of the subject property is thus considered to be in line with the objectives of the Stellenbosch Municipality Spatial Development Framework for sites of this nature.

- **Stellenbosch Draft Conservation Management Plan and Heritage Inventory (2019)**

Stellenbosch has a deep history and a rich and varied heritage. The Stellenbosch Winelands is a distinct and unique landscape with global significance in terms of natural and cultural typologies. The unique characteristics of its scenic quality are the dramatic mountain backdrops and the pattern of settlement of individual farms along the rivers. The Cape Dutch architectural style is unique to South Africa, as is the Fynbos vegetation.

Agricultural areas, particularly those under vineyards and orchards, thus attribute scenic value and character to the region, which is valued by both the local inhabitants and visitors. This is a significant contributor to the value of the area as one of South Africa's premier tourist destinations. It is therefore imperative that all land use decisions should enhance the integrity of both the natural and the cultural environment as an important form of capital.

The National Heritage Resources Act (Act 25 of 1999) (NHRA) requires all municipalities to undertake or update inventories of the heritage resources in the area of their

jurisdiction within 10 years (Sect. 9(3)(c)). Such a Heritage Inventory has been finalised for the Stellenbosch Municipal Area and has been approved by Heritage Western Cape.

Underneath (***Figure 19***) is an extract form the Stellenbosch Heritage Inventory describing the settlement typology of the area:

Stellenbosch Winelands	**Settlement Typology**	**Scenic Beauty (Land Form)**
	Settlement along rivers, individual farms with blocks of vineyards on each farm property. Each farm typically has a main farmhouse and workers' cottages in a row or a cluster.	Dramatic mountains as armature with rolling hills. Settlement at the confluence of rivers and routes on the valley bottoms

Figure 19: ***Extract from the Stellenbosch Heritage Inventory***

The Heritage Inventory is accompanied by a Heritage Management Plan which contains general principles derived from the heritage vision for the Stellenbosch Winelands, namely conserve/maintain, enhance, regenerate and intervene. From these principles a set of conservation systems and development criteria were developed for each of the identified "Landscape and Townscape Units" within the municipal area. It set out the minimum criteria that all proposals must satisfy in order to ensure that heritage significance is protected and through which the Municipality, landowners, and potential developers are informed about the heritage significance of each landscape unit, its context and components, and an indication of the degree of change that may be contemplated for each place in order to retain its particular character, and thereby its heritage significance.

The subject farms fall within Landscape Unit C15 (that stretches from Technopark towards the Eerste River), a well-defined landscape feature on the southwestern edge of Stellenbosch with vineyards and early farm complexes. The main heritage aim for this unit is to conserve and enhance the existing character of this landscape unit that must be conserved (maintained). This requires protection and maintenance of significant buildings, trees, avenues of trees and other landscape elements such as vineyards. It may also require appropriate re-development of other historic places in the landscape. Where sites have been degraded, manage and regenerate these heritage environments into the future, to become more inclusive.

This Landscape Unit is located within the town-scale "green transition system", which aims to maintain the clear division between townscape and surrounding rural landscape

and prevent suburban sprawl. Maintenance of the green and open agricultural character of this landscape unit is important.

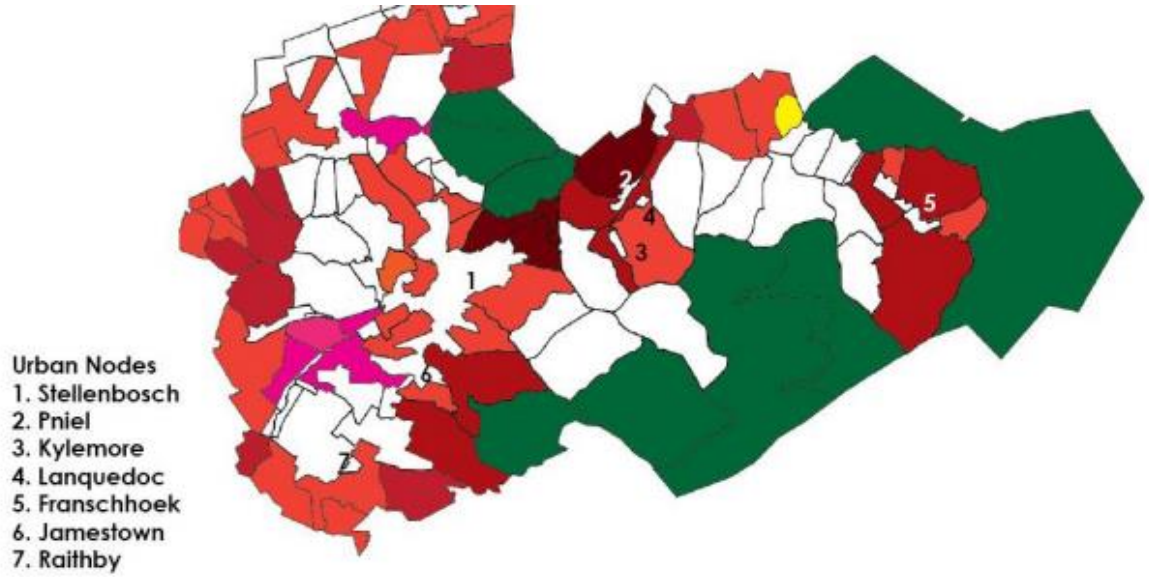


Figure 20: ***Extract from the Stellenbosch Heritage Inventory showing the "Green Transitions" (town and municipal scale) – green areas***

Deviated land use/uses that will likely erode landscape character are over scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre. Large-scale business-park development and suburban expansion, together with increased transport infrastructure that threatens the significant historic pattern of settlement in this landscape cannot be supported.

None of the above is proposed. The submitted the design proposal is a collaboration between the urban designers/architects, the heritage/visual impact consultants, and the landscaping architects as well as an initial input form environmental consultants to ensure that it takes cognisance of the principles and recommendations of the Heritage Management Framework.

It is accepted that the only way development could be considered on the subject farms is with an ingenious design that challenges the existing status quo of our society through the proposed built fabric and adheres to all the indicators of the landscape. The opinion is held that the described development proposal is such a design concept and that the development proposal offers many opportunities by which the principles of the Heritage Management Framework for this area can be promoted, namely:

- Urban Design Principles, informed by more detailed heritage, environmental and landscape studies as well as furthermore detailed engineering reports will guide the future detail design of the development.

- Rather than proposing development over the whole farms, the development proposal defines four precincts of which the footprints, scale and massing have been determined

and set by the above principles and specialist inputs. The remainder of the farms will be retained for agricultural purposes. The proposed development will further be guided by strict urban design codes by which development is only permitted to happen within predefined three-dimensional envelopes arranged in response to the surrounding cultural and historical landscape as per the principles of the Heritage Management Framework.

- A visual study and landscape character analysis of the site was done by TERRA Landscape Architects and a **Visual Impact Study and Visual Statement** by FILIA. TERRA Landscape Architects considered the site and the possible attributes that would address the visual, ecological, urban and heritage aspects and develop a sensible responsive design. These included comments raised by the heritage consultants and the Development Criteria as per the Stellenbosch Conservation Management Framework in particular Landscape Unit C15 EERSTE RIVER CENTRAL AREA (7.7) that has been awarded a Grade IIIB (heritage area).

- The rural quality of the area and the particular layout of the historical werf were both qualities that were deemed significant attributes to the site. Further to this the historic tree planting on site (and the visual buffer this provides) is another quality which can be built on and developed further to add to the particular identity and sense of place.

- The development concept proposed for the subject farms aim to steer away from a low density, one-dimensional and suburban (mostly gated) development approach that has become the norm in the extensions towards the south of the historic core. The design proposal thus aims to consciously erasing the site boundaries to give a holistic impression of fit. The higher density of the development is offset by access to the large remaining portion of the farm.

- A non-motorised network will weave through the total site to support a walking, jogging and cycling on the greater site and beyond and which links Techno Park and Die Boord via the remainder of the farm. It will also offer an opportunity to open the agricultural fields for recreation for more Stellenbosch residents.

  Access across this piece of land will thus be beneficial to more individuals than a single landowner. The Urban Design Principles proposed for the development concept on thes farms provides details regarding the recreational use of this space internally as well as linkages with external areas. The proposed motorised and non-motorised transport networks have been informed by the existing historical pattern of the vineyards as well as the historical wagon route which crossed the subject farms.

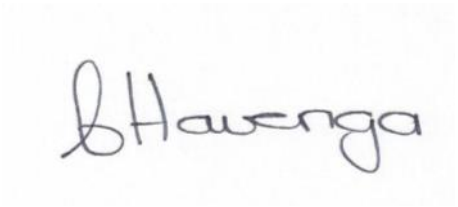
- Although the house (Libertas) itself is highly praised and carries a high significance, the context of the manor house is eroded. The garden is in a state of neglect, and the original approach to the house has been compromised with the construction of an irrigation dam. According to the Stellenbosch CMP (2019), this complex falls into a category ‘Enhance’ in which remedial action will be better than leaving it as is. The upgrading of the historical farm werf (manor house and associated buildings) is planned

as a later stage of the current development proposal. A specific Site Development Plan informed by the Heritage Impact Assessment with inputs from a heritage architect will be prepared with recommendation about restoring and adaptable reuse of this complex and wider access to this significant heritage resource.

The opinion is thus held by the heritage practitioner of the project team, Liana Jansen, that the design team presented a proposal that took cognisance of the significant heritage, landscape and visual context the site presents. The proposed development positively responds to the Development Criteria as per the Stellenbosch Conservation Management Plan (2019). The detailed historic, visual and archaeological studies to be undertaken for the HIA could potentially highlight further heritage concerns. If necessary, this will be addressed in consultation with the design teams during the detail design phases.

It is trusted that these inputs would be considered and that in the light of the above comments, the subject farms be included into the Stellenbosch Municipality's Urban Edge.

Yours faithfully



CHRISTINE HAVENGA

Stellenbosch Ratepayers Association

Catherine Muller

Subject: FW: Comment on IDP & CITP documents
Attachments: SRA COMMENT ON DRAFT CITP FOR 2023 (20 OCTOBER 2023).pdf

From: mm <Municipal.Manager@stellenbosch.gov.za>
Sent: Monday, October 23, 2023 9:13 AM
To: idp <idp@stellenbosch.gov.za>; Gurswin Cain <Gurswin.Cain@stellenbosch.gov.za>; Catherine Muller <Catherine.Muller@stellenbosch.gov.za>
Cc: Nomie Tshefu <Nomie.Tshefu@stellenbosch.gov.za>; Geraldine Mettler <Geraldine.Mettler@stellenbosch.gov.za>
Subject: FW: [EX] Comment on IDP & CITP documents

Good day Colleagues

Herewith please see attached comments received by Stellenbosch Ratepayers Association on the draft CITP.

Kind regards,

Raydine Wenn
Personal Assistant
Office of the Municipal Manager

T: +27 21 808 8025 • F: +27 21 886 6749
71 Plein Street, Stellenbosch, 7600 • PO Box 17, Stellenbosch, 7599
www.stellenbosch.gov.za

From: Admin <admin@landsgate.co.za>
Sent: Sunday, October 22, 2023 7:21 PM
To: Shane Chandaka <Shane.Chandaka@stellenbosch.gov.za>
Cc: Mayor (Gesie Van Deventer) <Mayor@stellenbosch.gov.za>; Carli Van Wyk <Carli.VanWyk@stellenbosch.gov.za>; Peter Johnson <Peter.Johnson@stellenbosch.gov.za>; Esther Groenewald <Esther.Groenewald@stellenbosch.gov.za>; mm <Municipal.Manager@stellenbosch.gov.za>; Anthony Barnes <Anthony.Barnes@stellenbosch.gov.za>
Subject: [EX] Comment on IDP & CITP documents

Dear Mr. Chandaka,

We hope you are well.

Please find the attached letter for your kind consideration.

Kind regards

Simon Wilson
Chairman for the Stellenbosch Ratepayers Association.

Stellenbosse Belastingbetalersvereniging
Stellenbosch Ratepayers' Association

✉ ***399 Stellenbosch 7599 • info@stellenboschratepayers.org***

20 October 2023

Mr Shane Chandaka Shane.Chandaka@stellenbosch.gov.za
Director: Infrastructure Services
Stellenbosch Municipality

Dear Mr Chandaka

STELLENBOSCH INTEGRATED DEVELOPMENT PLAN 2023 – 2024: OPEN DAY BRIEFING HELD IN THE TOWN HALL ON 13 SEPTEMBER 2023: CONCERN ABOUT THE LACK OF ALIGNMENT BETWEEN LAND USE (SPATIAL) AND TRANSPORT PLANNING AS CONTAINED IN THE DRAFT COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP)

1. Thank you for providing the Ward Committee for Ward 22 with a searchable copy of the 3rd final draft CITP document. As you are aware the Stellenbosch Ratepayer's Association (SRA) is most concerned about the mismatch between the MSDF and the CITP, especially in terms of the impact this may have on the quality of life currently enjoyed by residents of Ward 22. I am accordingly writing to you as a member of both the Ward Committee for Ward 22 and of the SRA.

2. For the record, the concerns that the SRA has about the shortcomings of the draft CITP are shared by, Friends of Stellenbosch Mountain (FSM), the Stellenbosch Interest Group (SIG), the Boord Belangegroep (BBG) and residents of Ward 22, all of whom have made representations to the Consultants (who drafted the CITP document) and to the Municipality. Unfortunately, virtually none of the concerns have been addressed by the Municipality or the Consultant to date, and it appears that the Municipality intends to continue with an outdated and discredited approach of building additional roads at the expense of addressing public transport issues.

3. Please note that the 3rd final draft of the CITP conflicts with the following five key principles contained in the approved June 2023 MSDF:

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

"Containing settlement footprints by curtailing the further development of peripheral dormitory housing projects."

"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.”

“Allow future opportunity to build on existing infrastructure investment.”

Stellenbosch simply cannot afford the capital required to build the road links contained in the CITP.

4. Of pressing or immediate concern are the proposals to build sections of the so-called Eastern and Western Link Roads. The caption to fig. 7.3 (western link road) on page 106 of the draft CITP, namely, “**Alignment of link road currently being designed between R44 and R310”,** is particularly problematic and disturbing. This is so because the proposal is currently the subject of an EIA process, and **it is imperative that alternatives (to provide a second access road to the Thecno Park) should be workshopped** and considered with IAP’s before any detailed design should commence.

5. The proposed **construction of a section of Eastern link road between Paradyskloof and Trumali Avenue (SRMP053) also appears to be irrational**. It accordingly needs to be determined whether this is part of a salami-slice strategy by the Municipality to eventually extend the “link road” through Brandwacht and Dalsig in Ward 22. If no such strategy exists, it makes no sense to build the road now.

6. Please note that the most recent draft CITP has been met with well-founded resistance! While the principles in the CITP tick all the right boxes of sustainability, the implementation proposals are in direct conflict with a sustainable solution to the transport problems of Stellenbosch (building more Roads for private car use)! New Roads are not part of the priority list of the IDP and not part of the MSDF. This fact is highlighted in the concept below:

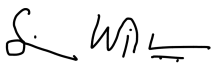
Updated Stellenbosch CITP Concept, Key Strategies, Proposals
• Using existing infrastructure as efficiently as possible;
• Reduce demand for car use;
• Reduce environmental impact of private transport;
• Support investment in public transport, and
• Support investment in NMT.
Three categories of TDM strategies have been identified:
1. Improving travel options for residents and visitors – Address safety of people walking and cycling and ensure that future growth and urban design support these modes;
2. Reduce need for investment in large-scale public infrastructure – create significant shifts in travel behaviour to reduce the need for new road capacity, and
3. Increase revenue to finance infrastructure – Consider tolls, congestion pricing, parking pricing and development charges as financing strategies available to manage demand.
Stated that Traffic Demand Management (TDM) contributes directly to the seven key development principles of the 2019 SDF, namely:
• Provide public transport for all;
• Create walkable neighbourhoods;
• Grow economy to create jobs;
• Make wise use of land;
• Conserve, restore and regenerate resources;
• Grow more food for ourselves, and
• Care for our heritage.

7. The issues referred to in paragraphs 4 and 5 above have been raised in comments on the draft CITP during May 2023 and again at the IDP meeting held in the Town Hall on 13 September 2023. It is accordingly important, in the interest of democracy, that IAP's meet with you on an urgent basis to determine the best way forward. To order the discussion, the recommendations contained in the letter of the FSM dated May 2023 are copied below for ease of reference.

> **"10. Section 7 of the 12 May 2023 FSM comments sketch what SM and Western Cape Government could still achieve if they act now. Some of our recommendations are:**
> **• Cancel the draft CITP and begin a new CITP process.**
> **• Drastically reduce new road building.**
> **• Revise draft 2023/24 MTREF to reflect these realities.**
> **• Give budget priority to funding sustainable infrastructure such as the Adam Tas Corridor, public transport, NMT, the railway station, bringing the taxi industry into the fold etc.**
> **• Stellenbosch must get serious about Travel Demand Management, i.e. changing peoples' behaviour and mindset.**
> **• Future transport/mobility budgets must be aligned with SPLUMA and the MSDF in pushing for densification rather than opening up rural land for further road-driven urban sprawl.**
> **11. Also, Western Cape Government grants allocated to Stellenbosch should be re-aligned to reflect stated provincial and national transport priorities; see Appendix C below.**
> **12. The new CITP and revised MTREF must comply with the following sections of the National Land Transport Act not only as tickbox but in terms of actual funding:**
> **• section 11(1)(c)(xi) on promotion of public transport**
> **• section 11(1)(c)(xvi) on traffic management techniques aimed at improving road traffic movement;**
> **• section 11(1)(c)(xxii) on applying travel demand management."**

8. I trust that you will agree with the necessity of meeting with members of the SRA, the Ward Committee for Ward 22 and other IAP's to decide on the best way forward. I accordingly look forward to hearing from you in this regard.

Kind regards



Simon Wilson (Chairman of the SRA)

Cc Adv Gesie van Deventer, Executive Mayor, Stellenbosch Municipality
Mayor@stellenbosch.gov.za

Cllr Carli van Wyk, Chairperson of the Planning and Economic Development portfolio
carli.vanwyk@stellenbosch.gov.za

Cllr Peter Johnson. Chairman of the Infrastructure Development portfolio
Peter.Johnson@stellenbosch.gov.za

Cllr Esther Groenewald, Ward Councillor for Ward 22
Esther.Groenewald@stellenbosch.gov.za

Ms Geraldine Mettler, Municipal Manager, Stellenbosch Municipality
Municipal.Manager@stellenbosch.gov.za

Mr Anthony Barnes, Director of Planning and Economic Development
Anthony.Barnes@stellenbosch.gov.za

Wemmershoek Community and Ratepayers Association

Nwabisa Jozana

From: Wemmershoek Community <wemmershoekcommunity@gmail.com>
Sent: Tuesday, 03 October 2023 12:58
To: idp
Subject: [EX] Wemmershoek

To whom it concern.

We as Wemmershoek Community and Ratespayers Association would like to request that land given by the state should be returned to us.

Secondly we like like to request 2 speed bumps at the corner of Jakanranda and Prins Africa street.

Kind regards
Isaac
Chairman

La Clemance

Clubhouse – Erf 89 JT –
Frailcare – Erf JT169 – no valuation 452/2009/1 + 2

EIEINDOMSBELASTING OP GEMEENSKAPLIKE EIENDOM

Ter agtergrond van die kwessie oor dubbelbelasting op gemeenskaplike eiendom ("GE"), word die volgende konteks graag verskaf:

Alle eienaars van La Clemence ("LC") is eie titel eienaars van hulle wonings en besit 'n onverdeelde aandeel in die GE (Klubhuis en die Versorgingseenheid). Indien 'n persoon dus 'n woning in LC koop, koop hulle ook 'n aandeel in die GE. Die onverdeelde aandeel in die GE is dus deel van die koopsom van die eenheid wat gekoop word.

By die bepaling van die eiendom se waarde vir eiendomsbelasting, word die markwaarde van die woning bepaal volgens die verkope van die eiendomme in die omgewing. Hierdie verkoopswaarde van die eiendomme sluit die onverdeelde aandeel in die GE in. Die eienaars van wooneenhede in LC betaal dus eiendomsbelasting op die GE (hierdie eiendomsbelasting is ingesluit in die eiendomsbelasting van die wooneenhede).

Indien daar dus nou belasting op die GE van LC gehef word, word daar dus dubbelbelasting betaal op die GE. Aangesien die waarde van GE in die waarde van die individuele eiendomme ingesluit is en nie verkoop kan word nie, het die GE geen markwaarde nie.

In die lig van bogenoemde sal ons dus graag die kwessie van dubbelbelasting wil bespreek.

Baie dankie vir u tyd.

Vriendelike groete

Admin | Laclemence HOA

From: Admin | Laclemence HOA <admin@laclemence.co.za>
Sent: Wednesday, 13 September 2023 14:42
To: 'Mynard Slabbert'
Subject: FW: [EX] 14 September besoek - la Clémence
Attachments: 14 September besprekingspunte

Goeiedag Mynard,

Prof. Willie Conradie het versoek dat die stuykkende versperrings langs die R44 asb ook by julle besprekingspunte gevoeg word.

Vriendelike groete / Kind regards

Helene Lötter

la Clémence

Kantoor Koördineerder / Office Co-ordinator
Webersvalleipad
Stellenbosch
Tel: 021 888 9200
Faks: 021 880 0254
Epos: admin@laclemence.co.za

From: Admin | Laclemence HOA <admin@laclemence.co.za>
Sent: Tuesday, September 12, 2023 9:54 AM
To: 'Mynard Slabbert' <Mynard.Slabbert@stellenbosch.gov.za>
Subject: RE: [EX] 14 September besoek - la Clémence

Goeiedag Mynard,

Baie dankie vir die bevestiging.
Daar het nog niks ander besprekingspunte bygekom by dit wat reeds deurgestuur is nie.
Ons sien uit na 'n lekker koffie drink!

Vriendelike groete / Kind regards

Helene Lötter

la Clémence

Kantoor Koördineerder / Office Co-ordinator
Webersvalleipad
Stellenbosch

Admin | Laclemence HOA

From: Admin | Laclemence HOA <admin@laclemence.co.za>
Sent: Thursday, 31 August 2023 15:47
To: 'Mynard Slabbert'
Subject: 14 September besprekingspunte
Attachments: Eiendomsbelasting op gemeenskaplike eiendom.pdf

Importance: High

Goeiedag Mynard,

Ek vertrou dat dit goed gaan met jou.
Punte vir bespreking op 14 September:

- Eiendomsbelasting op gemeenskaplike eiendom
- Instandhouding van Blaauwklippen rivier

Indien daar nog besprekingspunte is – stel ek jou dadelik in kennis.

Mooi dag!

Vriendelike groete / Kind regards

Helene Lötter

Kantoor Koördineerder / Office Co-ordinator
Webersvalleipad
Stellenbosch
Tel: 021 888 9200
Faks: 021 880 0254
Epos: admin@laclemence.co.za

From: Admin | Laclemence HOA <admin@laclemence.co.za>
Sent: Thursday, August 31, 2023 10:25 AM
To: 'Mynard Slabbert' <Mynard.Slabbert@stellenbosch.gov.za>
Subject: RE: [EX] Herskedulering - 25 Augustus: La Clemence uitnodiging
Importance: High

Goeiedag Mynard,

Baie dankie vir die bevestiging.
Ek teken jou besoek so aan.
Sodra daar defnitiewe besprekingspunte is – stuur ek hulle vir jou aan.

Vriendelike groete / Kind regards

Michael McNaught

Catherine Muller

From: Reginald Pheiffer <reginaldpheiffer@gmail.com>
Sent: Thursday, 14 September 2023 13:25
To: michaelmcnaught0@gmail.com
Cc: Johan Fullard; Irmela Alberts; idp; Reginald Pheiffer
Subject: [EX] Re: Cabriere Street Sidewalk and traffic calming.

Good day

I'm copying the IDP department to record the content of your email to be included for consideration by the ward 1 ward committee.

Thank you for reaching out.

Regards
Cllr Pheiffer

On Thu, 14 Sep 2023, 12:45 , <michaelmcnaught0@gmail.com> wrote:

> Dear Mr Pheiffer
>
> I am a rate payer and resident at 40 Cabriere Str opposite the Franschhoek Gym.
>
> During the most recent ANNUAL RATE PAYERS ASSOCIATION meeting you got my attention with your overview of the IDP process.
>
> The issue In brief, which I believe you may be aware of:
> Since purchasing PLOT, ERF 3472 in 2013, I have been trying to encourage the council to upgrade the Cabriere Str pavement and associated surface storm water drainage system between the Anne Marrie Str intersection and the fruit packers entrance, to the same standard as the rest of the village. Along with this I proposed it would additionally be of huge benefit for traffic calming measure (i.e. speed humps) to be installed in this same section (as has been done further up the road) , in an attempt to curtail the frequent speed violators.
>
> Of additional concern is the use Franschhoek Motors makes of this portion of the street for business purposes (overflow parking) which directly affects ease of access to my property.

Whilst Irmela was the RPA Chair Person, through her amazing negotiation skills with the council, she, I believe (ref her email you were in CC 8/5/2023 below), managed to obtain a commitment to commence the work in the current years budget (commencing 7/2023).

I am naturally keen to know of any firm dates for this plan and if not, is it possible to follow up and establish where in the priority listing this work might have slipped to.

Sadly, due to work commitments I was unable to attend the planned "IDP workshop " you eluded to, but hope you are able to follow up on the extremely helpful work Irmela has done with this regard so far.

Regards Michael McNaught

Sent from Michael McNaught

> On 8 May 2023, at 11:44, Irmela Alberts <irmelaa@gmail.com> wrote:
>
> Dear Michael
> I hope this email finds you well?
>
> I apologise that it has taken quite some time to respond, but I did not want to revert before there is substantive feedback.
>
> There have been a number of discussions with the Municipality and within the Municipality.
>
> You have indeed identified a very real and valid issue - for which we are grateful.
>
> Unfortunately extensive work is required to address and rectify the problems.
> The Municipality has made provision in the budget for certain works to commence in Cabrierestr in the new financial year (start July 2023).
> The works will be completed in phases as recommended by a study which is to be completed by a team of road engineers.
>
> I will keep in touch with both you on the one side as well as the Municipality on the other to monitor action and progress.
>
> Kindest regards
> Irmela

Councillor R van Rooyen (ward 5)

Nwabisa Jozana

From: idp
Sent: Thursday, 28 September 2023 14:01
To: Sharne Meyer; idp
Cc: Roy van Rooyen
Subject: RE: ISSUES IN WARD 05 - IDAS VALLEY

Dear Sharne,

Your input submission is hereby acknowledged and will form part of the 2nd Review of the 5th Generation IDP 2022 - 2027.

Kind regards,
IDP Team.

From: Sharne Meyer <Sharne.Meyer@stellenbosch.gov.za>
Sent: Thursday, September 28, 2023 1:14 PM
To: idp <idp@stellenbosch.gov.za>
Cc: Roy van Rooyen <Roy.vanRooyen@stellenbosch.gov.za>
Subject: ISSUES IN WARD 05 - IDAS VALLEY
Importance: High

Good day.

Ward 5 submits the following issues to the IDP:

1. The houses in Gorridon – and Davy Street have outside toilets.
   Request that the municipality move the sewer pipes to the road.

2. The houses in Francesca Street in The Ridge do not have addresses.
   The land was previously owned by Neil Ellis Wines.
   Homeowners cannot get any post delivered to their homes.

Regards
Councillor Roy Van Rooyen

Councillor N Mcombring (ward 6)

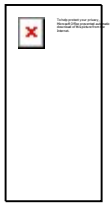
Nwabisa Jozana

From: Nateshia Mcombring
Sent: Wednesday, 04 October 2023 17:53
To: idp
Cc: Charlene Abels
Subject: IDP Insette Wyk 6

Goeie dag

Die opgradering van die BMX baan op die sportgronde asook Clearview of Betafening daarom.

By voorbaat dank.



Vriendelike groete, Kind regards,
Nateshia Mcombring
Councilor/Raadslid:
Corporate Services

T:+27 21 808 8150 C: +27 72 539 6257
Idas' Valley Ward Office, Idas' Valley
Stellenbosch 7600

IDP Request - WARD 6 **September 2023**

Department	Description
Safety and Security	• Installation of a Close Circuit Camera near Bruckner De Villiers Primary School and Addendorff Street. • Installation of a Close Circuit Camera on Old Helshoogte Park. • Installation of an LPR Camera at the Main Road 5 (Traffic lights on the corner of Helshoogte Road and R44). • Installation of an LPR Camera On the corner of Rustenburg Road and Sonnebloem Street. • Use of building at the community market as a Satellite Police Station. • More visibility and regular patrols of Police and Law Enforcement officials on all roads, Sport Grounds, and farms in the ward. If the budget allows using neighbourhood watches and gives them a stipend. • Streetlights on Helshoogte Road opposite Beltana in the direction of The Ridge to address the cable theft and other criminal activities behind the houses of Botmanskop Road.
Infrastructure	• Request traffic lights on the turn-off from Kromme Rhee Road in the direction of Koelenhoff and turn-off from Elsenburg (near Kanonkop). • Pedestrian crossing between Nietvoorbij and Timberlea Farm (Blue Jay) in the direction of Cloetesville. • Pedestrian crossing between Remhoogte and Lavinir. • Information warning boards indicating people are crossing the R44 near Nietvoorbij and Timberlea Farm (Blue Jay) in the direction of Cloetesville and between Remhoogte and Lavinir. • Construct a pedestrian traffic light on Helshoogte Road near Spar in the direction of Safe House. • Replacement of sewer pipe in Ida's Valley. • Paint the bus shelter covered by graffiti in Bloekom Avenue in front of Luckhoff High School and near the mini circle on the corner of

	Lindley Street. As well as the one next to the Public Library and the Ward Office. • Upgrade the fence with Clearview and Betafence at Sonnebloem Park and Helshoogte Road. • Cleaning and fencing (Clearview or Betafence) of all Electricity Boxes in Ward 6 and electrical substation next to Okasie that is severely vandalised between Sonnebloem Road and Helshoogte Road. • Regular painting of road marks in all the roads in Ward 6. • Regular cleaning of all the drains in Ward 6 (Winter and Summer Readiness Program • Regular pruning of trees in Ward 6 (those hanging over the electricity lines). • Construct tar pavements for the following roads: Hahn Street, Moffat Street, Erasmussmith Street, Desch Street, Botmanskop Road, Dahlia Street and Speler Street • Upgrading and resealing of roads and potholes as required. • More regular basis cutting of grass on all pavements, not only the six-week cycle in parks and main roads. As well as on the R44 and Helshoogte Road. • Construct paving from Khula Development Office Building at 2 Ou Helshoogte Road and Okasie to the direction of Spar in Helshoogte Road. • Tar parking next to the Ida's Valley Library and Ward Office for the Public area.
LED (Planning)	• Request waterproof covers for the Community Market to allow residents to use the facility as a hall and through all weather conditions. • Support and funding for Tourism / Running / Cycling / Walking. • Support and funding for Skills development, reading and other soft skills programmes, etc.

Recreation and Sport	• Replacement of the vibracrete wall with a solid wall at the Sport Grounds. • Upgrade lights on the rugby fields. • Upgrade of the cricket fields. • 5 Giant rubberised Chessboard Sets (size of board: 30.5 cm; squares: 2.4x2.4 board) in the schools in the ward and public library. • Rebuild the Rugby Clubhouse (budget for the planning stage before implementation in another budget cycle). • Upgrade the soccer net for the B Field behind the soccer pole. • 4 Floodlights for the hockey field. • Tarred entrance to Ida's Valley Sports Ground. • Recycling seats for Stadium.

Councillor J Williams (ward 19)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19

Directorate	:	**Venue**	: Klapmuts M/P Centre.
Department / Section	:	**Date**	: 13 September 2023.
Departmental Representative	:	**Scribe /s**	: Cllr. James Williams.

#REF	:	
Name and Surname	:	James Williams.- Request from the communities.
Contact details (WhatsApp no)	:	0780786949. **Email Address: James.Williams@stellenbosch.gov.za**

Description of Issue/s
Title Deeds to be excellerate for the following communities. - Kromme Rhee. - Vaaldraai. - Elsenburg. - De Novo. Too many promises were made in the past. **Urgent action.**

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19

Directorate	:	**Venue**	: Klapmust M/P Centre.
Department / Section	:	**Date**	: 13 September 2023.
Departmental Representative :		**Scribe /s**	: Cllr James Williams.

#REF	:
Name and Surname	: James Williams.-Request from the communities.
Contact details (WhatsApp no) : 0780786949.	**Email Address: James.williams@stellenbosch.gov.za**

Description of Issue/s		
Farm worker houses to be built. Farmworker Summit. **Urgent Action.**		
Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19

Directorate :	**Venue** : Klapmust M/P Centre.
Department / Section :	**Date** : 13 September 2023.
Departmental Representative :	**Scribe /s** : Cllr. James Williams.

#REF :	
Name and Surname : James Williams.- Request from the communities.	
Contact details (WhatsApp no) : 0780786949.	**Email Address: James.williams@stellenbosch.gov.za**

Description of Issue/s
Basic Services. - Back Yard dwellers for. • Kromme Rhee. • Vaaldraai/ Elsenburg. • De Novo. • Weltevrede 1. • Weltevrede 2. • Smartie Town. **Urgent Action.** **Basic Right.**

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19

Directorate	:	**Venue**	: Klapmuts. M/P Centre.
Department / Section	:	**Date**	: 13 September 2023.
Departmental Representative	:	**Scribe /s**	: Cllr. James Williams.

#REF	:	
Name and Surname	: James Williams.- Request from the communities.	
Contact details (WhatsApp no) : 0780786949.		**Email Address: James.Williams@stellenbosch.gov.za**

Description of Issue/s
Repair Potholes - Vaaldraai. **Urgent Action.**

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19

Directorate :	**Venue** : Klapmuts M/P Centre.
Department / Section :	**Date** : 13 September 2023.
Departmental Representative :	**Scribe /s** : Cllr. James Williams.

#REF :	
Name and Surname : James Williams.- Request from the communities.	
Contact details (WhatsApp no) : 0780786949.	**Email Address: James.Williams@stellenbosch.gov.za**

Description of Issue/s

1. Upgrade of Sportfields. - Kromme Rhee.
   Vaaldraai.
   De Novo.
2. Spotlight's for Kromme Rhee.
3. Spotlights for De Novo.
4. Upgrade of Spotlights - Vaaldraai.
5. Clubhouse for Vaaldraai and De Novo.
6. Rectification of Kromme Rhee Clubhouse.

Urgent Action.

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19.

Directorate :	**Venue :** Klapmuts M/P Centre.
Department / Section :	**Date :** 13 September 2023.
Departmental Representative :	**Scribe /s :** Cllr. James Williams.

#REF :	
Name and Surname : James Williams. - Request from communities.	
Contact details (WhatsApp no) :	**Email Address: James.Williams@stellenbosch.gov.za**

Description of Issue/s		
Play parks for kids. Communities:- Kromme Rhee, De Novo and Vaaldraai / Elsenburg.		
Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19.

Directorate :	**Venue** : Klapmuts M/P Centre.
Department / Section :	**Date** : 13 September 2023.
Departmental Representative :	**Scribe /s** : Cllr. James Williams.

#REF :	
Name and Surname : James Williams.- Request from the community.	
Contact details (WhatsApp no) :	**Email Address: James.Williams@stellenbosch.gov.za**

Description of Issue/s
Scrap of gravel roads in the community of De Novo. **Urgent.**

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19

Directorate :	**Venue : Rietenbosch Primary School**
Department / Section :	**Date : September 2023.**
Departmental Representative :	**Scribe /s : Cllr. James Williams.**

#REF :	
Name and Surname : James Williams / Candace Wessou - Community Request.	
Contact details (WhatsApp no) : 0780786949	**Email Address: James.Williams@stellenbosch.gov.za** **Candace. Wessou@stellenbosch.gov.za**

Description of Issue/s

Weltevrede 2.

Speedhump in front of House. No. 29 Waaierpalm street.

Gym and other equipment to be upgrade in park.

Put 2 Recycle bins in Waaierpalm park.

Grawe sig sloot aan die Weste kant van Waaierpalm park.

Trees to be cut (Welgevonden side at the back of House no. 58 in Waaierpalm street.
Boomwortels veroorsaak verstopte pype en riool oorloop.(Onhigienies).
Hierdie problem kom nou al jare aan en was al gerapporteer.

Installation of safety mirrors - Waierpalm, Melkhoutstraat.
Upgrade Park equipment.

Grass cutting.

Spoedwal voor ingang van huis no. 25 Waaierpalm straat moet laer gemaak word.
Main power box to be covered.- Melkhout and Lang street.

Move power boxes out of the way in front of houses 19 and 25 (Waaierpalm street).

Light pole in front of 11 Waaierpalmstraat must be moved from drive way.

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S): 19.

Directorate :	**Venue : Rietenbosch Primery School.**
Department / Section :	**Date :**
Departmental Representative :	**Scribe /s : Cllr. James Williams.**

#REF :	
Name and Surname : James Williams /Candace Wessou. Community requests.	
Contact details (WhatsApp no) : 078 0786949.	**Email Address: James.Williams@stellenbosch.gov.za** Candace.Wessou@stellenbosch.gov.za

Description of Issue/s

Smartie Town (Cloetesville.

Upgrade remaining houses.
Rectify houses by contractor.

Upgrade Park equipment.

Grass cutting in park.

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue : Rietenbosch Primary School.**
Department / Section :	**Date : September 2023.**
Departmental Representative :	**Scribe /s : Cllr. James Williams.**

#REF	**:**
Name and Surname	**: James Williams / Candace Wessou.- Community requests.**

Contact details (WhatsApp no) : 078 0786949.	Email Address: James.Williams@stellenbosch.gov.za Candace.Wessou@stellenbosch.gov.za

Description of Issue/s
Weltevrede 1. Grass cutting in parks and sidewalks. Put Recycle bins in parks. Upgrade park equipments. Verwyder Palletjies(Removal of the bollards) in Segers street. Tar the side walk after removal of bollard (This request were discussed with Mr. Fullard and the previous Portfolio Councillor.- 8 July 2022 (Emailed). Secure power box in Seger street.

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
Departmental Representative :	**Scribe /s :**

#REF :	
Name and Surname :	
Contact details (WhatsApp no) :	**Email Address:**

Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
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Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

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Department / Section :	**Date :**
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Description of Issue/s

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
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Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
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Name and Surname :	
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Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
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Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

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Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
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Contact details (WhatsApp no) :	**Email Address:**

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Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

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Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

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Directorate :	**Venue :**
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Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

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Directorate :	**Venue :**
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Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

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Directorate :	**Venue :**
Department / Section :	**Date :**
Departmental Representative :	**Scribe /s :**

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Contact details (WhatsApp no) :	**Email Address:**

Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

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WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
Departmental Representative :	**Scribe /s :**

#REF :	
Name and Surname :	
Contact details (WhatsApp no) :	**Email Address:**

Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
Departmental Representative :	**Scribe /s :**

#REF :	
Name and Surname :	
Contact details (WhatsApp no) :	**Email Address:**

Description of Issue/s

Departmental Comment / Action	**Transversal Issue** *(indicate the internal department)*	**Provincial Competency** (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
Departmental Representative :	**Scribe /s :**

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Contact details (WhatsApp no) :	**Email Address:**

Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
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Contact details (WhatsApp no) :	**Email Address:**

Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

MINUTES OF IDP PUBLIC PARTICIPATION OPEN DAYS SEPTEMBER 2023

WARD(S):

Directorate :	**Venue :**
Department / Section :	**Date :**
Departmental Representative :	**Scribe /s :**

#REF :	
Name and Surname :	
Contact details (WhatsApp no) :	**Email Address:**

Description of Issue/s

Departmental Comment / Action	Transversal Issue *(indicate the internal department)*	Provincial Competency (indicate the provincial department)

6.2	ADJUSTMENTS BUDGET (UNFORESEEN AND GRANTS) 2022/2023

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2023**

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

2. PURPOSE

To present the 2023/2024 adjustments budget to Council for approval. The adjustments budget emanates from Unforeseen Expenditure incurred due to the Disaster in September 2023; the Grant rollover approvals received from Western Cape Provincial Government; and the reduction in Grants by National Treasury.

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 2023/2024 as set out in **APPENDIX 1-5**, 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. Background/ Legislative Framework

5.1.1. Unforeseen Expenditure

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

"An adjustments budget may, within a prescribed framework, authorise unforeseeable and unavoidable expenditure recommended by the mayor of the municipality".

In terms of section 29 of the Municipal Finance Management Act:

"(1) The mayor of a municipality may in emergency or other exceptional circumstances authorise unforeseeable and unavoidable expenditure for which no provision was made in an approved budget.

(2) Any such expenditure—

(a) must be in accordance with any framework that may be prescribed;

(b) may not exceed a prescribed percentage of the approved annual budget;

(c) must be reported by the mayor to the municipal council at its next meeting; and

(d) must be appropriated in an adjustments budget.

(3) If such adjustments budget is not passed within 60 days after the expenditure was incurred, the expenditure is unauthorised and section 32 applies."

According to regulation 23 (4) of the Municipal Budget and Reporting Regulations:

"An adjustments budget referred to in section 28 (2) (c) of the Act must be tabled in the municipal council at the first available opportunity after the unforeseeable and unavoidable expenditure contemplated in that section was incurred and within the time period set in section 29(3) of the Act."

5.1.2. Grants adjustments

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

An adjustments budget -

(a) "must adjust the revenue and expenditure estimates downwards if there is material under-collection of revenue during the current year"

(b) *"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

This adjustments budget incorporates the unforeseen expenditure incurred due to the Disaster / Flood which impacted Franschhoek and Stellenbosch in September 2023.

It also incorporates the Grant rollover approvals received from Western Cape Provincial Government, and the reduction in Grants by National Treasury.

Capital Adjustments Budget

Council approved an amended Capital Budget for the 2023/2024 financial year amounting to R 539 909 624 in August 2023. These adjustments budget effectively changes the budget by means of the inclusion of the unforeseen expenditure, grant rollovers, and grant reductions.

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

Operating Revenue Adjustments Budget

The approved Operating Revenue Budget for the 2023/2024 financial year amounted to R2 256 812 246 in August 2023. These adjustments budget effectively changes the budget by means of the inclusion of the grant reductions.

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

Operating Expenditure Adjustments Budget

Council adopted an Operating Expenditure Budget for the 2023/2024 financial year amounting to R2 258 348 868 in August 2023. These adjustments budget effectively changes the budget by means of the inclusion of the unforeseen expenditure, and grant reductions.

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

5.3 Financial Implications
Financial impact is reflected in the appendices.

5.4 External Loans
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:
16th Council Meeting on 23 August 2023 - Item 8.4

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: Detail Projects

Appendix 3: Adjustments Budget Tables (Schedule B)

Appendix 4: Adjustments Budget Supporting Schedules

Appendix 5: Municipal Manager's Quality Certification

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	***09 November 2023***

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

STELLENBOSCH MUNICIPALITY

UNFORESEEN EXPENDITURE AND GRANTS ADJUSTMENTS BUDGET DOCUMENTATION

NOVEMBER 2023

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APPENDIX 1

Executive Summary

Overview

This adjustments budget emanates from Unforeseen Expenditure incurred due to the Disaster in September 2023; the Grant rollover approvals received from Western Cape Provincial Government; and the reduction in Grants by National Treasury.

This adjustments budget is in accordance with section 28 (2) (a), (b) and (c) of the Municipal Finance Management Act:

> *An adjustments budget -*
>
> *(a) "must adjust the revenue and expenditure estimates downwards if there is*
>
> *material under-collection of revenue during the current year"*
>
> *(b) "may appropriate additional revenues that have become available over and above those anticipated in the annual budget…".*
>
> *(c) "An adjustments budget may, within a prescribed framework, authorise unforeseeable and unavoidable expenditure recommended by the mayor of the municipality".*

Capital Adjustments Budget for 2023/2024

	2023/2024 Approved Budget	2023/2024 Adjustments Budget	%
Capital Budget	539 909 624	557 469 049	3%

Adjustments to Funding

The funding sources to the capital budget are as follows:

Funding	2023/2024 Approved Budget	%	2023/2024 Adjustments Budget	%
Own Funding				
Capital Replacement Reserve	197 306 999	37%	210 208 779	38%
Development Contribution	27 845 878	5%	27 845 878	5%
External Funding				
External Loans	210 901 247	39%	210 901 247	38%
National Grants	79 189 500	15%	76 439 500	14%
Provincial Grants	24 666 000	5%	32 073 645	6%
	539 909 624		**557 469 049**	

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 and Development Services	9 056 056	2%	9 056 056	2%
Infrastructure Services	455 193 165	84%	472 752 589	85%
Corporate Services	39 733 166	7%	39 733 166	7%
Community and Protection Services	33 968 390	6%	33 968 390	6%
Financial Services	1 918 848	0%	1 918 848	0%
TOTALS	**539 909 624**		**557 469 049**	

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 and Development Services	22 399 078	1%	22 399 078	1%
Infrastructure Services	1 517 037 491	67%	1 514 020 491	67%
Corporate Services	170 718 687	8%	170 718 687	8%
Community and Protection Services	11 656 741	1%	11 656 741	1%
Financial Services	535 000 250	24%	535 000 250	24%
TOTALS	**2 256 812 246**		**2 253 795 246**	

Adjustments to Operating Expenditure

The operating expenditure budget per directorate is as follows:

Directorate	Total Approved Budget (R)	%	Total Adjustments Budget (R)	%
Municipal Manager	17 841 031	1%	17 841 031	1%
Planning and Development Services	93 402 566	4%	93 402 566	4%
Infrastructure Services	1 366 656 493	61%	1 367 889 493	61%
Corporate Services	234 756 698	10%	234 756 698	10%
Community and Protection Services	422 902 773	19%	422 902 773	19%
Financial Services	122 789 307	5%	122 789 307	5%
TOTALS	**2 258 348 868**		**2 259 581 868**	

UNFORSEEN EXPENDITURE AND GRANTS ADJUSTMENTS BUDGET
FOR THE FINANCIAL PERIOD 2023 – 2024
NOVEMBER 2023

High Level Adjustments Budget Summary for 2023/2024

The total budget is summarized as follows:

Directorate	Operating Revenue Budget	Operating Expenditure Budget	Capital Budget	Total Budget
Municipal Manager	-	17 841 031	40 000	17 881 031
Planning and Development Services	22 399 078	93 402 566	9 056 056	102 458 622
Infrastructure Services	1 514 020 491	1 367 889 493	472 752 589	1 840 642 082
Corporate Services	170 718 687	234 756 698	39 733 166	274 489 864
Community and Protection Services	11 656 741	422 902 773	33 968 390	456 871 163
Financial Services	535 000 250	122 789 307	1 918 848	124 708 155
TOTALS	**2 253 795 246**	**2 259 581 868**	**557 469 049**	**2 817 050 917**

APPENDIX 2

Capital Adjustments Budget for 2023/2024

The revised capital expenditure budget per vote is as follows:

Directorate	Approved Budget	Adjustments	Adjustments Budget
Municipal Manager	40 000	-	40 000
Planning and Development Services	9 056 056	-	9 056 056
Infrastructure Services	455 193 165	17 559 425	472 752 589
Corporate Services	39 733 166	-	39 733 166
Community and Protection Services	33 968 390	-	33 968 390
Financial Services	1 918 848	-	1 918 848
TOTALS	**539 909 624**	**17 559 425**	**557 469 049**

The Capital projects to be adjusted are as follows:

Department	Projects	Fund	Approved Budget	Adjustment	Adjusted Budget	*Motivation*
Infrastructure Services			**21 290 285**	**17 559 425**	**38 849 710**	
Electrical Services			**18 450 000**	**6 326 780**	**24 776 780**	
	Alternative Energy	ElecGr	-	6 175 000	6 175 000	Roll-over of the unspent amounts of R6 175 000 for Emergency Municipal Load-Shedding Relief Grant.
	Electrification INEP	INEP	18 450 000	-2 750 000	15 700 000	Reduction in grant funding allocations in terms of the Division of Revenue Act (National Treasury).
	General System Improvements - Franschhoek	CRR	-	2 446 420	2 446 420	As a result of the storm damage the electrical infrastructure were washed away and had to be reinstated to ensure electricity supply to the Franschhoek community.
	General Systems Improvements - Stellenbosch	CRR	-	455 360	455 360	As a result of the storm damage the electrical infrastructure were washed away and had to be reinstated to ensure electricity supply to the Stellenbosch community.

UNFORSEEN EXPENDITURE AND GRANTS ADJUSTMENTS BUDGET
FOR THE FINANCIAL PERIOD 2023 – 2024
NOVEMBER 2023

Department	Projects	Fund	Approved Budget	Adjustment	Adjusted Budget	*Motivation*
Project Management Unit (PMU)			**-**	**1 232 645**	**1 232 645**	
	Langrug Franschhoek Mooiwater Dam Rehab & Basic Services	ISUP	-	1 232 645	1 232 645	Roll-over of the unspent amounts of R1 232 644.60 for Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries).
Roads and Stormwater			**2 840 285**	**10 000 000**	**12 840 285**	
	Adhoc Reconstruction Of Roads (WC024)	CRR	740 285	4 000 000	4 740 285	As a result of the storm damage roads were washed away and have to be reinstated to ensure accessibility to the Franschhoek community.
	River Rehabilitation Implementation	CRR	1 000 000	3 500 000	4 500 000	As a result of the storm damage the river had to be rehabilitated. Further works will be required to complete rehabilitation.
	Update Stormwater Masterplan	CRR	1 000 000	500 000	1 500 000	Adjustments have to be made to the Stormwater Masterplan due to the impact of the storm on the stormwater system. Additional consulting services are required.
	Upgrade Stormwater System	CRR	100 000	500 000	600 000	Stormwater to be upgraded to accommodate increased stormwater ingress.

UNFORSEEN EXPENDITURE AND GRANTS ADJUSTMENTS BUDGET
FOR THE FINANCIAL PERIOD 2023 – 2024
NOVEMBER 2023

Department	Projects	Fund	Approved Budget	Adjustment	Adjusted Budget	*Motivation*
	Bridge Assessment and Design	CRR	-	1 500 000	1 500 000	As a result of the storm bridges were damaged and washed away. The budget is required for the assessment and designing of the bridges that will be rehabilitated / constructed the following financial year.
TOTAL - Capital			**21 290 285**	**17 559 425**	**38 849 710**	

Adjustments to Operational Revenue

The revised operational revenue budget per vote is as follows:

Directorate	Approved Budget	Adjustments	Adjustments Budget
Municipal Manager	-	-	-
Planning and Development Services	22 399 078	-	22 399 078
Infrastructure Services	1 517 037 491	-3 017 000	1 514 020 491
Corporate Services	170 718 687	-	170 718 687
Community and Protection Services	11 656 741	-	11 656 741
Financial Services	535 000 250	-	535 000 250
Total Expenditure	**2 256 812 246**	**-3 017 000**	**2 253 795 246**

The detailed list of the adjustments made is as follows:

Department	Description	Approved Budget	Adjustment	Adjusted Budget	Motivation
Infrastructure Services					
Electrical Services	Revenue:Non-exchange Revenue:Transfers and Subsidies:Capital:Monetary Allocations:National Government:Integrated National Electrification Programme Grant	-22 750 000	2 750 000	-20 000 000	Reduction in INEP grant funding allocation in terms of the Division of Revenue Act (National Treasury).
Roads	Revenue:Non-exchange Revenue:Transfers and Subsidies:Operational:Monetary Allocations:National Governments:Expanded Public Works Programme Integrated Grant	-383 962	267 000	-116 962	Reduction in EPWP grant funding allocation in terms of the Division of Revenue Act (National Treasury).
Sub Total: Infrastructure Services		**-23 133 962**	**3 017 000**	**-20 116 962**	
TOTAL		**-23 133 962**	**3 017 000**	**-20 116 962**	

Adjustments to Operational Expenditure

The revised operational expenditure budget per vote is as follows:

Directorate	Approved Budget	Adjustments	Adjustments Budget
Municipal Manager	17 841 031	-	17 841 031
Planning and Development Services	93 402 566	-	93 402 566
Infrastructure Services	1 366 656 493	1 233 000	1 367 889 493
Corporate Services	234 756 698	-	234 756 698
Community and Protection Services	422 902 773	-	422 902 773
Financial Services	122 789 307	-	122 789 307
Total Expenditure	**2 258 348 868**	**1 233 000**	**2 259 581 868**

The detailed list of the adjustments made is as follows:

Department	Description	Approved Budget	Adjustments	Adjusted Budget	Motivation
Infrastructure Services					
STORMWATER	Expenditure:Contracted Services:Contractors:Maintenance of Unspecified Assets	1 560 894	1 000 000	2 560 894	To do maintenance and repairs on the stormwater system, due to the storm damage.
STORMWATER	Expenditure:Inventory Consumed:Materials and Supplies	195 638	500 000	695 638	To do maintenance and repairs on the stormwater system, due to the storm damage.
ROADS	Expenditure:Employee Related Cost:Municipal Staff:Salaries, Wages and Allowances:Basic Salary and Wages	383 961	-267 000	116 961	Reduction in EPWP grant funding allocation in terms of the Division of Revenue Act (National Treasury).
ROADS	Expenditure:Employee Related Cost:Municipal Staff:Salaries, Wages and Allowances:Basic Salary and Wages	-	267 000	267 000	Reallocation of own funding sources, due to reduction in EPWP Grant
CLEANING OF STREETS	Expenditure:Employee Related Cost:Municipal Staff:Salaries, Wages and Allowances:Basic Salary and Wages	14 862 513	-267 000	14 595 513	Reallocation of own funding sources, due to reduction in EPWP Grant
Sub Total: Infrastructure Services		**17 003 006**	**1 233 000**	**18 236 006**	
Total		**17 003 006**	**1 233 000**	**18 236 006**	

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.

APPENDIX 4

Other supporting documentation (Supporting Schedules)

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: 10 November 2023

6.3	**MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR OCTOBER 2023**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR OCTOBER 2023

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2023/2024 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 (2023/2024) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during October 2023.

5. RECOMMENDATION

that Council notes the deviations as listed for the month of October 2023.

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 October 2023:
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 6/24	27/09/2023	Exeo Khokela Civil engineering Construction (Pty) Ltd; De Kock & Cronje (Pty) Ltd	Severe infrastructure damages caused by heavy rains in the Western Cape.	Emergency	The WC024 area was severely impacted by the inclement weather conditions over the long weekend of 24 September 2023 which resulted in damages to various infrastructure such as roads, electricity, underground pipes, buildings, and other municipal facilities. Furthermore, the damages to and debris in the road infrastructure made it impossible to deliver essential services to the affected areas and emergency repair work was needed. Clean-up services were also prioritized to gain access to the municipal infrastructure to determine the extent of the damage and the scope of works for the emergency repairs as well as the financial implication thereof. It must be noted that the full extent of the financial implications is still unknown as officials are in the process of determining the scope of works to re-instate all affected	R4 510 455.83 (Incl. VAT);

					services to the same standard as before. It was practically impossible to follow any other procurement process other than the deviation.	

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	Dalleel Jacobs
POSITION	***Senior Manager: Supply Chain Management***
DIRECTORATE	***Financial Services***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***Dalleel.Jacobs@stellenbosch.gov.za***
REPORT DATE	09 November 2023

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

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

NONE

7.2	**SPORTS, YOUTH AND CULTURE: [PC: CLLR JC ANTHONY]**

7.2.1	**STANDARDIZATION OF LIBRARY HOURS AT THE MUNICIPAL PUBLIC LIBRARIES OF STELLENBOSCH WCO24**

Collaborator No: **753464**
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: STANDARDIZATION OF LIBRARY HOURS AT THE MUNICIPAL PUBLIC LIBRARIES OF STELLENBOSCH WCO24

2. PURPOSE

2.1 To request Council to retract Council resolution of the 31st Council meeting: 2015-06-24: ITEM 7.8 which stated:

(a) That council approve the amendment of library hours i.e. services be closed Good Friday, 24 and 31 December;

(b) that library services be closed on the day before Good Friday at 12h00 and

(c) that the library services at Cloetesville, Plein Street, Kayamandi and Groendal operate from 09h30 until 18h00 daily.

2.2 To gain council approval to standardize library operational hours at all of the Municipal Public Libraries within the Stellenbosch WCO24.

To schedule hours of opening for the maximum convenience of the residents, thereby ensuring the best possible access to library services and applying the principle of cost effectiveness.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

At the Council meeting of 24 June 2015, a decision was taken that the libraries at Cloetesvlille, Plein Street, Kayamandi, Idas Valley and Groendal operate daily between 09h00 and 18h00. The detail of this decision is under the heading 6.6 Previous / Relevant Council Resolutions.

Secondly the resolution taken was that the staff at Cloetesville, Plein Street, Kayamandi, Idas valley and Groendal libraries are permitted to leave the work place at 12h00 on the day before Good Friday, 24 and 31 December of each year.

The decision does not include the following libraries: Jamestown, Pniel, Franschhoek, Klapmuts and Koelenhof. Although the information cannot be verified, the reason why only certain libraries were permitted to close earlier is only because the staff at those libraries requested it.

5. RECOMMENDATIONS

(a) that Council approve all Municipal Public Libraries public opening and closing hours be standardized; and

(b) that all municipal libraries are subject to the municipality policy regarding early closure of libraries and reduced hours of operation as recommended on **"ANNEXURE 1"**.

6. DISCUSSION / CONTENTS

6.1 Background

It is clear from the executive summary that not all the libraries are operating on the same hours. "**ANNEXURE 1"** provides detailed information regarding the current working hours at the different Municipal Libraries'. The staff at the different libraries regard this as an unfair practice. The department is also of the opinion that it is unfair to other staff in the organization if only certain library staff can leave the workplace earlier on Good Friday, 24th and 31 December.

6.2 Discussion

During regular meetings with the library staff the unfairness of this decision was raised by the staff. Management agrees with this statement and hence the reason for the request for standardization of library hours and the retraction of the decision that certain libraries can close earlier on Good Friday, 24th and 31 December.

In deciding on the hours of opening, the following factors were taken into consideration:

- Local patterns of usage;
- Community profiles;
- Public transport routes and times;
- Seasonal fluctuations;

- Potential usage during morning, afternoon, evening and weekend;
- School vacations and public holiday potential usage;
- Security of staff and users;
- The available staff complement of a library (the availability of the staff complement is again influenced by the hours needed by staff to perform required functions when the library is closed to the public, resignations, annual; sick, study and emergency leave needs).

6.2.1 **CURRENT SITUATION REGARDING WORKING HOURS**

Libraries except for Franschoek, Klapmuts and Jamestown libraries operational hours is between 08h30 and 16h00.

All Libraries close the day before Good Friday and close at 12h00 on the 24 and 31 December. See **"ANNEXURE 1"** for a more detailed schedule.

6.2.2 **RECOMMENDED WORKING HOURS**

All Municipal Public Libraries within Stellenbosch WCO24 Area are subject to standardized working hours applicable to the section. See "**ANNEXURE 2"** for a more detailed explanation.

6.2.3 **REASONS/ADVANTAGES OF RECOMMENDED HOURS**

The current staff compliment as approved on the organogram can be maintained. Standardised operating hours will enable the communities to make effective use of the resources, services and facilities provided by the library. Given the capital outlay to establish a library, the operational cost to render services as well as the cost of maintaining a relevant and current collection, the hours of opening should be maximised and convenient to the user. Seasonal opening hours are encouraged to ensure optimal usage during daylight hours.

6.3 Financial Implications

None

6.4 Legal Implications

The proposed operational hours are within relevant legislation.

6.5 Staff Implications

None

6.6 Previous / Relevant Council Resolutions:

Council meeting of 24 June 2015: **"See ANNEXURE 2".**

6.7 Risk Implications

Increased Loadshedding stages as well as the budget cut in funding for safety and security at the libraries which are run mainly by female staff, increased staff compliment to keep libraries opened.

FOR FURTHER DETAILS CONTACT:

NAME	***Sarala Majudith***
POSITION	***Manager: Library Services Services***
DIRECTORATE	***Community and Protection Services***
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E-MAIL ADDRESS	***Sarala.majudith@stellenbosch.gov.za***
REPORT DATE	***20 June 2023***

ANNEXURE 1

ANNEXURE 1

Library	Current Library open hours	Recommended Library open hours
Plein Street **Idas Valley** **Cloetesville** (5 ½ day week)	**Mon- Friday :** *Shift 1* :8.30am – 5.00pm **OR** *Shift 2* : 9.30am – 6.00 pm **Saturday :**8.30-12.30	**Summer hours** ***(All Libraries)*** **Mon, Wedneday and Friday** 8.30.0am – 5.00pm **Tuesday and Thursday** 9.30am – 6.00 pm **Saturday** 8.30-12.30 --- **Winter Hours** ***(All Libraries)*** **Monday, Wednesday and Friday :** 8.30 – 5.00pm **Tuesday and Thursday:** 9.00am – 5.30.00 pm **Saturday :** 9.00am-12.30
Franschoek **Groendal** **Pniel** (5 ½ day week)	**Mon- Friday :** *Shift 1* : 8.30am – 5.00pm *Lunch:* 1.00-1.30pm **OR** *Shift 2* : 9.30am – 6.00 pm **Saturday :** 8.30-12.30	
Klapmuts (5 ½ day week)	**Mon- Friday :** *Shift 1* :8.00am – 4.30pm **OR** *Shift 2* : 8.30am – 5.00 pm **Saturday :** 8.30-12.30	

ANNEXURE 2

ANNEXURE 2

7.8 AMENDMENT OF LIBRARY OPERATING HOURS

File number : *17/2/4*

Compiled by : *Director Community and Protection Services*

Report by : *Manager Community Services*

Delegated Authority : *Council*

Strategic intent of item

Preferred investment destination	
Greenest municipality	
Safest valley	
Dignified Living	
Good Governance	X

FILE NR: 17/3/4
SCAN NR:
COLLABORATOR:

1. PURPOSE OF REPORT

To gain Council approval to amend the library operating hours on and before public holidays (24 and 31 December), religious days and operating hours during winter months in high risk areas.

2. BACKGROUND

Stellenbosch Municipality operates and manages six libraries in the Greater Stellenbosch from Mondays to Saturdays. This service is co-funded by the Provincial Government. Most patrons make use of the public library facility to exchange and collect books, share and collect electronic information and scholars make use of workstations to do homework and assignments.

In most cases patrons conduct their library business on or before the commencement of public holidays. According, to the library service circulation system, books are never due for submission on holidays. In the event that patrons want to re-submit books, safe deposit boxes are available at all facilities.

In Cloetesville, Plein Street, Kayamandi, Ida's Valley and Groendal library services are viewed as soft crime hot spots after 17:00. **(APPENDICES 1 & 2)** The staff is predominantly female and vulnerable at the times when these crimes are committed in and on the premises of the library facilities. Although libraries are provided with external security services, these men and women are not well trained and sufficiently armed to safeguard Council's property and staff members.

3. **DISCUSSION**

In view of the above background, it is our request that the following times be implemented based on the reasons mentioned.

Public Holidays

24 and 31 December: libraries close at 12:00

Religious Days

Day before Good Friday to be closed at 12:00

Daily operating hours

That Cloetesville, Plein Street, Kayamandi, Ida's Valley and Groendal libraries operate between 09:30 till 18:00. The current operating hours is from 10:00 till 19:00. The normal operating hours are decreased by 30 minutes, but are managed in each facility to ensure that every employee performs a shift of 8 hours.

As the employer, we would remedy the situation of exposing our staff members to controllable risks and eliminating possible occurrences of incidents which could threaten their safety.

4. **LEGAL IMPLICATION**

None required

5. **FINANCIAL IMPLICATION (CFO: M WUST)**

The Item is supported with the understanding that the Municipality will not incur any additional expenditure related to the Item.

RECOMMENDED

(a) that Council approve the amendment of library hours i.e. services be closed on 24 and 31 December at 12:00;

(b) that library services be closed on the day before Good Friday at 12:00; and

(c) that library services at Cloetesville, Plein Street, Kayamandi, Ida's Valley and Groendal daily operate 09:30 until 18:00.

(DIRECTOR: COMMUNITY AND PROTECTION SERVICES TO ACTION)

COMMUNITY AND PROTECTION SERVICES COMMITTEE: 2015-06-10: ITEM 5.1.2

RECOMMENDED

(a) that Council approve the amendment of library hours i.e. services be closed on 24 and 31 December at 12:00;

(b) that library services be closed on the day before Good Friday at 12:00; and

(c) that library services at Cloetesville, Plein Street, Kayamandi, Ida's Valley and Groendal daily operate from 09:30 until 18:00.

(DIRECTOR: COMMUNITY AND PROTECTION SERVICES TO ACTION)

MAYORAL COMMITTEE MEETING: 2015-06-17: ITEM 5.1.11

RECOMMENDED BY EXECUTIVE MAYOR

(a) that Council approve the amendment of library hours i.e. services be closed on 24 and 31 December at 12:00;

(b) that library services be closed on the day before Good Friday at 12:00; and

(c) that library services at Cloetesville, Plein Street, Kayamandi, Ida's Valley and Groendal daily operate from 09:30 until 18:00.

(DIRECTOR: COMMUNITY AND PROTECTION SERVICES TO ACTION)

31ST COUNCIL MEETING: 2015-06-24: ITEM 7.8

RESOLVED (nem con)

(a) that Council approve the amendment of library hours i.e. services be closed on 24 and 31 December at 12:00;

(b) that library services be closed on the day before Good Friday at 12:00; and

(c) that library services at Cloetesville, Plein Street, Kayamandi, Ida's Valley and Groendal daily operate from 09:30 until 18:00.

(DIRECTOR: COMMUNITY AND PROTECTION SERVICES TO ACTION)

7.8 AMENDMENT OF LIBRARY OPERATING HOURS

File number : *17/2/4*

Compiled by : *Director Community and Protection Services*

Report by : *Manager Community Services*

Delegated Authority : *Council*

Strategic intent of item

Preferred investment destination	
Greenest municipality	
Safest valley	
Dignified Living	
Good Governance	X

1. PURPOSE OF REPORT

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As the employer, we would remedy the situation of exposing our staff members to controllable risks and eliminating possible occurrences of incidents which could threaten their safety.

4. **LEGAL IMPLICATION**

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5. **FINANCIAL IMPLICATION (CFO: M WUST)**

The Item is supported with the understanding that the Municipality will not incur any additional expenditure related to the Item.

RECOMMENDED

(a) that Council approve the amendment of library hours i.e. services be closed on 24 and 31 December at 12:00;

(b) that library services be closed on the day before Good Friday at 12:00; and

(c) that library services at Cloetesville, Plein Street, Kayamandi, Ida's Valley and Groendal daily operate 09:30 until 18:00.

(DIRECTOR: COMMUNITY AND PROTECTION SERVICES TO ACTION)

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

7.3.1	**LEASE AGREEMENT APPLICATION: USE OF COUNCIL-OWNED LAND FOR PARKING PURPOSES: MEDI-CLINIC: A PORTION OF ERF 235, STELLENBOSCH**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: LEASE AGREEMENT APPLICATION: USE OF COUNCIL-OWNED LAND FOR PARKING PURPOSES: MEDI-CLINIC: A PORTION OF ERF 235, STELLENBOSCH

2. PURPOSE

To consider the request to enter into a further lease agreement with Medi-Clinic for a portion of erf 235 Stellenbosch for parking purposes. This erf is part of the van Der Stel sport complex.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The Municipal Manager has the delegated authority to enter into lease agreements of three (3) years or less.

4. EXECUTIVE SUMMARY

The municipality and Stellenbosch Development Company entered into a 20-year lease agreement for a portion of erf 235 Stellenbosch on 4 November 2003 which agreement will lapse on 31 October 2023. During 2014 Medi – Clinic bought the building in Alexander Street 24 from British American Tabacco and the lease agreement was linked to this building.

Medi-Clinic has now applied for a lease agreement for the already developed parking area consisting of 274 parking bays for additional parking bays for their staff from 07:00 Mondays to 18:00 on Fridays for a period of 9 years 11 months. Erf 235 forms part of the van der Stel Sport Complex that council resolved to put out on tender for management, upgrade and development of parking. That process is still underway. Stellenbosch Development Company's agreement allowed for the payment of an amount every 5 years instead of a monthly or yearly fee.

The department does not support the application for a medium-term lease due to the developments around the van der Stel complex but suggests that the parking be leased on a month-to-month basis until the tender has been evaluated and awarded.

5. RECOMMENDATIONS FOR CONSIDERATION

(a) that the portion of erf 235 used for parking purposes, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;

(b) that an agreement be entered into on a month-to- month basis until the tender process for the van der Stel complex's management and development is concluded; and

(c) that the monthly rental amount be considered.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Current Lease Agreement with Medi-Clinic

On 4 November 2003 the Municipality and Stellenbosch Development Company entered into a lease agreement for a period of 20 years in respect of a portion of Erf 235, Stellenbosch. An addendum to the lease agreement was entered into on 21 October 2008 which runs concurrent with the main lease agreement. In terms of the addendum was allowed to develop a further 72 parking bays over and above the existing 202 existing parking bays, thus resulting in a total number of 274 parking bays. Rental in terms of the prescribed tariff was payable for the new parling bays. The lease agreement and addendum are attached hereto as **APPENDIX 1.** The lease agreement was linked to the building in Alexander Street 34, which was occupied by British American Tabacco before it was bought by Medi Clinic in 2014.

6.1.2 Application from Medi-Clinic to lease a Portion of Erf 235 for parking purposes

Hereto attached as **APPENDIX 2** is an application received from Medi-Clinic to use a portion of Erf 235, Stellenbosch, consisting of 274 parking bays, for additional parking purposes for their staff after the lapse of the original agreement with British American Tobacco.

6.2 DISCUSSION

6.2.1 Location and context

The property under discussion is situated at 34 Alexander Street, as shown on Fig 1 and 2 below. The area has been developed by Stellenbosch Development Company during the period they leased it. The area consists of 274 parking bays.

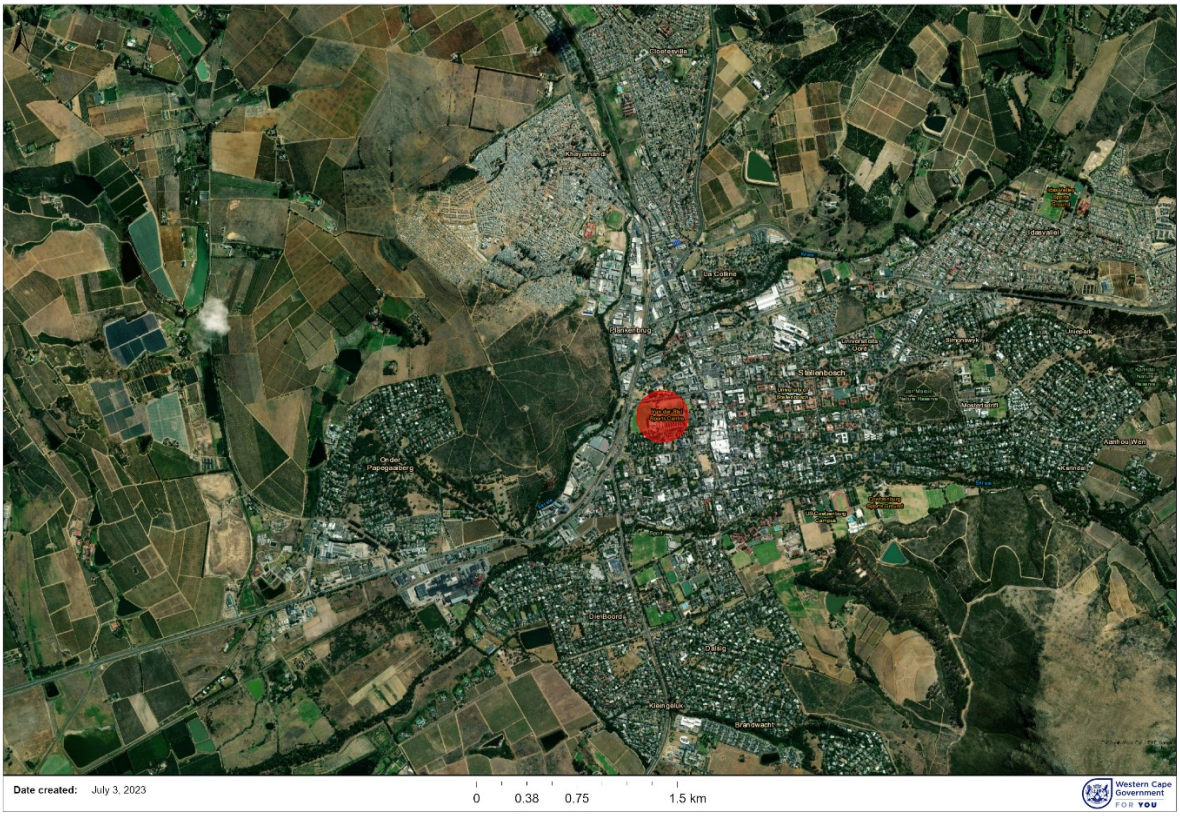


Fig 1: Location and context



Fig 2: Proposed leasing area

6.3 Financial implication

6.3.1 A valuation of the property was done on 1 November 2018, and it was established that the monthly income of the property is R 95 900.00. A copy of the 2019 valuation report is attached hereto as **APPENDIX 3.** Stellenbosch Development Company paid an amount of R900 000 for the first 5 years and the amount increased to R1 320 000 after the first 5 years and thereafter by CPI every 5 years.

The current tariff for parking in our tariff book is R326 per parking bay which would amount to R89 324 for the 274 parking bays. This is less than the valuated amount in 2019. Parties may negotiate the rental as long as it is market related.

6.4 Legal implications

6.4.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may **be required for the municipality's own use** during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c) the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d) Any comments received from the local community, and

e) Compliance with the legislative regime applicable to the proposed granting of the right.

6.4.3 Property Management Policy

In terms of paragraph 9.2.2 of the Policy, the Municipal Council may dispense with the prescribed, competitive process, and may enter into a private treaty agreement through any convenient process, which may include direct negotiations, but only in specific circumstances, and only after having advertised Council's intention so to act. One of the circumstances listed in (h) is where encroachment applications are received from adjoining owners, subject to approved tariff structure.

If the parking is leased on a month-to-month basis the asset transfer regulations does not come into play.

6.5 Previous Council Resolutions

The decisions in 2003 and 2008 did not serve before council.

6.6 Risk implications

A loss of income whilst the tender process for the Van der Stel complex is finalised will be addressed through short term lease .

6.7 Input from Senior Management

The item was discussed at the Directors meeting and not circulated for comment.

6.7.1 Municipal Manager

Supports the recommendations.

ANNEXURES: **Appendix 1: Lease Agreement and addendum**
Appendix 2: Application for lease of municipal land
Appendix 3: Valuation report 2019

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	***2023-10-31***

APPENDIX 1

A5a/24 :
15/6/5/1/1/1

LEASE AGREEMENT

between

STELLENBOSCH MUNICIPALITY

and

STELLENBOSCH DEVELOPMENT COMPANY

LEASE AGREEMENT

1 PARTIES

1.1 The parties to this agreement are -

1.1.1 Stellenbosch Municipality, herein represented by **Petrus Du Plessis Smit,** in his capacity as Director: Corporate Services, duly authorised and

1.1.2 Stellenbosch Development Company (Pty) Ltd, with Registration Number 1983/006981/07.

1.2 The parties agree as set out below.

2 INTERPRETATION

2.1 In this agreement, unless clearly inconsistent with or otherwise indicated by the context -

2.1.1 "the/this Agreement" means the agreement set out in this document, including appendices;

2.1.2 "the Building" means the Lessee's place of business, situated at 34 Alexander Street, Stellenbosch;

2.1.3 "Business day" means a day other than a Saturday, Sunday or an official public holiday in the Republic of South Africa;

2.1.4 "the Commencement Date" means the first business day after the date upon which the suspensive conditions are fulfilled or waived, as the case may be;

2.1.5 "the Lessee" means the Stellenbosch Development Company;

2.1.6 "the Lessor" means the Stellenbosch Municipality;

2.1.7 "Parties" means the Lessor and the Lessee and "Party" means anyone of them as the context may indicate;

2.1.8 "the Premises" means a portion of the land described as Erf Number 235, measuring 7491 m², situated in Stellenbosch and registered in the name of the Lessor, as set out in Annexure A, attached hereto;

2.1.9 any reference to the singular includes the plural and vice versa;

2.1.10 any reference to natural persons includes legal persons and vice versa;

2.1.11 any reference to a gender includes the other genders.

2.2 Where applicable, the provisions of 2.1 shall impose substantive obligations on the parties as provided in the provision concerned.

2.3 The clause headings in this Agreement have been inserted for convenience only and shall not be taken into account in its interpretation.

2.4 Words and expressions defined in any sub-clause shall, for the purposes of the clause of which that sub-clause forms part, bear the meaning assigned to such words and expressions in that sub-clause.

2.5 This Agreement shall be governed by and construed and interpreted in accordance with the laws of the Republic of South Africa.

3 BACKGROUND

3.1 The Lessee intends renovating the Building. However, the space currently available will not suffice in providing adequate parking once the said renovations have been completed.

3.2 The Lessee intends leasing the Premises from the Lessor in order to provide sufficient parking.

3.3 The Parties hereby revoke all or any previous agreements entered into between them and furthermore wish to govern their relationship according to the terms and conditions as contained in this Agreement.

4 SUSPENSIVE CONDITIONS

4.1 The operation of this Agreement is suspended until the fulfilment, by not later than the close of business on 15 November 2003, of the following suspensive conditions -

4.1.1 The successful execution, by the Lessor, of an addendum to the lease agreement as concluded between the Lessor and the Stellenbosch Sport and Recreational Association ("SSRA") in terms of which the Premises, as defined in terms of this Agreement, is excluded from the said lease agreement between the Lessor and the SSRA.

4.1.2 The Lessor advertising this Agreement in terms of Section 124 of Municipal Ordinance No. 20 of 1974.

4.2 The Parties shall use their respective best endeavours to procure the timeous fulfilment of the suspensive conditions.

4.3 By not later than 15 November 2003, the Lessor shall be entitled to waive the suspensive conditions or to extend the date by which they are to be fulfilled.

4.4 This Agreement will be null and void *ab initio* should the suspensive conditions not be fulfilled by the date therein specified for the fulfilment of same, or upon such later date as the Parties may agree. No Party will then have any claim or claims against the other Party for anything done or arising in terms of this Agreement, and each Party will be restored as near as may be possible to the position in which it would have been had this Agreement not been concluded.

5. LEASE

The Lessor hereby lets to the Lessee who hereby leases the Premises on the terms and conditions as contained herein.

6. DURATION

This Agreement shall commence on the Commencement Date and will endure for a period of 20 (twenty) years. In the event of the Agreement not being renegotiated by the Parties after the expiration of the 20 (twenty) years (expiration date), the Lessee undertakes to comply with the requirements of the then applicable zoning scheme regulations in relation to the building.

7. RENTAL

7.1 The rental amount payable shall be R264 000 (two hundred and sixty four thousand rand) per annum. However, the Parties agree that the rental shall be payable, in advance, as follows:

7.1.1 On the Commencement Date, an amount equal to R600 000 (nine hundred thousand rand). The balance, amounting to R420 000 (four hundred and twenty thousand rand), shall be paid in 4 (four) equal annual instalments after the anniversary of the Commencement Date;

2003-2008
TJ8567
7/09/2006

7.1.2 On the first Business day after the expiry of the first 5 (five) year period, a further amount of R1 320 000 (one million three hundred and twenty thousand rand) escalated in accordance with the Consumer Price Index for the relevant period, being the rental for the second 5 (five) years;

2008-2013
TJ8567
27/08/2007
TJ8567/135
8/12/2008
TJ8564/186
11/02/2009

7.1.3 On the first Business day after the expiry of the second 5 (five) year period, a further amount of R1 320 000 (one million three hundred and twenty thousand rand) escalated in accordance with the Consumer Price Index for the relevant period, being the rental for the third 5 (five) years;

2013-2018
TJ8567/NN
8/10/2013

7.1.4 On the first Business day after the expiry of the third 5 (five) year period, a further amount of R1 320 000 (one million three hundred and twenty thousand rand) escalated in accordance with the Consumer Price Index for the relevant period, being the rental for the final 5 (five) years; 2018 – 2023

8 UTILISATION OF RENTAL PROCEEDS

The Lessor agrees and undertakes to utilise all the rental amounts as received in terms of this Agreement for the sole purpose and object of financing sport-related development projects.

9. THE PREMISES

9.1 Use:

9.1.1 The Premises will be used for the purposes of parking motor vehicles. The Lessee shall have the right to use the Premises as parking for not more than 200 (two hundred) vehicles from 07h00 Mondays to 18h00 on Fridays for the duration of this Agreement.

9.1.2 It is recorded that the Lessor may conclude a further agreement with the Van der Stel Sports Club in terms of which the Van der Stel Sports Club will, amongst others, operate and make the Premises available to the public as a pay parking facility, for its own benefit, from 18h00 on Fridays to 07h00 on Mondays. It is specifically recorded that the Lessee hereby consents to the aforementioned agreement being concluded between the Lessor and the Van der Stel Sports Club.

9.1.3 It is furthermore recorded that if the agreement as referred to in clause 9.1.2 leads to an increase in the Lessee's duty of maintenance, the aforementioned increase will be recovered by the Lessor on behalf of the Lessee from the Van der Stel Sports Club.

9.2 Maintenance:

9.2.1 Subject to the provisions of clause 9.1.3, the Premises, excluding the area as referred to in clause 9.3.2, will be maintained by the Lessee.

9.3 Improvements:

9.3.1 It is recorded that the Lessee will convert the Premises into an undercover parking facility to be utilised by its employees. The Lessee will in its discretion pave the Premises and erect shading according to its requirements in terms of the approved plans.

9.3.2 In addition to the provisions of clause 9.1, the Lessee will also at its own cost prepare a gravelled surface, to line and grade in order to create an acceptable parking area for the Municipality as indicated in Annexure "A".

9.3.3 All improvements so affected shall become the property of the Lessor after termination of this Agreement subject to the provisions of clause 11.

9.4 Insurance:

9.4.1 The Lessee shall be responsible for obtaining and maintaining insurance in respect of the Premises for the duration of this Agreement.

10 ASSIGNMENT

In the event of the Lessee selling the Building or any part thereof during the duration of this Agreement, it will have the right to cede and assign all of its rights and to delegate all or its obligations under this Agreement to the purchaser. The Lessor hereby agrees and consents to the aforementioned cession and assignment of rights and delegation of obligations.

11 BREACH AND TERMINATION

11.1 In the event of either Party to this Agreement breaching the terms hereof (the defaulting party) and failing to rectify same within 30 (thirty) days after receiving written notice to this effect, the other Party shall have the right to terminate this Agreement with immediate effect or to claim proper performance from the defaulting party. In both these instances the innocent party will have the right to claim any damages resulting from the breach.

11.2 Notwithstanding the above, the Lessee shall have the right to terminate this Agreement with immediate effect by giving the Lessor 6 (six) months' written notice to this effect. In the event of the Lessee electing to cancel this Agreement, any rental paid in advance shall be forfeited in favour of the Lessor, as pre-estimated liquidated damages and in full and final settlement of any claim howsoever arising.

11.3 Should the Lessor wants to terminate this Agreement, prior to the expiration of the 20 (twenty) years, the Parties will be compelled to negotiate in good faith with the intention of reaching consensus on the terms of such a termination.

12 NOTICES AND DOMICILIA

12.1 The parties choose as their *domicilia citandi et executandi* their respective addresses set out in this clause for all purposes arising out of or in connection with this Agreement at which addresses all the processes and notices arising out of or in connection with this Agreement, its breach or termination may validly be served upon or delivered to the Parties:

12.2 For the purpose of this Agreement the Parties' respective addresses shall be -

12.2.1 as regards the Lessor at Town House, Plein Street, Stellenbosch,

12.2.2 as regards the Lessee at 34 Alexander Street, Stellenbosch 7600,

or at such other address in the Republic of South Africa, not being a post office box or *poste restante*, of which the Party concerned may notify the others in writing.

12.3 Any notice given in terms of this Agreement shall be in writing and shall -

12.3.1 if delivered by hand be deemed to have been duly received by the addressee on the date of delivery;

12.3.2 if posted by prepaid registered post be deemed to have been received by the addressee on the 8th (eighth) Business day following the date of such posting;

12.3.3 if transmitted by facsimile be deemed to have been received by the addressee 1 (one) Business day after despatch.

12.4 Notwithstanding anything to the contrary contained in this Agreement, a written notice or communication actually received by one of the Parties from another including by way of facsimile transmission shall be adequate written notice or communication to such Party.

13 MISCELLANEOUS

13.1 Warranty of Authority

Each party warrants to the other Party that it has power, authority and legal right to sign and execute this Agreement and that this Agreement has been duly authorised by all necessary actions of its directors/trustees and constitutes valid and binding obligations on it in accordance with the terms of this Agreement.

13.2 Payment and Interest

13.2.1 All payments in terms of or arising out of this Agreement shall be made free of bank exchange, commission and all other deductions to the Party entitled thereto.

13.2.2 No Party shall have the right to defer, adjust or withhold any payment due to the other/s in terms of or arising out of this Agreement or to obtain defement of judgement for such amount or any execution of such judgement by reason of any set-off or counterclaim of whatsoever nature or howsoever arising.

13.2.3 Save to the extent otherwise provided all amounts due by one Party to the other (including damages) in terms of or arising out of this Agreement shall, unless paid on due date, bear interest from the due date to date of payment. Such interest shall be -

13.2.3.1 calculated at the prime rate; and

13.2.3.2 capitalised monthly in arrear on the balance due.

13.3 Implementation and Good Faith

13.3.1 The Parties undertake to do all such things, perform all such acts and take all steps to procure the doing of all such things and the performance of all such acts, as may be necessary or incidental to give or conducive to the giving of effect to the terms, conditions and import of this Agreement.

13.3.2 The Parties shall at all times during the continuance of this Agreement observe the principles of good faith towards one another in the performance of their obligations in terms of this Agreement. The implies, without limiting the generality of the aforegoing, that they -

13.3.2.1 will at all times during the term of this Agreement act reasonably, honestly and in good faith;

13.3.2.2 will perform their obligations arising from this Agreement diligently and with reasonable care;

13.3.2.3 make full disclosure to each other of any matter that may affect the execution of this Agreement.

13.3.3 In the event of either Party becoming aware of any circumstance which may affect the continuation of this Agreement, then that Party shall be obliged to disclose the said circumstance to the other Party where after the Parties will use their best endeavours in order to reach a mutually acceptable arrangement.

13.4 Independent advice

Each of the Parties hereto acknowledges that they have been free to secure independent legal advice as to the nature and effect of all of the provisions of this Agreement and that they have either taken such independent legal advice or dispensed with the necessity of doing so. Further, each of the Parties hereto acknowledge that all of the provisions of this Agreement and the restrictions herein contained are fair and reasonable in all the circumstances and are part of the overall intention of the Parties.

13.5 Further Assurances

The Parties hereto agree to perform any further acts and to execute and deliver any further documents which may be necessary or appropriate to carry out the purposes and the implementations of this Agreement.

13.6 Whole Agreement

This Agreement constitutes the whole agreement between the Parties as to the subject-matter hereof and no agreement, representations or warranties between the Parties other than those set out herein are binding on the Parties.

13.7 Variation

No addition to or variation, consensual cancellation or novation of this Agreement and no waiver of any right arising from this Agreement or its breach

or termination shall be of any force or effect unless reduced to writing and signed by all the Parties or their duly authorised representatives.

13.8 Relaxation

No latitude, extension of time or other indulgence which may be given or allowed by any Party to any other party in respect of the performance of any obligation hereunder or enforcement of any right arising from this Agreement and no single or partial exercise of any right by any party shall under any circumstances be construed to be an implied consent by such Party or operate as a waiver or a novation of, or otherwise affect any of that Party's rights in terms of or arising from this Agreement or estop such Party from enforcing, at any time and without notice, strict and punctual compliance with each and every provision or term hereof.

13.9 Cost

Each Party shall pay its own cost of negotiation, drafting, preparing and implementing this Agreement and the appendices to it. The Lessee will be responsible for stamp duties payable as well as the cost associated with the notarial registration and execution of the Lease.

Signed at Stellenbosch on this the 31 ST day of October 2003

AS WITNESSES:

1. _____ For: STELLENBOSCH MUNICIPALITY

2. _____

Duly authorised

Signed at STELLENBOSCH on this the 4 TH day of NOVEMBER 2003

AS WITNESSES:

1. _____ For: STELLENBOSCH DEVELOPMENT COMPANY (PTY) LIMITED

2. _____

Duly authorised

STELLENBOSCH
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ADDENDUM TO LEASE AGREEMENT

ENTERED INTO BY AND BETWEEN

THE STELLENBOSCH MUNICIPALITY

(herein represented by Keith Allen Ford in his capacity as the Acting Director: Corporate Services, being duly authorised

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

and

STELLENBOSCH DEVELOPMENT COMPANY

(herein represented by.....in his/her capacity as....., being duly authorised

(hereinafter referred to as the **LESSEE**)

In respect of a portion of erf 235, Stellenbosch (Hereinafter referred to as the **PREMISES**)

WHEREAS the Parties have entered into a Lease Agreement on 4 November 2003, in terms whereof the **LESSOR** lets to the **LESSEE** a portion of the **PREMISES** for the purpose of providing parking facilities (Hereinafter referred to as the Main Agreement);

WHEREAS the **LESSEE** has applied to increase the number of parking bays on the **PREMISES**;

WHEREAS the **LESSOR** has approved the application, subject to certain conditions;

WHEREAS clause 13.7 of the Main Agreement stipulates that no variation to the agreement would be of any force or effect, unless reduced to writing and signed by all the parties or their duly authorised representatives.

NOW THEREFOR the Parties agree as follows:

1. **NUMBER OF PARKING BAYS**

1.1 The **LESSEE** will be allowed to develop a further 72 parking bays, thus resulting in a total number of 274 parking bays.

2. **DURATION**

2.1 This Addendum will run concurrent with the remaining period of the Main Agreement, thus terminating on 31 October 2023.

3. **RENTAL**

3.1 The Parties specifically agreed that the payment in relation to the additional parking bays for the period 1 November 2007 up to 31 October 2008 will become payable on 1 November 2008, based on the current tariff of R110 per parking bay per month and will be paid together with the payment of the lease amount of the next 5 years for 272 parking bays.

3.2 It is further agreed by the Parties that, with effect from 1 November 2008, clause 7.12 and 7.1.5 of the Main Agreement will be replaced with the following:

*"7.1.2 On the first business day after the expiry of the first, second, and third 5(five) year periods, respectively, a new market-related rental will be determined by the **LESSOR** based on an independent valuation, for the pursuing 5 (five) years. The market-related rental so determined, will be payable in advance for the pursuing 5 (five) years".*

4. **ADDENDUM PART OF MAIN AGREEMENT**

4.1 This Addendum will be regarded as an integral part of the Main Agreement and should be read with same.

5. DATE AND COMMENCEMENT

5.1 Notwithstanding the date of signature of this Addendum Agreement by the Parties, it will commence on 1 November 2007

THIS DONE AND SIGNED at Stellenbosch on this 26 day of October 2008.

WITNESSES:

1 .....

2 .....

.....

on behalf of LESSOR

THIS DONE AND SIGNED at .....on this ..... day of .....2008.

WITNESSES:

1 .....

2 .....

.....

on behalf of LESSEE

APPENDIX 2

STELLENBOSCH
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APPLICATION FOR LEASE OF MUNICIPAL LAND APPLICATION FORM

A: APPLICANT'S DETAILS

Name :	MEDICLINIC (PTY) LTD
Physical address:	25 DU TOIT STREET STELLENBOSCH Postal code: 7600
Mailing address:	PO BOX 456 STELLENBOSCH Postal code: 7599
E-mail address:	rica.leroux@mediclinic.co.za
Telephone:	021 809 6500 / 021 809 6647
Cell phone:	082 925 0042

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number:	Erf 5374
Suburb:	STELLENBOSCH
Town:	STELLENBOSCH

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number:	PORTION OF ERF 235, STELLENBOSCH
Suburb:	STELLENBOSCH
Town:	STELLENBOSCH
Area of encroachment:	7 491 m² (274 parking bays)

* To be supplemented with a sketch-plan with dimension in m² - please refer the attached valuation report, including the area layout.

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☐
For commercial parking purposes,	X
For residential parking purposes	☐
For non-commercial purposes (such as garden purposes, gates,ect)	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application: The premises will be used for the purpose of parking 274 motor vehicles from 07:00 Mondays to 18:00 on Fridays. The Lessor may conclude a further agreement with the Van der Stel Sports Club in terms of which the Van der Stel Sports Club will, amongst others, operate and make the premises available to the public as a pay parking facility, for its own benefit, from 18:00 on Fridays to 07:00 on Mondays. The Lessee will maintain the portion of erf 235 used as parking for the duration of the lease period.

Motivation: Herewith a request to renew the mentioned portion of erf 235 Stellenbosch for another 9 year, 11 month period. The area will be utilised as a parking area for Lessee / Mediclinic Corporate Office personnel as the parking bays at the premises situated at 25 Du Toit Street are not sufficient to accommodate ±780 personnel members. The successful renewal of the parking agreement will have a vital impact on the Lessee's / Mediclinic's operational business.

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner - to follow	X
Diagram of proposed area of the lease area - refer attached valuation report	X
Letters of consent (affected neighbours)	
Application fee (non-refundable)	

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ... Date: 31 May 2023

Full name: Rica le Roux

FOR OFFICIAL USE

- The application was considered on .....by.....
- The application was

	APPROVED		NOT APPROVED

Conditions (if any): .....

.....

.....

Applicant was informed of outcome on .....

....
SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

***If approved**

- ☐ Encroachment fee paid
- ☐ Lease Agreement signed
- ☐ Agreement/Permit processed on Contract Management System

....
SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

APPENDIX 3

PENDO
PROPERTY VALUERS

VALUATION REPORT

DETERMINATION OF THE MARKET RENTAL OF:

274 UNDEVELOPED PARKING OPPORTUNITIES

LOCATED ON A PORTION OF ERF 235 STELLENBOSCH

Client:

STELLENBOSCH MUNICIPALITY

7 October 2019

Compiled by:
Johan Klopper
Professional Valuer
Member of the SA Institute of Valuers
BCom Law (University of Stellenbosch), NDip: Property Valuation (UNISA)

Cell: 083 305 3252 • Fax: 086 611 1511 • E-mail: johan@propertyvaluer.co.za • PO Box 81, Stellenbosch, 7599

PENDO
PROPERTY VALUERS

7 October 2019

Mr. Piet Smit
Stellenbosch Municipality
Property Management
Plein Street
Stellenbosch
7600

VALUATION CERTIFICATE

I, the undersigned, Johan Klopper, Professional Valuer registered in terms of the Property Valuer's Profession Act, 2000 (Act No 47 of 2000) do hereby certify that I have inspected and valued the following immovable property namely:

274 UNDEVELOPED PARKING OPPORTUNITIES ON A PORTION OF ERF 235 STELLENBOSCH, STELLENBOSCH REGISTRATION DIVISION, in the WESTERN CAPE

I consider the monthly market rental of the abovementioned property to be as follows:

R 95 900.00	**Ninety Five Thousand Nine Hundred Rand** (Excluding VAT)

As at: **1 November 2018**

Signed at Stellenbosch this 7th day of October 2019.

J. Klopper
Professional Valuer
Registration Number: 6372/0

VALUATION REPORT

1. GENERAL INFORMATION

1.1 Instructions

Instructions were received from the Stellenbosch Municipality to determine the fair market rental per bay of 274 unimproved parking bays located on a portion of Erf 235 Stellenbosch, in Du Toit Street opposite the Medi-Clinic head office building. The Stellenbosch Municipality is in the process of negotiations to determine a market related rental for purposes of renewal of the contract. The subject property was improved by BAT (the predecessor of the tenant), i.e. paving and shade netting. The valuer was specifically instructed to determine a value for vacant, unimproved land.

Definition of market rental: *"The estimated amount for which the property should be leased on the date of valuation between a willing lessor and a willing lessee in an arm's length transaction after property marketing, wherein the parties acted knowledgeably, prudently and without compulsion."*

1.2 Inspection date

7 October 2019

1.3 Effective date of valuation

1 November 2018

1.4 Limiting conditions

Information was received from third parties regarding the comparable properties. No warranty as too the accuracy of this information can be made.

In this report all values referred to exclude VAT, unless expressly stated otherwise.

We have not carried out a structural survey, nor have we tested the service installations, woodwork or other parts of the structure which are covered, unexposed or inaccessible and are therefore unable to report that such parts of the property are free of rot, beetle or other defects. This valuation is therefore based on the assumption that the building is in a reasonable state of repair, unless expressly stated otherwise in this report.

Any possible contamination of the subject property as a result of an environmental incident has also not been taken into account, nor have we examined the cost of any remedial measures involved.

Maps and sketches that form part of this report are included for illustration purposes only and are not necessarily to scale.

This valuation is for the purpose as stated in this report and should not be used for any other purpose. Neither all nor any part of this report shall be conveyed to the public or anybody other than the addressee or their principles through advertising, public relations, news sales or any other media without the written consent of the author.

2. PHYSICAL FEATURES

2.1 Situation / Locality

The subject property is located next to the Van der Stel Sports Grounds, in Du Toit Street, Stellenbosch, in relative close proximity to the Stellenbosch CBD. See location map below:



2.2 Description of the site and improvements

The site is a rectangular shaped tract of land with a level gradient. It has been improved at the cost of the tenant with palisade perimeter fencing, paving and shade netting to accommodate approximately 274 parking bays. The valuer was specifically instructed to value the subject property as vacant, unimproved parking. See aerial photograph and photographs below:



Refer to **Annexure A** for photographs of the subject property.

3. VALUATION METHOD

The direct comparison approach is deemed the most suitable valuation method in determining the market rental of the subject property. This approach is based on the principle of comparability and substitution. The assumption is that if similar assets in a similar market place are leased at a particular value, then the comparable asset will be leased at a similar price. Specific note was taken of the site specific characteristics, location and market conditions when determining the market rental of the subject property.

4. VALUE DETERMINATION

4.1 Market research

The property market in the immediate vicinity was investigated, and the valuer liaised with local role players to ascertain acceptable market levels for the subject property. The following relevant market information was obtained and applied in the valuation process:

Description	Monthly Rate (Excl. VAT)	Remarks
Bloemhof Parking Area	R 460.87	Demarcated open parking bays located in Plein Street in the Stellenbosch CBD. This location is considered superior to the subject property which would suggest a downward adjustment for the subject property.
De Wagenweg Office Park	R 375.00	Paved open parking bays in this secured office complex located between Stellentia and Adam Tas Roads, outside the Stellenbosch CBD.
Municipal parking nodes	R 869.57	Monthly parking tariff in the Stelmark, Midmar, Checkers and Stelkor public parking areas in the Stellenbosch CBD.
Oewerpark Office Park	R 500.00	Open parking bays in the Oewerpark Office Park in Die Boord.
Cnr. Merriman & Bird	R 400.00	Open parking bays in commercial complex on the corner of Merriman and Bird Streets.
Technopark	R 300.00 – R 500.00	Market range for open parking bays in the Technopark commercial node outside Stellenbosch.

4.2 Determination of value

The market information above gives a good indication of the rate to be applied to the subject property. Downward adjustments are required to make provision for the location and improvements. After making the necessary adjustment for the site specific characteristics, location and other value forming characteristics, the valuer is of the opinion that a market rental of **R 350 per bay per month** would be fair and reasonable for the subject property, based on the available market information. The monthly market rental can therefore be calculated as follows:

274 parking opportunities @ R 350 / bay = R 95 900

5. DECLARATION

I, Johan Klopper a registered Professional Valuer, declare that I have inspected the above property and that I have conducted this valuation assignment to the best of my knowledge and skills. I have no present or contemplated interest in this property, and accordingly certify that this valuation was undertaken on a completely independent basis.

Based on our research and experience, we are of the opinion that the **MONTHLY MARKET RENTAL** of 274 unimproved parking bays located on a portion of Remainder Erf 235 Stellenbosch, as at 1 November 2018, amounts to:

Amount	In words
R 95 900	Ninety Five Thousand Nine Hundred Rand (Excluding VAT)

Signed at STELLENBOSCH on this the 7th day of October 2019.

J. Klopper
Professional Valuer (Reg. No. 6372/0)
Member of the SA Institute of Valuers
BCom (Law); NDip (Property Valuation)

ANNEXURE A: PHOTOGRAPHS OF SUBJECT PROPERTY









End of report

7.3.2	**BOTMASKOP ESTATE DEVELOPMENT PROPOSED EXCHANGE OF LAND: BOTMASKOP ESTATE DEVELOPMENT ERF 3363 AND REMAINDER OF FARM 333, STELLENBOSCH**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: BOTMASKOP ESTATE DEVELOPMENT PROPOSED EXCHANGE OF LAND: BOTMASKOP ESTATE DEVELOPMENT ERF 3363 AND REMAINDER OF FARM 333, STELLENBOSCH

2. PURPOSE

To consider the request on a possible land swap between the Municipality and Botmaskop Estate Development.

3. DELEGATED AUTHORITY

Council must consider the matter.

4. EXECUTIVE SUMMARY

The Botmaskop Development was approved by the Municipality several years ago. On 16 April 2018 an encroachment agreement was entered into between the municipality and the Reset Properties.

The developers of the Botmaskop Development have now requested that council consider a possible land swap for this encroached area (adjacent to the Botmanskop Estate Development), portions of erf 3363 and Remainder of Farm 333 Stellenbosch for a similar size portion of land higher up against the mountain portion of portion 2 of farm 490 Stellenbosch. Both portions of land are 4.69 hectares. Valuations of the property have not been obtained.

The Property Management Policy provide for exchange of Land Agreements to be concluded, subject thereto that reasons for justifying such a step is recorded in writing. Because this will also be seen as an asset transfer the asset transfer regulations will also be applicable to such a transaction including an information statement that will have to be published. This land that is requested for the swop currently forms part of the Botmanskop nature area.

5. RECOMMENDATION

For consideration

6. DISCUSSION / CONTENT

6.2 Background

6.2.1 Development of Botmaskop Lifestyle Estate, Stellenbosch

The development of Botmaskop Lifestyle Estate was approved by the municipality several years ago, subject to certain conditions.

On 16 April 2018 an encroachment agreement was entered into between the municipality and the Reset Property Development.

6.2. DISCUSSION

6.2.1 Location and context

The developers of Botmaskop Estate Development have now requested that we consider a possible land swap as the expenses they will incur for the erecting of the fence will be R7 million and the current encroachment allows for termination with three months' notice. Attached hereto as **APPENDIX 1** is the letter received from the Development. Attached as **APPENDIX 2** is the encroachment agreement with Reset properties. The municipality has no agreement as per clause 4.3 of the encroachment agreement with Botmaskop Estate Development.

The area is shown on fig 1 and 2 below. On page 2 of Appendix 1 a clear indication of the proposed land swap is shown.



Fig 1: Location

6.2.2 Proposed land swap

The request and proposal to the municipality for the land swap is in respect of two portions both 4.69 hectares, portions of erf 3363 and Remainder of Farm 333 Stellenbosch for a similar size portion of land higher up against the mountain portion of portion 2 of farm 490 Stellenbosch, in

order to secure the long-term access and free flow between the various pockets of land, in support of the larger Stellenbosch community.

6.2.3 Legal requirements

6.2.3.1 Municipal Finance Management Act (MFMA)

In terms of Section 14 of the MFMFA a Municipality may not transfer ownership as a result of a sale or other transaction, or otherwise permanently dispose of a capital asset needed to provide the minimum level of basic services.

Further, in terms of Subsection (2), a municipality may dispose of land not needed to provide the main level of basic municipal services, but only if the Council, in a meeting open to the public, (a) has decided on reasonable grounds that the **asset is not needed to provide the minimum level of basic municipal services**; and (b) has considered the **fair market value** of the asset and the economic and community value to be received in exchange for the asset.

In terms of sub-section (5) any such transfer must be **competitive** and consistent with the **SCM Policy**.

6.2.3.2 Asset Transfer Regulations

In terms of Regulation 5 (1) (b) of the Asset Transfer Regulations, a municipal Council may transfer or dispose of a non-exempted capital asset only after the Municipal Council: -

(i) has **made the determination** required Section 14(2)(a) and (b); and

(ii) has, as a consequence of such determination, **approved in principle** that the asset may be disposed of.

In terms of Regulation (7), when considering any disposal as contemplated above, a council must take into account:-

(*a) whether the capital asset may be required for the municipality's own use at a later date;*

(b) the expected loss or gain that is expected to result from the proposed transferor disposal;

(c) the extent to which any compensation to be received in respect of the proposed transfer or disposal will result in a significant economic or financial cost or benefit to the municipality;

(d) the risks and rewards associated with the operation or control of the capital asset that is to be transferred or disposed of in relation to the municipality's interests;

(e) the effect that the proposed transfer or disposal will have on the credit rating of the municipality, its ability to raise long-term or short-term borrowings in the future and its financial position and cash flow;

(f) any limitation or conditions attached to the capital asset or the transfer or disposal of the asset, and the consequences of any potential non-compliance with those conditions;

(g) the estimated cost of the proposed transfer or disposal;

(h) the transfer of any liabilities and reserve funds associated with the capital asset;

(i) any comments or representations on the proposed transfer or disposal received from the local community and other interested persons;

(j) the interests of any affected organ of state, the municipality's own strategic, legal and economic interests and the interests of the local community; and

(k) compliance with the legislative regime applicable to the proposed transfer or disposal.

In considering the above, Council should take into account the following:

a) The property in question will not be required for the municipality's own use;

b) There should be no loss as a result of the transaction;

c) The compensation, if any, should not result in a significant economic or financial benefit to the municipality, as the proposed swop entails two portions of land equal in size (4.69ha);

d) There should be no risks associated with the proposed swop;

e) The transactions will have no effect on the credit rating of the municipality;

f) There are no limitations or conditions attached to the land in question;

g) The cost of transfer and all associated cost, such as compilations of diagrams, closing of public streets, ect, will for the account of the applicant;

h) There are no liabilities reserved funds associated with the land in question;

i) No comment were solicited from the community;

j) No organ of state is involved;

k) All legal requirements will be met

Regulation 11 authorise a Council to approve conditions, when considering an in-principle disposal, such as:

(a) the way in which an asset is to be disposal of (e.g. tender, call for proposal, ect.);

(b) a floor price or minimum compensation;

(c) whether the capital asset may be transferred/disposal of for less than its fair market value (in which case the council must first consider the criteria set out in Regulation 12 (2))

6.2.3.3 Property Management Policy

In terms of paragraph 9.23 of the Property Management Policy the "*disposal by exchange of land will be appropriate when it is* ***advantageous to the Municipality*** *and other parties to exchange land in their ownerships and will achieve best consideration for the municipality. The Municipal Council must authorise the disposal of land by exchange with another landowner for alternative land.* ***Reasons for justifying this manner of disposal must be recorded in writing****.*

The exchange will usually be ***equal in value****. However, an inequality in land value may be compensated for by other means where appropriate. In such circumstances the Municipality must seek an independent valuation to verify that "best consideration" will be obtained*".

6.3 Financial Implications

Should Council approve the exchange of land, as proposed by the Botmaskop Development there would be no exchange of money, but the value of the land swop must be considered. should be no financial implication. No valuation has been done on either piece of land to determine if it is equal in value and not just equal in size.

6.4 Legal Implications

See par. 6.2.2 (*supra*). If the municipality agree to a land swap a public participation process must be followed to get inputs from the public on the intention of council to swop council owned land for private land. What that process is will depend on the value of the land to be swopped.

6.5 Staff Implications

No further staff implications.

6.6 Previous / Relevant Council Resolutions

None.

6.7 Risk Implications

The risks have been addressed in the item.

6.8 Comments from Senior Management

This item has not been circulated for comments yet.

ANNEXURES: **Appendix 1 Letter from Botmaskop Development**
Appendix 2 Current Encroachment Agreement

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	***2023-10 -31***

APPENDIX 1

BOTMASKOP ESTATE
STELLENBOSCH

To: **YOLANDE VAN DEN BERG**
Head: Contract Management
Stellenbosch Municipality
C/o Plein & Van Ryneveld Streets
Stellenbosch,
7600

1 August 2023

Re: ENCROACHMENT AGREEMENT – ERF 3363 AND REM OF FARM 333 ("BOTMASKOP ESTATE DEVELOPMENT")

Dear Mrs. van der Berg,

We wish to refer to our meeting held earlier today and wish to thank you for your time and attendance.

An Encroachment Agreement was signed between the Municipality and the owners of the 16 April 2018, which allowed for the mutual use and encroachment by the adjacent landowners.

The intention and reason for the agreement between the parties were as follows:

(i) The encroachment agreement allows for the mutual crossing of the subject portions of land and for the use of the various roads by the parties, to provide access to the larger portions of land owned by the Municipality, on the Western side of the proposed Botmaskop Estate and towards the Banhoek valley.

The access to these Western land portions adjacent to the Delaire Graff Wine Estate, is of importance to the Municipality, for the eradication and fight of fire and for the pure reason of being able to access the remainder of your land.

(ii) The accessibility is also of great importance to the larger Stellenbosch hiking and mountain biking community. Closure of this access road on the Botmaskop property, by means of the erection of a new security fence by the developers, will hinder any future access and ability to cross from Stellenbosch town towards the Banhoek Valley and surrounding trails and will most certainly negatively impact on the ability to host hiking, running and mountain biking events in the Banhoek Valley.

This road is clearly marked and highlighted in the picture below (Yellow line), for your ease of reference.

(iii) Lastly and most importantly, a fence in this area and on the boundary of the Botmaskop estate property, will also stop the free flow and movement of wildlife and animals, in the Botmaskop Nature Reserve and Banhoek Valley, which will not be ideal.

(iv) The Stellenbosch Mountain Biking and Hiking groups will not be able to access the numerous trails and access routes between Stellenbosch, the Botmaskop Nature Reserve and the Banhoek Valley, if a new security fence was to be erected on the boundary of the new Botmaskop Estate.

The motivation above is provided, to showcase that all parties will benefit from a long-term solution, in order to provide security of access, free flow of people and animals and unhindered link between Stellenbosch, town, the Botmaskop Nature Reserve and the Banhoek Valley.

As developers of the new Botmaskop Estate, we also wish to embrace and support the large mountain biking and hiking communities in Stellenbosch, by providing long-term free and unhindered access to these pockets of land.

Unfortunately, the existing Land Encroachment Agreement is insufficient in addressing these concerns and contains a 3-month cancellation clause (clause 6.1).

We now must erect the Clearvu security fence around the new Botmaskop Estate and need comfort in knowing that we have long-term tenure and security in place. The cost of the fence is approx. R7 million and cannot be easily removed and relocated once constructed.



The request and proposal for your consideration and support from the Municipality, is to replace the existing Land Encroachment Agreement with a Land Swop transaction, with the portions of land as per the current encroachment agreement, being exactly the same.

We propose to swop of the two portions of 4,69 Hectares, in order to secure the long-term access and free flow between the various pockets of land, in support of the larger Stellenbosch community.

Please find attached the existing Land Encroachment Agreement for your records and as reference.

We look forward in hearing from you and thank you for consideration of this proposal.

Yours faithfully,



DR. WERNER ROUX
CEO
Bomaskop Estate

Cc: Schalk van der Merwe (Environmental Affairs)

Ernst Gouws (STF)

APPENDIX 2

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

ENCROACHMENT PERMIT

granted by

STELLENBOSCH MUNICIPALITY

(herein represented by **PIET SMIT** in his capacity as Manager: Property Management hereinafter referred to as the " **Municipality**")

Of

Civic Centre
Plein Street
Stellenbosch
7600

TO

RESET PROPERTIES

(herein represented by Nico van der Westhuizen in his/her capacity as Director

(hereinafter referred to as "the **Encroacher)**

Of
Oude Bank Building
Cnr Church & Bird Streets
Stellenbosch
7600

Tel.: 021 882 8727/082 777 1228

e-mail: Conrad@foundationcapital.co.za

DESCRIPTION OF ENCROACHMENT:

a) To use a portion of Erf 3363 and Remainder Farm 333, Idas Valley, Stellenbosch for gardening and security purposes.

Permission is hereby granted by the **Municipality** to the **Encroacher**, to retain the encroachment on the property of the **Municipality** as described above and shown as Portions D and C, measuring approximately 4.69 ha in extent, on plans hereto attached as APPENDIX **1.**

1. **DURATION OF THIS PERMIT**

This Permit shall come into operation on 1 April 2019, notwithstanding the date of signature and endure for an undetermined period, subject to the parties' right of earlier termination as set out in the clause 6.1.

2. **ENCROACHMENT FEE**

2.1 It is specifically recorded that no encroachment fee will be payable, seeing that the Municipality will be encroaching onto the property of Reset Property, indicated as Portion A, measuring approximately 4.69 ha, on Appendix 1

3. **RATES AND TAXES**

The **Encroacher** shall not be responsible for the payment of rates and taxes in respect of the encroachment area.

4. **USE OF THE ENCROACHMENT**

4.1 The **Encroached** area shall be used for **non- commercial purposes**.

4.2 The encroached area referred to in sub-clause 4.1 shall not be altered or extended, nor shall any further building or structure be erected thereon without the prior, written permission of the **Municipality**.

4.2 The **Encroacher** shall ensure that the encroachment is kept in a neat and tidy condition to the satisfaction of the **Municipality**. The **Encroacher** shall, when notified by the **Municipality**, within a period of thirty days of such notice at his/her/its own expense, trim or remove any vegetation which in the opinion of the **Municipality** is or threatens to become unsightly or dangerous, failing which the **Municipality** may cause such vegetation to be trimmed or removed at the **Encroacher's** expense.

4.3 The **Encroacher** agrees that in the event of the whole or portion of his/her/its property abutting the encroachment being disposed of whilst the encroachment is still in existence, it shall be a condition of such disposal that the person acquiring the said property or portion thereof shall before transfer is passed, enter into an agreement with the **Municipality** acknowledging and accepting in all respects the terms of this Permit as applying to him/her/it and that transfer will not be given or taken until such agreement by the person acquiring the property has been entered into or alternatively, the encroachment has been removed and the area encroached upon re-instated to the satisfaction of the **Municipality**.

4.4 No trees growing on the Property shall be pruned or removed without the approval of the **Municipality**. Specific conditions may be imposed regarding the vegetation on the encroached area.

5. MUNICIPALITY'S RIGHT OF ACCESS

The **Municipality** shall have the right of free access to the encroachment at all times for inspection of the encroachment and for inspection, maintenance and repair of any services which may traverse the encroachment or to install such services. The **Municipality** shall not be liable for any damage to the encroachment which may arise from such inspection, maintenance, repair or installation.

6. TERMINATION

6.1 This Permit may be terminated by either party at any time upon three (3) month's written notice in writing and without payment of any compensation. Upon termination of this Permit the **Encroacher** shall be obligated to remove the encroachment at his/her/its own cost and to re-instate the land encroached upon to the satisfaction of the **Municipality** and shall not be entitled to claim compensation in respect thereof.

6.2 Notwithstanding the provisions of Clause 6.1 above, the **Encroacher** shall remain liable in terms of this permit until a succeeding encroacher has succeeded him/her/it in his obligation under the permit, or the encroachment has been removed.

7. INDEMNITY

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

8. SUBLETTING AND ASSIGNMENT

The **Encroacher** shall not assign his/her/its rights under this Permit, nor sublet any portion of the encroachment without the prior written consent of the **Municipality**.

9. OWNERSHIP

9.1 Notwithstanding the consent granted by the **Municipality**, 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. **DOMICILIUM**

The **Municipality** and the **Encroacher** hereby appoint irrevocably for all purposes of and connected with this Permit, the addresses stated in the heading of this Permit, to be their respective *domicilium citandi et executandi.*

11. **BREACH**

In the event of the **Encroacher** breaching any of the conditions of this Permit and failing to remedy such breach within a period of thirty days of dispatch of a notice by the **Municipality**, requiring such breach to be remedied, the **Municipality** may terminate this permit and may at the cost of the **Encroacher** cause the encroachment to be demolished, removed or filled in and the land to be re- instated to the satisfaction of the **Municipality** with no compensation payable to the **Encroacher**.

SIGNED at Stellenbosch on this 20th day of March 2018 ~~2017~~ in the presence of the undersigned witnesses

Witnesses:

1 .....

2 .....

(*Signatures of witnesses*)

.....

On behalf of the **Municipality**

I/We, the **Encroacher**, hereby certify that I/we have read and understand the above conditions and regard them as binding upon me/us.

SIGNED at STELLENBOSCH on this 16th day of April 2018 ~~2017~~ in the presence of the undersigned witnesses.

Witnesses:

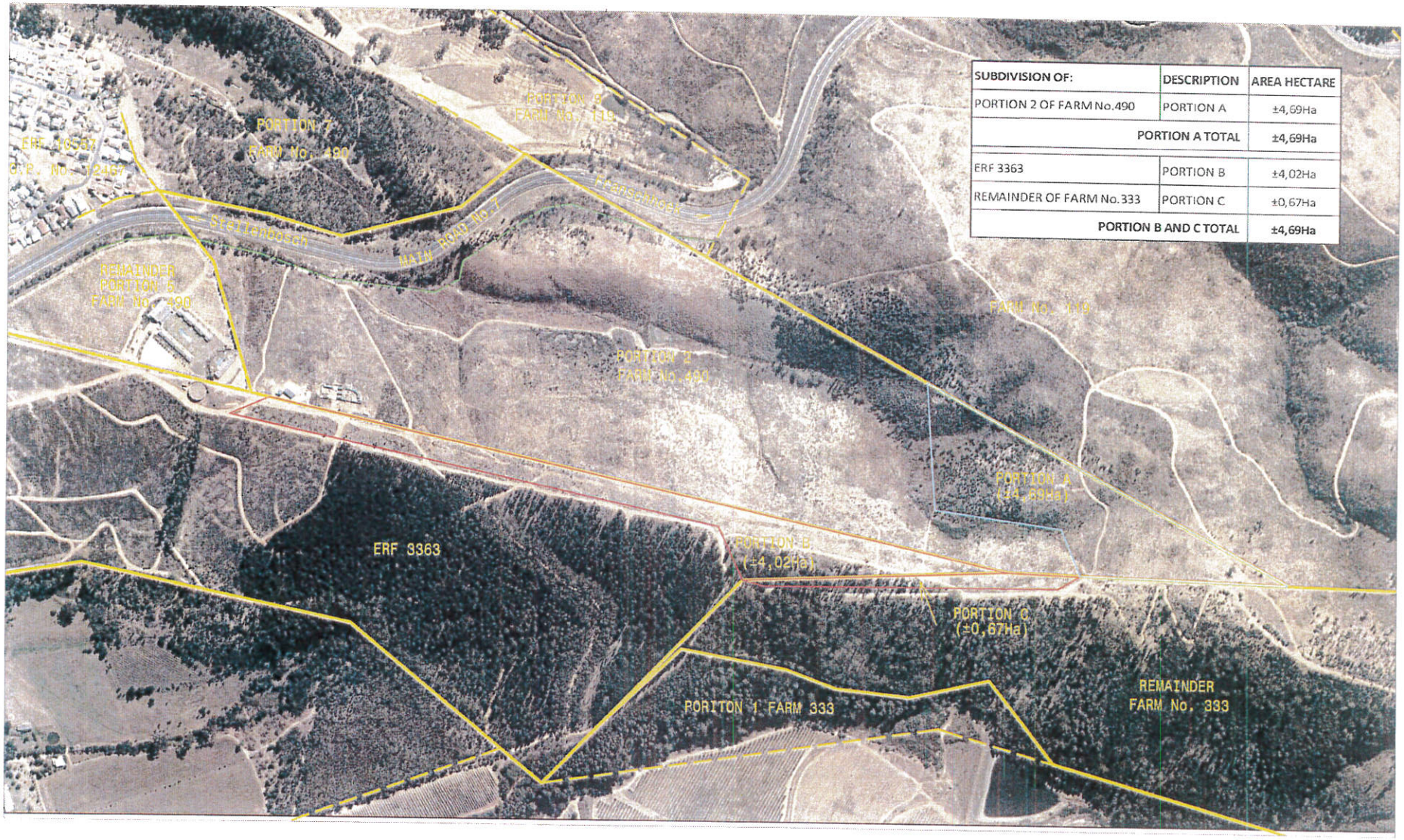
1 .....

2 .....

(*Signatures of witnesses*)

.....

On behalf of the **Encroacher**



SUBDIVISION OF:	DESCRIPTION	AREA HECTARE
PORTION 2 OF FARM No.490	PORTION A	±4,69Ha
PORTION A TOTAL		±4,69Ha
ERF 3363	PORTION B	±4,02Ha
REMAINDER OF FARM No.333	PORTION C	±0,67Ha
PORTION B AND C TOTAL		±4,69Ha

Notes

TN

Caveat
1. Any areas and dimensions are provisional and will be finalised at time of subdivision survey.
2. All levels are to be confirmed prior to construction.

Scale 1:5000 @A3 | Date:20/10/2017 | Contours:NA | System: WG 19

PROPOSED LAND SWOP
STELLENBOSCH MUNICIPALITY
& RESET PROP PTY LTD

Ref:SA490-2E | Dwg:PROP_LAND_SWOP

FRIEDLAENDER, BURGER & VOLKMANN
Professional Land Surveyors Sectional Title Consultants Mapping Consultants
Professionele Landmeters Deeltitel Konsultante Kartering Konsultante
39 Herte Street / Herestraat PO Box / Posbus 154 Stellenbosch 7599
TEL: 27 21 8864004 FAX: 27 21 8870088 E-mail: info@fbv.co.za

7.3.3	AMENDMENT TO LONG-TERM LEASE AGREEMENT FOR FARM 377B, STELLENBOSCH: KIRSTEN EIENDOMTRUST

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: AMENDMENT TO LONG-TERM LEASE AGREEMENT FOR FARM 377B, STELLENBOSCH: KIRSTEN EIENDOMTRUST

2. PURPOSE

To obtain Council-approval for the amendment to the long-term lease agreement for Farm 377B, Stellenbosch currently being rented by Kirsten Eiendomstrust as the municipality needs the land for a sewerage pipeline.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

On 27 March 1986 the municipality and Goedvertrouw Boerdery (Pty) Ltd entered into a lease agreement in respect of Farm 377B, Stellenbosch. The initial lease period was from 1 April 1982 to 31 March 2007. On 15 November 2000 an extension to the lease agreement was entered into between the municipality and Kirsten Eiendomstrust whereby it was agreed that the lease agreement will extend for a further 25 years from 01 April 2007 to 31 March 2032. There is an agreement in place and entered into prior to the asset transfer regulations coming into place in 2008. He is currently paying R41 948.46 per annum to lease the 16.27 hectare. This decision was taken before the current municipality (Stellenbosch Municipality WC024) was proclaimed. The election was held on 1 December 2000 and writer could not find a resolution of Council in that respect. It is likely that the decision was taken by the previous Manager Property Management.

The municipality entered into negotiations with various farm owners in respect of the registration of a servitude and access to a sewerage pipeline that runs through numerous farms, including Farm 377B. The majority of the farm owners have agreed to the registration of a servitude over their property and the servitude registrations have been registered at the deeds office. The lessee of Farm 377B did not provide his co-operation and an item served before Mayco in September 2023 to cancel the lease agreement in terms of the provisions of the agreement.

In terms of Clause 18.1.5 of the lease agreement the municipality has the right to terminate the agreement should the property be needed for any *bona fide* municipal purposes. As the municipality needs access to the pipeline and it is an essential service and we the Lessee is not prepared to co-operate to release the area where the pipeline is situated from the current lease agreement without the payment of money in relation to alleged loss of income plus interest thereon. The municipality does not pay interest unless a court compels us to. The municipality is further of the view that the lessee has no right to claim any loss of income. The municipality was always prepared and still is to reimburse the lessee for the fence that was damaged when the pipeline was installed. The item was referred back to have discussions again with the lessee to obtain his co-operation. He has now agreed to amend the current lease agreement to exclude the .71 hectare from the agreement and to allow access to the

pipeline as and when needed by the municipality. The amended draft agreement is attached for approval.

5. RECOMMENDATION

For consideration.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Farm 377B, Stellenbosch

The municipality is the registered owner of Farm 377B, Stellenbosch. On 27 March 1986 the municipality and Goedvertrouw Boerdery (Pty) Ltd entered into a lease agreement in respect of Farm 377B, Stellenbosch. The initial lease period was from 1 April 1982 to 31 March 2007. A copy of the lease agreement is attached hereto as **APPENDIX 1.**

On 15 November 2000 an extension to the lease agreement was entered into between the municipality and Kirsten Eiendomstrust whereby it was agreed that the lease agreement will extend for a further 25 years from 01 April 2007 to 31 March 2032. A copy of the agreement is attached hereto as **APPENDIX 1.**

In terms of the valuation report the tenant on Farm 377B is entitled to renumeration in the amount of R192 533.00 which amount consists of the following:

a) Loss of income R 151 233.00

b) Cost to replace fencing: R 41 300.00

The valuation was done at the end of 2020 and an offer was made to include a 12% increase in value from 1 January 2021 to 30 June 2023. A further 10% *solatium* and 15% VAT was added bringing the total offer to the tenant to R323 845.32. The draft amendment is attached as **APPENDIX 2.**

In terms of Clause 18.1.5 of the lease agreement the municipality has the right to terminate the agreement should the property be needed for any *bona fide* municipal purposes. As the municipality has exhausted all avenues to reach an agreement with the tenant of Farm 377B the only way forward will be to terminate the lease agreement.

6.2 DISCUSSION

6.2.1 Location and context

The property under discussion is situated at Goedvertrouw Boerdery between Techno Park and De Zalze Estate.



Fig 1: Farm 377B, Stellenbosch.

6.3 FINANCIAL IMPLICATION

The registration of the servitudes over the land of owners who has signed the agreements and whose registrations are with the deeds office amounts to R970 075.47.

The tenant is currently paying R41 948.46 per annum for 16,27 hectare which will escalate to R44 100.65 per year, which payment will be due in March 2024. Cost to replacement of the fencing R 41 300.00.

6.4 LEGAL IMPLICATIONS

"18.1 Die verhuurder kan, sonder om afbreuk te doen aan enige bepaling of vereiste van hierdie ooreenkoms, met spesifieke verwysing na die bepalings van subklousule 2.4 en 11.3 hiervan, en nadat 'n skriftelike kennisgwing op die huurder gedien is, hierdie ooreenkoms beeingig –

18.1.1 ……

18.1.2 ……

18.1.3 ……..

18.1.4 ……..

18.1.5 indien die eiendom in sy geheel of gedeeltelik vir *bona fide* munisipale doeleindes, waarby dorpstigting ingesluit is, benodig word: Met dien verstande dat 'n grasieperiode van hoogstens een (1) jaar in die gevalle in 18.1.1, 18.1.2, 18.1.3, 18.1.4 en 18.1.5 genoem aan die huurder verleen word, ten einde die huurder in staat te stel om die oeste wat op daardie stdium uitstaande mag wees te in, op voorwaarde dat die

huurder gedurende die grasieperiode aan al die bepalings en vereistes van hierdie ooreenkoms, of ander voorwaardes wat die verhuurder in hierdie verband mag stel moet voldoen, by gebreke waarvan die toegestane grasieperiode sonder verdere kennisgewing deur die verhuurder in heroorweging geneem sal word."

As Farm 377B is registered in the name of the municipality we do not need the lessee's consent to register a servitude over our own land. We do however need his permission to get access. The asset transfer regulations came into existence in 2008.

6.5 STAFF IMPLICATIONS

No additional staff implications.

6.6. PREVIOUS COUNCIL RESOLUTIONS

This decision was taken before the current municipality (Stellenbosch Municipality WC024) was proclaimed. The election was held on 1 December 2000 and writer could not find a resolution of Council in that respect.

EXECUTIVE MAYORAL COMMITTEE: 2023-09-18: ITEM 7.3.4

RESOLVED

that this item referred back before it goes to Council.

6.7 RISK IMPLICATIONS

The risk has been addressed in the content of the item.

6.8 INPUTS FROM DIRECTORATES

The item was not circulated for comments.

ANNEXURES: **Appendix 1: Lease Agreement and Extension of agreement**

Appendix 2: Draft amendment to lease agreement

FOR FURTHER DETAILS CONTACT:

NAME	***Annalene de Beer***
POSITION	***Director: Corporate Services***
DIRECTORATE	***Corporate Services***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-11-09***

APPENDIX 1

A5a/51
12/4/19

12/4/19

MEMORANDUM VAN HUUROOREENKOMS

aangegaan tussen

DIE RAAD VAN DIE MUNISIPALITEIT STELLENBOSCH

en

GOEDVERTROUW BOERDERY (EDMS.) BPK.

MEMORANDUM VAN HUUROOREENKOMS

Aangegaan tussen

I. DIE RAAD VAN DIE MUNISIPALITEIT STELLENBOSCH

waarna daar voorts as die verhuurder verwys word en wat vir die toepassing van hierdie ooreenkoms deur die dienende burgemeester en stadsklerk verteenwoordig word, enersyds;

en

II .....JOHAN FREDERIK KIRSTEN.....
.....
*as synde die gevolmagtigde verteenwoordigende direkteur(e) (ingevolge 'n direksiebesluit gedateer .....17/3/82... waarvan 'n afskrif as bylae B aangeheg is) van die maatskappy .....

GOEDVERTROUW BOERDERY (Edms) Bpk

na wie daar voorts as die huurder verwys word, andersyds.

NADEMAAL die verhuurder die eienaar is van die landgoed bekend as .....Gedeelte 377 B.....
.....
soos nader aangedui op die aangehegte kaart, en waarna daar voorts as die eiendom verwys word;

EN NADEMAAL die verhuring van die eiendom aan die huurder goedgekeur is op 'n vergadering van die stadsraad gehou op .17. November 1981.
.(Item 21.).....

WESHALWE kom die verhuurder en huurder ooreen en getuig hulle mits dese soos volg:

1. TERMYN VAN VERHURING

1.1 Hierdie ooreenkoms neem 'n aanvang op die ..1ste... dag van .April..... 1982 en sluit af op die .31ste. dag van .Maart..... 2097., dog is steeds onderworpe aan die bepalings van subklousules 2.4, 11.3, klousule 18 en die bepalings van Bylae "A" hiervan.

*Skrap wat nie van toepassing is nie.

1.2 Voor afloop van die eerste huurtermyn in subklousule 1.1 vermeld, maar nie later nie dan ses (6) maande voor die verskryking daarvan, sal daar weer, inagnemend die keuse van die huurder om die huur, onderworpe aan die bepalings en voorwaardes van hierdie ooreenkoms, vir 'n verdere termyn van vyf-en-twintig jaar te verleng, of om so 'n verlenging van die hand te wys, van nuuts af beding word oor enige aspek rakende die kontrak.

2. HUURGELD EN MUNISIPALE BELASTING

2.1 Die Huurder betaal voor of op die 1ste dag van April 1982. by die kantoor van die Stadstesourier die huurgeld vir die bedrag van R1301,60..., (welke bedrag bereken is vir die tydperk vanaf die datum waarop die ooreenkoms 'n aanvang neem tot die 31ste dag van Maart wat daarop volg) en daarna jaarliks voor of op die 31ste dag van Maart van elke daaropvolgende jaar die huurgeld soos bereken volgens die huurgeldtariefformule wat as Bylae "A" hierby aangeheg is: Met dien verstande dat huuraanpassings ooreenkomstig die huurgeldtariefformule met ingang van 1 April 1985 sal geskied op die basis soos in Bylae "A" uiteengesit.

2.2 Die verhuurder kan, indien nodig, vereis dat die huurder 'n bankwaarborg of ander garansie verskaf wat vir die verhuurder aanneemlik is ten opsigte van die huurgeld wat betaalbaar is vir enige aantal jare, en in die geval van 'n huurder wat 'n maatskappy is word dit aanvaar dat die direkteure in die maatskappy skriftelik, gesamentlik en afsonderlik aanspreeklikheid sal aanvaar vir die huurgeld wat betaalbaar is vir enige aantal jare.

2.3 Enige huurgeld wat nà die vervaldatum in subklousule 2.1 vermeld deur die huurder aangebied word ten opsigte van enige jaar, indien die verhuurder dit aanvaar, is onderworpe aan 'n rente wat maandeliks bereken sal word volgens 'n standaardrentekoers soos deur die Munisipale Ordonnansie, Ordonnansie nommer 20 van 1974, òf enige vervanging òf wysiging daarvan òf enige ander toepaslike ordonnansie van tyd tot tyd bepaal ten opsigte van elke maand of gedeelte daarvan.

2.4 Dit is 'n spesiale voorwaarde van hierdie ooreenkoms dat die verhuurder die reg voorbehou om die verhuring summier te kansel= leer, sonder enige verdere skriftelike kennisgewing, indien die huurder sou versuim om enige verskuldigde huurgeld binne sewe dae vanaf die vervaldatum te vereffen, en so 'n kansellering affekteer generwyse die reg van die verhuurder om enige bedrag wat die huurder skuld geregtelik van hom te vorder nie.

2.5 Indien die Munisipale Raad van die Munisipaliteit van Stellen= bosch sou besluit om belastings op die eiendom te hef, sal die huurder verantwoordelik wees vir die betaling daarvan vanaf 'n datum en onderworpe aan die voorwaardes en vereistes soos bepaal mag word in terme van die Munisipale Ordonnansie, Ordon= nansie nr. 20 van 1974, of enige vervanging of wysiging daarvan, of enige ander toepaslike ordonnansie.

3. AFDELINGSRAADBELASTINGS

Die huurder onderneem om alle belastings wat deur die afdelingsraad op die eiendom gehef word, regstreeks aan daardie owerheid te betaal.

4. MYN- EN ANDER REGTE

Die verhuurder behou voor alle regte op metale, minerale, steenkool, klip van alle soorte, klei en gruis, met inbegrip van die reg van toegang tot die eiendom te alle tye om sodanige metale, minerale of steenkool te myn of om klei, gruis en klip te verwyder, onderworpe aan 'n vermindering van die huurgeld in verhouding tot die oppervlakte wat deur die verhuurder vir sodanige mynwerk of verwydering terug= geneem word.

5. BESKERMING VAN BOME

5.1 Alle bome, wingerde of dergelike verbeteringe op die verhuurde perseel bly die eiendom van die verhuurder en mag nie deur die huurder beskadig of verwyder word nie.

5.2 Die huurder moet die geskrewe toestemming van die verhuurder vooraf verkry vir die verwydering van enige bome, wingerde en dergelike verbeteringe op 'n terrein wat hy vir verbouing nodig het, en as sodanige toestemming verleen word, behou die verhuurder die reg voor om oor die hout vir sy eie voordeel te beskik.

5.3 Die verhuurder behou die reg voor om deur sy amptenare perio= dieke inspeksies van bome, wingerde en dergelike verbeteringe op die eiendom uit te voer en om sodanige stappe ter beskerming daarvan te doen as wat hy nodig mag ag.

5.4 Die verhuurder behou die reg voor om self enige bome op die eiendom wat nie deur die huurder aangeplant is nie, te kap en te verwyder, en hiervoor het hy vrye toegang tot die eiendom.

5.5 Die huurder onderneem om geen mak wingerdstokke op die eiendom te plant nie, en enige wynkwota wat deur die Ko-operatiewe Wijnbouwers Vereniging van Zuid-Afrika Beperkt, aan die eiendom toegeken is, mag onder geen omstandighede met enige ander kwota gekonsolideer word nie, tensy die verhuurder dit vooraf goedkeur, met of sonder bepaalde voorwaardes.

6. WATERBRONNE

6.1 Die verhuurder waarborg geen voorraad van oppervlakte- of onder= grondse water nie.

6.2 Die huurder onderneem om nie met fonteine of met die natuurlike vloei van oppervlakte afloopwater in te meng nie deur kanale, vore of damme te bou of om enige ander werke uit te voer sonder die voorafverkreë skriftelike toestemming van die verhuurder nie, en vir die toepassing van hierdie subklousule is 'n opinie van die betrokke Staatsdepartemente en/of onderafdelings daarvan bindend en finaal.

6.3 Die verhuurder behou die reg voor om water op die eiendom op te gaar of om die gebruik van water uit fonteine of strome te beperk, indien sodanige opgaring of beperking na sy mening noodsaaklik is ter beskerming van die regte van derde partye.

6.4 Die huurder onderneem om alle strome, fonteine of opgaardamme teen besoedeling te beskerm, en om sodanige instruksies uit te voer as wat die verhuurder periodiek te dien einde mag uitreik.

7. GRONDBEWARING

7.1 Die huurder onderneem om die eiendom te gebruik deur die verbouing van die grond op 'n versigtige en sorgsame wyse, en ook om verswakking van die natuurlike vrugbaarheid en kwaliteit teen te werk.

7.2 Die huurder onderneem om gronderosie teen te werk en om stiptelik uitvoering te gee aan die bepalings van enige grondbewaringskema wat volgens wet op die eiendom van toepassing mag wees, en te dien einde behou die verhuurder die reg voor om periodieke instruksies uit te reik.

7.3 Die verhuurder behou die reg voor om sodanige werke uit te voer as wat hy nodig mag ag vir die bestryding van gronderosie, en wel op die koste van die huurder as laasgenoemde versuim om dit op die verhuurder se versoek te doen.

7.4 Die huurder onderneem om geen sand, grond of gruis vanaf die eiendom vir verkoping of gebruik elders te verwyder nie.

7.5 Die huurder onderneem om toe te sien dat geen vullis, rommel of afval op die eiendom gestort word nie.

8. SKADELIKE GEWASSE

8.1 Die huurder onderneem om die eiendom van skadelike gewasse wat kragtens die Wet op Onkruid, nr. 42 van 1937, of enige vervanging of wysiging daarvan of enige ander toepaslike wet, geproklameer is, skoon te hou.

8.2 Die verhuurder behou die reg voor om sodanige stappe as wat hy dienlik mag ag, te doen ter verwydering van dergelike geproklameerde onkruid, en wel op die koste van die huurder ingeval laasgenoemde versuim om dit op die verhuurder se versoek te doen.

9. BRANDBESTRYDING

9.1 Die huurder onderneem om die uiterste sorg uit te oefen ter beskerming van die eiendom teen veldbrande, en die verhuurder kan vereis dat die huurder op sy eie koste sodanige brandpaaie bou as wat die verhuurder nodig mag ag.

9.2 Die huurder is aanspreeklik vir vergoeding aan die verhuurder vir brandskade aan bome of ander plante op die eiendom wat aan die verhuurder behoort, en sodanige skade word deur 'n taksateur wat deur die verhuurder aangestel is, wie se bevinding bindend is, aangeslaan.

10. OMHEINING

10.1 Die huurder is verantwoordelik vir die oprigting en koste van enige omheining wat hy vir die beskerming van sy oeste of diere op die eiendom nodig mag ag.

10.2 Omheining wat deur die huurder opgerig word, kan binne een maand na die afloop van die huurooreenkoms verwyder word, maar die verhuurder kan uitstel vir sodanige verwydering verleen totdat die eiendom weer verhuur is om onderhandelinge met die opvolger vir die verkoping of oordrag daarvan moontlik te maak met dien verstande dat die verhuurder eienaar van sodanige omheining word indien geen finale reëlings binne sestig dae vanaf die datum van herverhuring deur die huurder getref is nie, en in so 'n geval is die huurder nie geregtig tot enige vergoeding vir die omheining wat aldus deur hom verbeur is nie.

11. ONDERVERHURINGS, SESSIES OF OORDRAGTE, ENS.

11.1 Die huurder sal nie hierdie huurooreenkoms sedeer of oordra nie, en onderverhuur nie die eiendom of enige deel daarvan sonder die voorafverkreë skriftelike toestemming van die verhuurder nie.

11.2 Die verhuurder kan 'n sertifikaat as bewys vereis dat die maat= skappy wat 'n huurder is, wel as 'n maatskappy geregistreer is.

11.3 Waar 'n huurder tot sterwe kom, sal die erfgenaam wat sy boerdery oorneem geregtig wees om die huurkontrak vir die onverstreke deel van die huurtermyn oor te neem, onderworpe aan die verhuur= der se reg om 'n oordrag te weier indien daar na sy mening, 'n goeie rede vir die weiering is, in welke geval die huurkontrak beëindig word: Met dien verstande dat 'n grasieperiode van hoogstens een (1) jaar aan die huurder verleen word, ten einde hom in staat te stel om die oeste wat op daardie stadium uit= staande mag wees te in, op voorwaarde dat die huurder gedurende dié grasieperiode aan al die bepalings en vereistes van hierdie ooreenkoms, of ander voorwaardes wat die verhuurder in hierdie verband mag stel moet voldoen, by gebreke waarvan die toegestane grasieperiode sonder verdere kennisgewing deur die verhuurder in heroorweging geneem sal word.

11.4 'n Gewaarmerkte afskrif van enige akte van sessie, oordrag of onderverhuring moet deur die huurder aan die verhuurder verstrek word.

11.5 By verandering van die beherende aandeelhouding in 'n maatskappy wat 'n huurder is ôf by verandering van direkteure ôf by likwi= dasie van die maatskappy ôf ingeval die maatskappy onder gereg= telike bestuur geplaas word, bly die oorspronklike borge ten behoewe van die maatskappy gesamentlik en afsonderlik en as mede-hoofskuldenaars teenoor die verhuurder aanspreeklik, tensy die verhuurder op skriftelike aansoek van die huurder toestem tot vervanging van sodanige borge.

12. GEBOUE EN STRUKTURELE VERBETERINGE

12.1 Enige gebou of strukturele verbeteringe wat op die eiendom by die aanvang van die huurooreenkoms bestaan, of mettertyd gedurende die huurtermyn opgerig mag word, sal deur die huurder op sy eie koste hetsy binne of buite in 'n goeie toestand gehou word en wel tot die bevrediging van die verhuurder, en indien die huurder versuim om dit te doen, kan die verhuurder sodanige reparasies as wat hy nodig mag ag, laat aanbring terwyl die huurder vir die uitgawe aanspreeklik bly.

12.2 Geen nuwe gebou, struktuur of ander permanente verbetering sal op die eiendom aangebring, opgerig of uitgevoer word sonder die voorafverkreë skriftelike toestemming van die verhuurder nie, en sonder dat bouplanne ten opsigte van sodanige verbeteringe vooraf deur die verhuurder goedgekeur is nie en laasgenoemde kan gelas dat sodanige gebou, struktuur of verbetering wat inderdaad sonder sy skriftelike goedkeuring en toestemming opgerig, aangebring of gebou is deur die huurder op sy eie koste verwyder word.

12.3 Goedgekeurde verbeteringe van 'n permanente aard sal deur die huurder op sy eie risiko aangebring of opgerig word.

12.4 Die verhuurder sal enige geboue of ander verbeteringe wat by die aanvang van die huurtermyn op die eiendom is teen skade verseker en sodanige versekering instand hou: Met dien verstande dat die huurder verantwoordelik sal wees vir die volle kostes verbonde aan sodanige versekering, en die verhuurder sal derhalwe die premies direk van die huurder vorder.

12.5 Indien die verhuurder kontant van 'n versekeringsmaatskappy sou ontvang ter vergoeding van 'n eis ten opsigte van skade aan enige verbetering op die eiendom soos in klousule 12.4 van hierdie ooreenkoms genoem, kan hy die verbetering herstel of die kontant hou, na gelang hy dit dienlik ag.

12.6 Behuising kan, met behoud van die bepalings van subklousules 12.1, 12.2, 12.3 en 12.4 van hierdie ooreenkoms aan werkers wat die huurder op die eiendom in diens het, met inbegrip van hul onmiddellike afhanklikes, op die eiendom voorsien word, onderworpe aan die voorafverkreë skriftelike toestemming van die verhuurder, en die stiptelike nakoming van die bepalings en vereistes van die toepaslike wetgewing met betrekking tot die inwoning en verblyf van Anderskleuriges en/of Swartes op die eiendom.

Enige plakkery op die eiendom is ten strengste verbode.

12.7 Die huurder sal geen reg of aanspraak hê of vergoeding kan eis ten opsigte van verbeteringe, met inbegrip van landbou= kundige verbeteringe wat tydens die huurtermyn op die eiendom aangebring is nie, en die verhuurder behou die reg voor om, by beëindiging van hierdie ooreenkoms ingevolge die bepalings van subklousules 1.1, 2.4, 18.1.1, 18.1.2 en 18.2 of andersins volgens sy eie diskresie en goeddunke te besluit of die verhuur= der bereid is om die huurder enigsins te vergoed vir sodanige verbeteringe. Voorts kan die verhuurder in die alternatief toestem tot die verwydering van enige verbetering binne 'n tydperk soos deur die verhuurder voorgeskryf, by gebreke waar= van die huurder enige reg op verwydering van sodanige ver= beteringe of enige verdere aanspraak van watter aard ookal sal verbeur, ten gevolge waarvan die betrokke verbeteringe sonder enige aard van vergoeding die eiendom van die verhuurder word.

13. BAKENS

13.1 Deur die huurooreenkoms te onderteken erken die huurder dat hy bewus is van die werklike ligging van alle bakens wat die eiendom se grense bepaal en enige onkunde of misverstand aan sy kant in hierdie verband raak nie die geldigheid van die huurooreenkoms of maak hom nie geregtig tot 'n vermindering van die huurgeld of tot kompensasie in enige vorm nie.

13.2 Indien enige baken wat die grense van die eiendom bepaal na ondertekening van hierdie ooreenkoms nie gevind kan word nie, is die huurder aanspreeklik vir alle opmetings- en ander kostes verbonde aan die herplasing van sodanige baken.

14. PAAIE

Die huurder onderneem om alle bestaande paaie op die eiendom in 'n goeie toestand te hou, en voorts om geen verdere paaie te bou of oop te maak sonder die voorafverkreë skriftelike toestemming van die verhuurder nie.

15. INSPEKSIES

Die gemagtigde amptenare van die verhuurder kan te enige tyd die eiendom betree om sodanige inspeksies as wat hulle nodig mag ag, uit te voer en om vas te stel of die voorwaardes en bepalings van die huurooreenkoms stiptelik nagekom word.

16. ADVERTENSIETEKENS

Die huurder sal geen advertensietekens hoegenaamd op die eiendom oprig nie, en sal ook nie toelaat dat sulke tekens opgerig word sonder die voorafverkreë skriftelike toestemming van die verhuurder nie.

17. ERFDIENSBAARHEID EN VERJARING

17.1 Die huur is onderworpe aan enige erfdiensbaarheid wat aan die eiendom kleef, en as dit te eniger tyd sou blyk dat die verhuurder nie daartoe geregtig was om die eiendom of enige deel daarvan te verhuur nie, het die huurder geen eis vir skadevergoeding behalwe dat die huurgeld pro rata verminder word ten opsigte van daardie deel van die eiendom wat nie vir okkupasie of gebruik deur die huurder beskikbaar is nie.

17.1 Die huurder erken hiermee dat hy geen aanspraak op eiendomsreg by wyse van verjaring en ten opsigte van die eiendom wat ver= huur word sal verkry nie.

18. OPSEGGING EN BEëINDIGING VAN HUUROOREENKOMS

18.1 Die verhuurder kan, sonder om afbreuk te doen aan enige be= paling of vereiste van hierdie ooreenkoms, met spesifieke verwysing na die bepalings van subklousules 2.4 en 11.3 hiervan, en nadat 'n skriftelike kennisgewing op die huurder gedien is, hierdie ooreenkoms beëindig -

18.1.1 indien die huurder versuim om enige voorwaarde of bepaling ten opsigte van hierdie ooreenkoms na te kom, óf

18.1.2 indien die verhuurder daarvan oortuig is dat die huur= der die grond op onbehoorlike of onverantwoordelike wyse benut; óf

18.1.3 indien die verhuurder daarvan oortuig is dat die huurder deur sy handelinge op eie eiendom 'n oorlas vir ander uit= maak; òf

18.1.4 indien die huurder teenstydig met enige bepaling van die Dorpsaanlegskemaregulasies van die Munisipaliteit van Stellenbosch afgekondig by P.K. 73 van 1979.07.20, soos gewysig, of enige vervanging of wysiging daarvan optree; òf

18.1.5 indien die eiendom in sy geheel of gedeeltelik vir bona fide munisipale doeleindes, waarby dorpstigting ingesluit is, benodig word: Met dien verstande dat 'n grasieperiode van hoogstens een (1) jaar in die gevalle in 18.1.1, 18.1.2, 18.1.3, 18.1.4 en 18.1.5 genoem aan die huurder verleen word, ten einde die huurder in staat te stel om die oeste wat op daardie stadium uitstaande mag wees te in, op voorwaarde dat die huurder gedurende dié grasie= periode aan al die bepalings en vereistes van hierdie ooreenkoms, of ander voorwaardes wat die verhuurder in hierdie verband mag stel moet voldoen, by gebreke waarvan die toegestane grasieperiode sonder verdere kennisgewing deur die verhuurder in heroorweging geneem sal word.

18.2 die huurder kan, sonder om afbreuk te doen aan enige bepaling of vereiste van hierdie ooreenkoms, met spesifieke verwysing na subklousules 2.1, 2.3 en klousule 22, hiervan, en nadat 'n skriftelike kennisgewing van ses (6) maande deur die huurder aan die verhuurder gegee is, hierdie ooreenkoms beëindig.

19. SKADELOOSSTELLING

Die huurder onderneem hierby om die verhuurder te vrywaar en gevry= waar te hou teen alle gedinge, stappe, eise, vorderings, koste, skadevergoeding en uitgawes wat gehef, gebring of gemaak mag word teen die verhuurder of wat die verhuurder mag betaal, opdoen of aan= gaan as gevolg van enige handeling aan die kant van die huurder, sy werknemers of persone wat onder sy beheer handel.

20. KOSTE VAN OOREENKOMS

Alle kostes wat deur die verhuurder aangegaan is vir die voorberei= ding en opstel van hierdie ooreenkoms, plus die koste van die ver= huringsadvertensie, opmetingskoste, registrasiekoste en ander toe= vallige uitgawes sal deur die huurder gedra word, en die huurder kan nie die korrektheid van die bedrag wat deur die verhuurder in hierdie verband geëis word, betwis nie. Die huurder moet by onderteken= ing hiervan 'n deposito betaal soos deur die verhuurder bepaal ten op sigte van die kostes hierbo vermeld.

21. HOF VAN JURISDIKSIE

Die verhuurder en die huurder kom ooreen dat die Landdroshof van Stel= lenbosch wat jurisdiksie oor die persoon van die huurder, ingevolge die Wet op Landdroshowe nr. 32 van 1944 het, ook jurisdiksie sal hê ten opsigte van enige aksie of proses wat uit hierdie ooreenkoms mag ontstaan.

22. INVORDERINGSKOSTE

Indien die verhuurder opdrag aan sy prokureurs sou gee om enige gelde wat kragtens hierdie ooreenkoms betaalbaar is, op die huurder te verhaal, is die huurder aanspreeklik vir die betaling van alle koste deur die verhuurder in hierdie verband aangegaan, bereken op 'n prokureur/kliënt basis, insluitende sodanige heffings wat be= taalbaar is kragtens regulasie 62 van die Wet op Prokureursordes nr. 41 van 1975, of enige vervanging of wysiging daarvan, of enige soortgelyke heffings.

23. DOMICILIUM CITANDI ET EXECUTANDI

Die domicilium citandi et executandi van die huurder vir die toe=passing van hierdie ooreenkoms is:

.....GOEDVERTROUW..... Posbus 2299...

.....STELLENBOSCH.....

.....; en

dié van die verhuurder: .....

.....

.....

24. WYSIGING OF VERLENGING

Hierdie ooreenkoms, insluitende enige wysiging of verlenging of die sedering daarvan is, bo en behalwe die goedkeuring van die ver=huurder, onderworpe aan die goedkeuring van die Administrateur van die Kaapprovinsie.

ALDUS GEDAAN EN UITGEVOER te STELLENBOSCH op hede die 27..... dag van ..... Maart ..... 19 86.., IN DIE AANWESIGHEID VAN DIE ONDERGETEKENDE GETUIES:

I. TEN BEHOEWE VAN DIE VERHUURDER:

P. J. Lombard
.....BURGEMEESTER

1. B. Suppel

.....
STADSKLERK

2. Lieberberg

II. .....J F Kruis.....

NMS GOEDVERTROUW BOERDERY (EDMS) BEPERK.

1. Bedeker

2. .....

JCB/cr

BYLAE "A"

BELEID EN TOEPASSING VAN DIE HUURGELDTARIEFFORMULE

1. Vir die doeleindes van hierdie ooreenkoms en die toepassing van die huurgeldtariefformule word:

   1.1 ALLE grond as onontwikkelde grond beskou, in welke geval die volgende woordbepaling van toepassing sal wees:

   "Onontwikkelde grond" - beteken grond soos in sy natuurlike staat, met of sonder natuurlike plantegroei, waarop geen spesifieke struike of gewasse voorkom en verbou word met die doel om dit te oes nie; en

   1.2 "Aanvangshuurgeld" soos volg omskryf:-

   *1.2.1 R80,00 (tagtig rand) per hektaar per jaar;

   õf

   *1.2.2 R..... per ha per jaar synde die tenderprys wat deur die verhuurder aanvaar is;

   õf

   *1.2.3 die reeds aangepaste huurgeld soos op die voorafgaande aanpassingsdatum deur die verhuurder vasgestel.

2. Met ingang van 1982.04.01 word die aanvangshuurgeld ten opsigte van alle onontwikkelde grond wat in terme van hierdie ooreenkoms verhuur word op R80,00 per ha per jaar vasgestel: Met dien verstande dat die verhuurder die reg voorbehou om, indien tenders vir verhuring ingewin word, ook tenders te aanvaar ten opsigte waarvan die tenderprys verskil met die genoemde aanvangshuurgeld van R80,00 per ha per jaar, onderworpe daaraan dat die tenderprys van die aanvaarde tender in ooreenstemming met die huurgeldtariefformule in paragraaf 4 hiervan gemeld, aangepas sal word.

3. Aanpassings van die aanvangshuurgeld sal op die eerste (1^{e}) dag van April van elke termyn van drie (3) jaar volgens die huurgeldtariefformule genoem in paragraaf 4 geskied: Met dien verstande dat 1 (een) April 1982 die aanvangsdatum is vir die berekening van die eerste drie (3) jaar termyn en 1 April 1985 die datum waarop die eerste (1) huuraanpassing volgens die gemelde huurgeldtariefformule in werking tree en van toepassing gemaak word.

4. Die huurgeldtariefformule behels 'n drie-jaarlikse aanpassing van huurgeld en sodanige aanpassing is die aanvangshuurgeld plus 40% van die persentuele verandering in die Verbruikersprysindeks (VPI) van die RSA oor 'n 3 jaar termyn.

   Met ander woorde as -

/.....

* skrap indien nie van toepassing.

BYLAE B

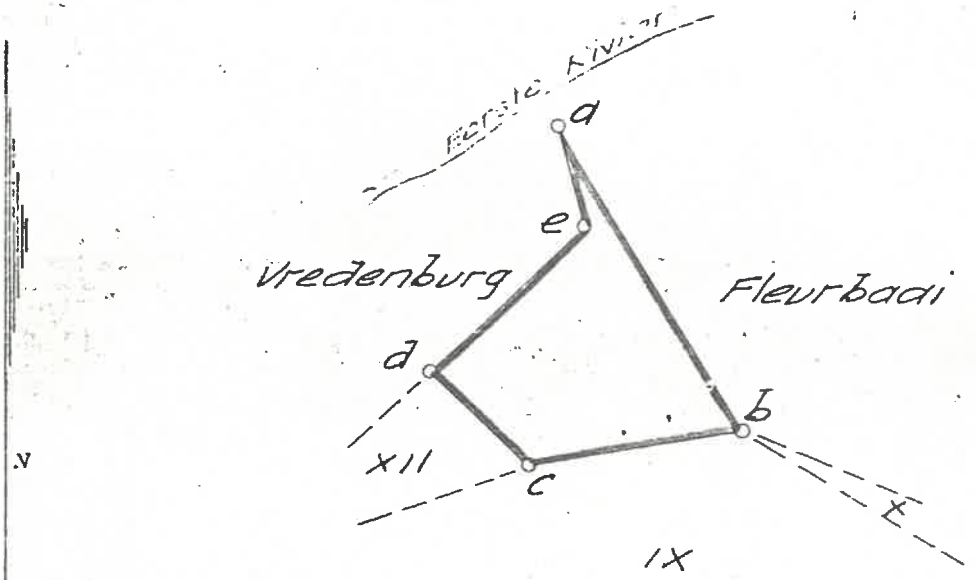
NOTULE VAN 'N VERGADERING VAN DIE DIREKSIE VAN GOEDVERTROUW BOERDERY (EIENDOMS) BEPERK GEHOU TE GOEDVERTROUW OP 17 MAART 1982 OM 10 UUR VOORMIDDAG

BESLUIT

Dat mnr J F Kirsten hiermee gemagtig word om enige dokumente namens die maatskappy te onderteken in verband met die huurooreenkoms tussen die maatskappy en die Munisipaliteit van Stellenbosch.

Gesertifiseer 'n ware uittreksel.

J F KIRSTEN
DIREKTEUR



Skaal: 1/15000

Die figuur a.b.c.d.e stel voor

16,27 hektaar (19 Morg) (benaderd tot die naaste half morg) grond synde

Munisipale Huurgrond Perseel (OU NR) XI NUWE NR 377B

gelee in die Munisipaliteit en Afdeling Stellenbosch

Provinsie Kaap die Goeie Hoop.

Opgestel deur my Junie 1961

Landmeter.

Oorspronklike Kaart

Nr. 9131/1957

T.A Stel. F.5-34

Burgermeester

Klerk

Getuie 1. S. Luppel 2 Liebenberg

Huurder

Getuie 1. Badenhorst

ADDENDUM TOT HUURKONTRAK

AANGESIEN Die Stadsraad van die Munisipaliteit van Stellenbosch as die Verhuurder enersyds en .....J.F. KIRSTEN..... as synde die gevolmagtigde verteenwoordigende direkteur (ingevolge 'n direksiebesluit gedateer ....17/3/82... waarvan 'n afskrif as Bylae C aangeheg is) van die maatskappy .....GOEDVERTROUW BOERDERY (Edms) Bpk.....
.....
as die Huurder andersyds, op die .1ste. dag van April ..... 19.82. 'n huurkontrak ten opsigte van .....gedeelte 377/B..... (hierna die eiendom genoem) aangegaan het (hierna die oorspronklike kontrak genoem):

EN AANGESIEN gemelde partye die oorspronklike kontrak wens te wysig:

DERHALWE kom gemelde partye hierna soos volg ooreen:

1. Dat klousule 1.2 van die oorspronklike huurkontrak in toto geskrap word.

2. Dat die huurgeldtariefformule wat as Bylae A tot die oorspronklike huurkontrak aangeheg is in toto met die aangehegte Bylae B vervang word.

ALDUS GEDAAN EN UITGEVOER TE STELLENBOSCH OP HEDE DIE 29e DAG VAN JANUARIE 1985, IN AANWESIGHEID VAN DIE ONDERGETEKENDE GETUIES:

1. TEN BEHOEWE VAN DIE VERHUURDER: 27/3/86.

P. J. Lombard
.....
BURGEMEESTER

1. D. Beppel
.....

.....
STADSKLERK

2. Liebenberg
.....

2. TEN BEHOEWE VAN DIE HUURDER:

J F Kirsten
.....
vm Goedvertrouw Boerdery (Edms) Bpk.

1. J F Kirsten
.....

2. .....

* * * * * *

BYLAE "B"

BELEID EN TOEPASSING VAN DIE HUURGELDTARIEFFORMULE

1. Vir die doeleindes van hierdie ooreenkoms en die toepassing van die huurgeldtariefformule word:

   1.1 ALLE grond as onontwikkelde grond beskou, in welke geval die volgende woordbepaling van toepassing sal wees:

   "Onontwikkelde grond" - beteken grond soos in sy natuurlike staat, met of sonder natuurlike plantegroei, waarop geen spesifieke struike of gewasse voorkom en verbou word met die doel om dit te oes nie; en

   1.2 "Huurgeld" en "Aanvangshuurgeld" soos volg omskryf:-

   1.2.1 vir die huurperiode tot 31 Maart 1985 is die "huurgeld", wat kragtens hierdie huurooreenkoms verskuldig en betaalbaar is, R80.00 per ha per jaar: Met dien verstande dat vir die berekening van huurgeldaanpassings kragtens paragraaf 3 hieronder, die "aanvangshuurgeld" op R110.00 per ha per jaar vasgestel word; en

   1.2.2 vir die huurperiode 1 April 1985 tot 31 Maart 1988 is die "huurgeld" die aanvangshuurgeld soos in paragraaf 1.2.1 hierbo omskryf plus die aanpassing soos in paragraaf 3 hieronder beoog (welke aanpassings vir die periode 1 April 1982 tot 31 Maart 1985 gemaak word).

2. Aanpassings van die aanvangshuurgeld sal op die eerste (1e) dag van April van elke termyn van drie (3) jaar volgens die huurgeldtarief-formule genoem in paragraaf 3 geskied: Met dien verstande dat 1 (een) April 1985 die aanvangsdatum is vir die berekening van die volgende drie (3) jaar termyn en 1 April 1988 die datum waarop die volgende huuraanpassing volgens die gemelde huurgeldtariefformule in werking tree en van toepassing gemaak word.

3. Die huurgeldtariefformule behels 'n drie-jaarlikse aanpassing van huurgeld en sodanige aanpassing is die aanvangshuurgeld plus 50% van die persentuele verandering in die Verbruikersprysindeks (VPI) van die RSA oor 'n 3 jaar termyn.

   Met ander woorde as -

   X = aanvangshuurgeld,

   Y_2 = stand van die VPI op 30 Junie van die jaar wat die aanpassings-datum (nl 1 April) voorafgaan

   Y_1 = stand van die VPI op 30 Junie drie jaar vantevore

   $Y = \left(\frac{(Y_2 - Y_1)}{Y_1}\right) 100$ = persentuele verandering in die stand van die VPI oor die 3 jaar termyn,

   sal die formule, vir berekeningsdoeleindes, soos volg daaruit sien:

   $X + X \left(\frac{50}{100} Y\right)$

4. Die toepassing van die huurgeldtariefformule in paragraaf 3 hierbo is onderworpe daaraan dat die Huurder of die Verhuurder gedurende die eerste ses (6) jaar periode beginnende op 1 April 1982, maar nie later nie dan 6 maande voor die afloop daarvan, vertoë kan rig en onderhandel vir die hersiening van die huurgeldtariefformule.

* * * * * * * * *

VERLENGING VAN HUURKONTRAK

AANGESIEN die STADSRAAD van die MUNISIPALITEIT VAN STELLENBOSCH as die Verhuurder enersyds en

~~GOEDVERTROUW BOERDERY (EDMS) BPK~~ KIRSTEN EIENDOMSTRUST as Huurder andersyds

'n huurooreenkoms aangegaan het vir 'n periode van 25 (vyf-en-twintig) jaar wat op 2032-03-31 ten einde loop, ten opsigte van 'n gedeelte van Plaas 377B groot ongeveer 16,27 ha;

EN AANGESIEN genoemde partye die huurooreenkoms vir 'n verdere termyn van 25 (vyf-en-twintig) jaar wens aan te gaan.

WESHALWE kom die partye soos volg ooreen:

1. dat die volgende huurtermyn van 25 (vyf-en-twintig) jaar 'n aanvang sal neem op 2007-04-01 en ten einde loop op 2032-03-31, volgens die Raadsbesluit van 1999-11-29, item 7.2; en

2. die voorwaardes van die bestaande huurooreenkoms bly van krag.

GETEKEN te STELLENBOSCH hierdie 15e dag van November 2000.

AS GETUIE

1. .....

2. .....

.....

HUURDER

GETEKEN te STELLENBOSCH hierdie 15 dag van November 2000.

AS GETUIE

1. .....

2. .....

.....

UITVOERENDE HOOF/STADSKLERK

DEPARTEMENT VAN PLAASLIKE BESTUUR

PROVINSIALE GEBOU, WAALSTRAAT, PRIVAATSAK X[illegible] KAAPSTAD [illegible]

DEPARTMENT OF LOCAL GOVERNMENT

PROVINCIAL BUILDING, WALE STREET, PRIVATE BAG X[illegible] CAPE TOWN [illegible]

Die Stadsklerk
Posbus 17
STELLENBOSCH
7600

TELEX: WITBH
TELEGRAM: PROVADMIN
TELEFOON TELEPHONE: 45-9326
NAVRAE ENQUIRIES: Mnr. Van der Merwe
VERWYSING REFERENCE: AA.105/82/4
DATUM DATE: 5-5-1983

Meneer

VERHURING VAN MUNISIPALE PLASE

1. U skrywe 12/4 van 24 Februarie 1983 verwys.

2. Die Administrateur het, ingevolge artikel 124(2)(c) van Ordonnansie 20 van 1974, magtiging aan u Raad verleen om die huurtermyne van 41 munisipale plase waarna verwys word in Munisipale Kennisgewing no. 58 gedateer 26 Maart 1982 te verleng vir 'n periode van 25 jaar teen 'n aanvangshuurgeld vir R80 per ha vir die eerste jaar terwyl 'n basis van 'n meer ekonomiese huurgeld asook 'n beter formule vir die jaarlikse aanpassing van die huurgeld om toegepas te word na die eerste 12 maande intussen verder ondersoek word, en na voltooiing waarvan die onvoltooide tydperk van voormelde huurkontrak onderworpe sal wees aan sodanige huurgeldformule.

3. Hierdie magtiging is onderhewig aan die voorwaardes hierby aangeheg en dat die Raad homself tevrede stel dat hy die reg het om die plase te verhuur.

Die uwe

AvdM/HS DIREKTEUR: PLAASLIKE BESTUUR

APPENDIX 2

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

SECOND ADDENDUM TO THE LEASE AGREEMENT

ENTERED INTO BY AND BETWEEN:

STELLENBOSCH MUNICIPALITY

AND

KIRSTEN EIENDOMSTRUST

(hereinafter referred to as the parties)

DRAFT

WHEREAS the Stellenbosch Municipality is the registered owner of Farm 377B Stellenbosch;

AND WHEREAS Kristen Eiendomtrust is currently leasing the Farm from the Municipality in terms of a lease agreement and addendum to lease agreement dated 15 November 2000 to the extend of 16.27 hectare;

AND WHEREAS the Stellenbosch Municipality required a portion of the leased farm back for the installation of a sewerage pipeline 7 141.25 m² (0.71 hectare).

NOW THEREFORE THE PARTIES AGREE AS FOLLOW:

1. AMENDMENT OF LEASE AREA IN CONTRACT:

The parties hereby mutually agree that the lease agreement will be amended to exclude the area where the sewerage pipeline was installed of 7 141.25 m² (0.71 hectare). The municipality agrees that the yearly rental will be adjusted on a pro-rata basis to exclude the portion of land where the sewerage pipeline is running.

2. RIGHT OF ACCESS:

Kirsten Eiendomstrust hereby gives consent that the Municipality will have right of access to the property for routine inspections of the sewerage pipeline or in the event that there are any issues with the sewerage pipeline which needs to be worked . The Municipality will give Kirsten Eiendomstrust five days prior notice in the event that it is a routine checkup, however in the event of an emergency there will be no notice period. The Municipality agrees to always first contact the Kirsten Eiendomstrust to make arrangements for access to the property and Kirsten Eiendomstrust undertakes to not withhold consent to access to the property.

3. PAYMENT OF FENCE:

The Municipality agrees to make payment of the damage to the fence during the construction period in the amount of R 41 300.00, which payment will be made within 30 days of signing of this agreement. The Kirsten Eiendomstrust will provide the banking details for payment as an attachment to this agreement.

4. RENTAL

The parties acknowledges that the rental amount in the original agreement was R 1301.60 per annum and that with escalation is now R41 948.46. This amounts to R2 578.27 Per hectare. With the amended area the new rental amount will be R40 117.89 per annum and will escalate as per the original agreement in April 2024.

DRAFT

5. GENERAL:

This agreement is subject to the original lease agreement and addendum to the lease agreement.

This agreement constitutes the entire agreement between the parties in respect of the sewerage pipeline and any amendment hereto must be reduced to writing and signed by the parties.

Each party will be liable for their own legal fees in respect of the termination of the agreement as well as the drafting of the agreement.

Signed at _____ on this the _____ day of _____ 2023.

_____
Signature (Duly authorised representative)

_____
Print name:
For: STELLENBOSCH MUNICIPALITY

_____
Witness signature
Witness name: _____

Signed at _____ on this the _____ day of _____ 2023.

_____
Signature (Duly authorised representative)

_____
Print name:
For: KIRSTEN EIENDOMSTRUST

_____
Witness signature
Witness name: _____

DRAFT

7.3.4	**PROPOSED LEASE AGREEMENT: ERF 8402 (1 ADRINGA STREET), TOEBROODJIE**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 8402 (1 ADRINGA STREET), TOEBROODJIE

2. PURPOSE

To consider an application from Toebroodjie to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreements of three (3) years and less has been delegated to the Municipal Manager.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Toebroodjie trading of erf 8402, Stellenbosch. The application is not in line with the provisions / requirements of the Outdoor Dining Policy as there is not 1.5m unobstructed sidewalk space left open for pedestrian use. There is space left open next to the street for car doors to open, however it is not 0.8m as required. Under 6.2.1 are photos showing how area is currently being used. The photos were taken by the property management section. The applicant does not have an encroachment agreement or lease agreement with the municipality, and they are not paying for the current use of the area. We served the applicant with a letter requesting that they apply for the outdoor dining lease to ensure compliance.

They have not specified a requested time for the lease and the area they are interested in is 9 m^2 as per the application form and diagram, however the current usage is not in line with the application and diagram and it appears that a larger area is being used.

The applicant has provided a diagram for the current use however same does not show what furniture will be used or the exact placement. It can be seen on the photographs in the item. At the Mayco meeting in October the department was requested to get some guidelines from the Heritage advisory committee for the outdoor dining in the heritage area of town. We had a meeting with them and the next meeting is planned for Monday 13 November 2023.

Council approved the overlay zone for outdoor dining in October 2023 and it will be published shortly.

The department does not support the application in its current form due to the non-compliance with the unobstructed walking area for pedestrians and the requirement for the opening of car doors from the curb.

5. RECOMMENDATIONS

(a) that the area applied for on ERF 8402, Stellenbosch be identified as land not needed to provide basic services; and

(b) For consideration

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for lease

An application was received from Toebroodjie to enter into an agreement with Stellenbosch Municipality in terms of whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**. The extent of the proposed lease area is approximately 9m². A diagram is attached hereto as **APPENDIX 2**.

6.2 DISCUSSION.

6.2.1. Locality and context

Erf 8402, Stellenbosch is located at 1 Adringa Street, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Fig 3.

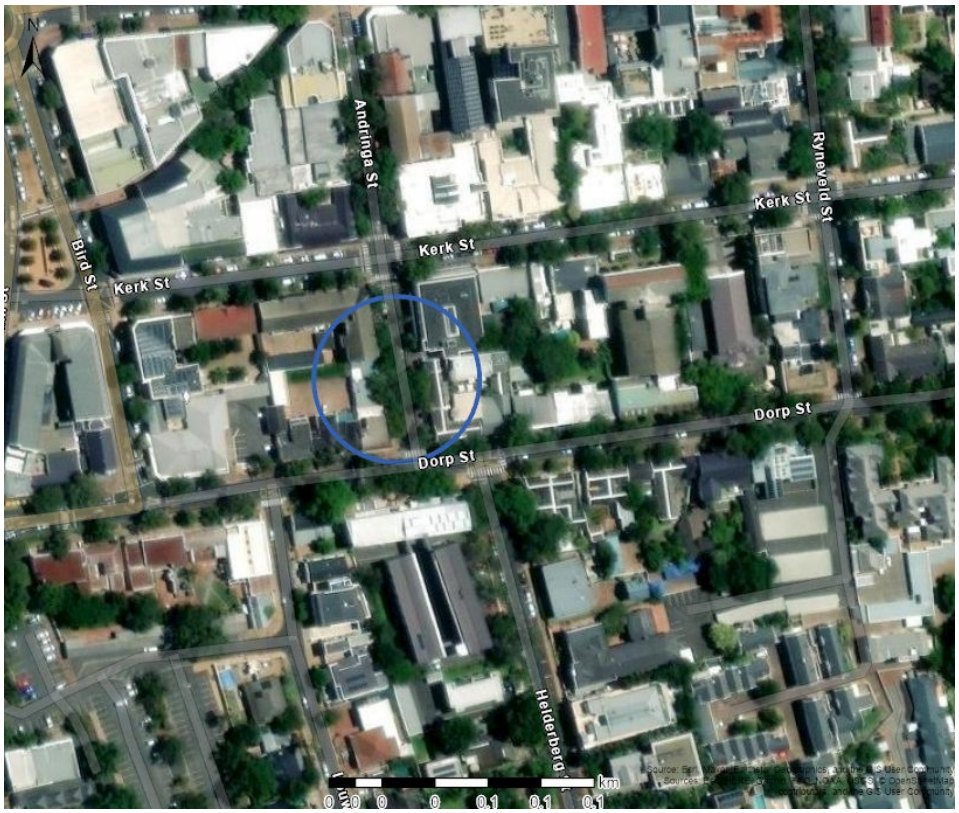


Fig 1. Location and context



Fig 2 .Extent of area


Tevenwacht
Tevenwacht
Tevenwacht



Fig. 3 Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch By-Law on Roads and Streets

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections, be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining land owner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for lease where local conditions are favourable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for lease of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity.The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long-term rights there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a fee of R150 per m² is charged on a monthly basis which means that the monthly rental will be R 1350.00 (incl. of VAT) and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2002-06-22: ITEM 9.2.5 RESOLVEND (nem con)

(a) That council takes note of the intended communication to the public;

(b) That Council takes note that all restaurants and business will be given notice to apply / re-apply for a lease to use council property for outdoor dining purposes; and

(c) That the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management

6.8.1 Director: Infrastructure Services

(a) The Municipality concludes an agreement with the applicant, detailing the conditions of approval.

(b) Encroached area is zoned as road reserve and cannot be enclosed - to exclude the public, the municipality or other services provider from accessing the area.

(c) No deck must be erected without the prior written consent of the municipality, including the engineering department, building department and property management department.

(d) Council is indemnified against all possible 3rd party claims.

(e) The municipality or other public service provider must not be prohibited from maintaining, repairing, upgrading and / or installing new public services with-in the encroached area.

(f) For emergency works the applicant will be required to remove the tables and seating and all other objects immediately for the municipality or other public service provider to gain access.

(g) The municipality reserves the right to end the encroachment agreement when the need arises, i.e. when the encroached space is required for municipal or other public services purposes.

(h) Areas outside of the leased area must remain free from any obstruction to pedestrian movements.

6.8.2 Director: Planning and Economic Development

The application from Toebroodjie to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

In terms of the Toebroodjie application, it is clear from the documents received that the flow of pedestrians is being obstructed by the proposal submitted as shown on the photographs submitted. As such, this Directorate cannot support this application at this point in time.

The Directorate will however support the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use. This area must be indicated on a revised site development plan which forms part of the lease agreement, and it must be clearly marked on site to facilitate the monitoring of compliance with relevant conditions.

If the aforementioned pedestrian flow is addressed then the Directorate would in principle not be opposed to the Municipality entering into a lease agreement with the applicant and if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

ANNEXURES: 1. Application

2. Diagram

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-11- 09***

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND
APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Taebroodjie

Physical address: 1 Andringa street
Stellenbosch

Postal code: 7600

Mailing address: 1 Andringa street
Stellenbosch

Postal code: 7600

E-mail address:

Telephone:

Cell phone:

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : 1 Andringa

Suburb: Central Stellenbosch

Town: Stellenbosch

C: PROPERTY DETAILS OF LEASE AREA APPLYING FOR

Erf/farm number : 8402

Suburb: Stellenbosch

Town: Stellenbosch

Area applying for 9 m^2 m^2

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☒
For commercial parking purposes	☐
For residential parking purposes	☐
For non-commercial purposes	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application: We utilize 4 & two seaters tables on the edge of the Pavement We allow enough space for wheelchairs to pass through our erf boundary

Motivation: In the summer months our guest prefer to sit outside these 4 tables generate about R 5000 a day We will lose income especially during loadshedding Our effort and money will be wasted on extending our liquor license

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E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

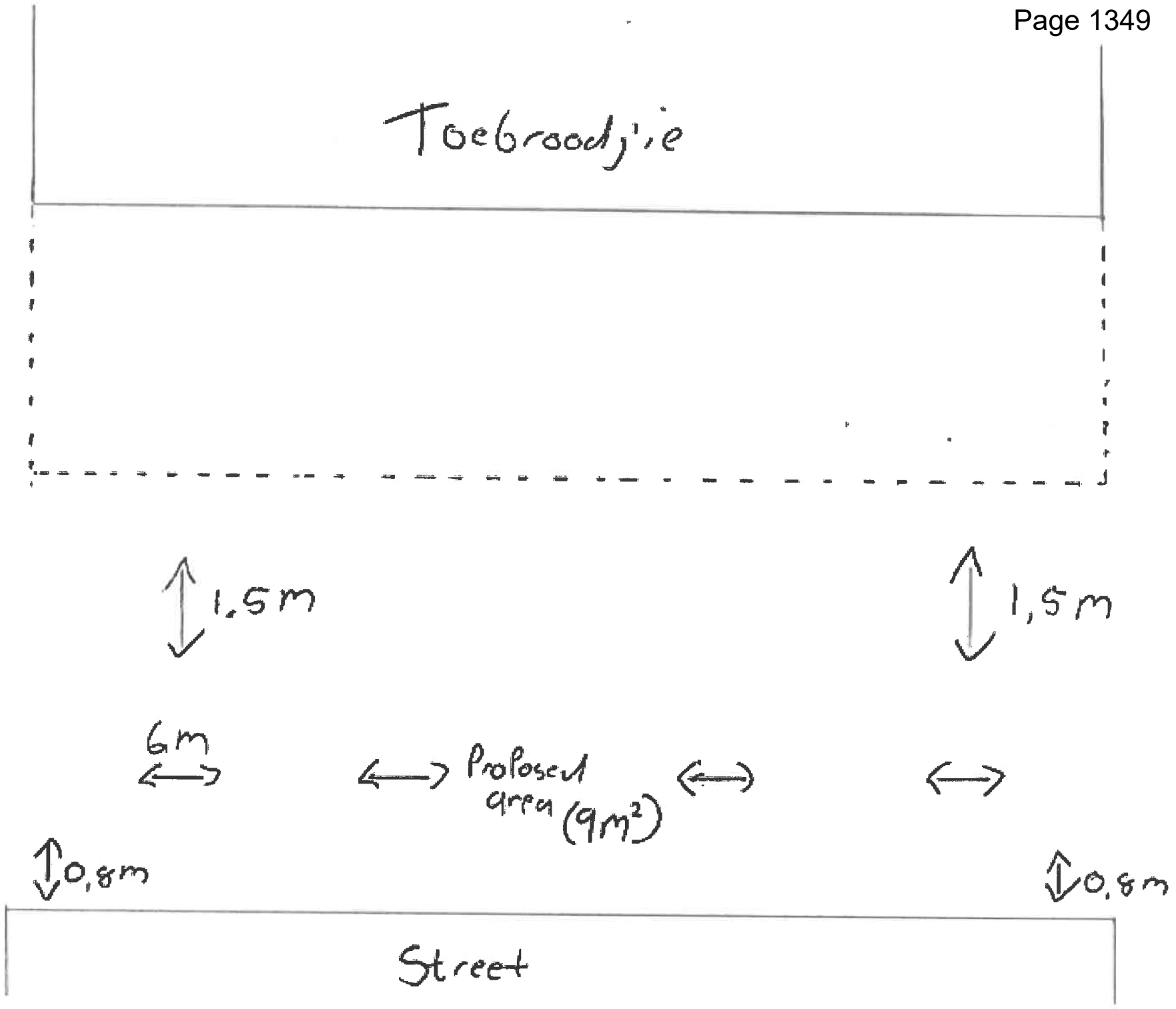
Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	☑
Letters of consent (affected neighbours)	☐
Application fee (non-refundable)	☐

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 7/09/23

Full name: Hildelle Olivier

ANNEXURE 2


Toebroodjie
1,5m
1,5m
6m
Proposed area (9m²)
0,8m
0,8m
Street

7.3.5	**RETURN ITEM: PROPOSED LEASE AGREEMENT: ERF 13830, 111 DORP STREET, STELLENBOSCH: JACK'S BAGELS**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: RETURN ITEM: PROPOSED LEASE AGREEMENT: ERF 13830, 111 DORP STREET, STELLENBOSCH: JACK'S BAGELS

2. PURPOSE

To consider an application from Jacks Bagels, to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes, after receiving further information and attending to an inspection on the premises. The item served before the Council on 30 August 2023.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreements of three (3) years and less has been delegated to the Municipal Manager.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Jacks Bagels trading from erf 13830, Stellenbosch. The application is in line with the council resolution setting out the requirements for the application and is supported by the Engineering Department. Under 6.2.1 are photos showing how area is currently being used. These photos were taken by Property administration as the applicant did not submit any information apart from what is attached as appendices.

The applicant does not currently have any lease agreement or previous encroachment agreement with the municipality and is paying rent for current use. We served the applicant with a letter requesting that they apply for the outdoor dining lease to ensure compliance. They have not specified a requested time for the lease and the area they are interested in is 15 m^2. They have however did not make it clear on their draft plan of what furniture will be used and how the area will be demarcated or where the 1,5 m will be left open for pedestrian use.

For the reasons indicated in the item the application was not supported and referred back at the Special Mayoral Committee on 28 August 2023 meeting for refinement. Since then, the applicant has filed a new diagram and the contract management team attended to an inspection on site. The application is now in line with the outdoor dining policy and can be supported by the department.

5. RECOMMENDATIONS

(a) that the portion of ERF 13830, Stellenbosch applied for to use as outdoor dining area be identified as a land not required for the delivery of basic services; and

(b) For consideration

6. DISCUSSION / CONTENT

6.1.1 Application for lease

An application was received from Jacks Bagels to enter into an agreement with Stellenbosch Municipality in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**, with drawings of the proposed lay-out attached as **APPENDIX 2**. The extent of the leased area is approximately 15m².

After inspection at the premises the applicant filed a new diagram which is attached hereto as **APPENDIX 3**. The diagram indicates that there is sufficient unobstructed use of over 1.5m for pedestrians between the tables even when place on both sides of the sidewalk. It further indicates that even though there is sufficient space of over 80cm left next to the road, there is a redline next to the road indicating same as a no-parking zone. This was also established during the inspection and the department is satisfied that the applicant is in compliance with the requirements.

6.2 DISCUSSION

6.2.1. Locality and context

Erf 13830, Stellenbosch is located at the corner of Dorp- and Piet Retiefstreets, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Fig 3.

In their application (**APPENDIX 3**) they inidcate that an area of 2,5 meters will be kept open for pedestrian use, and it is in line with the current use. National guideline for non motorised transport requires unhindred acces of 1,5 m.

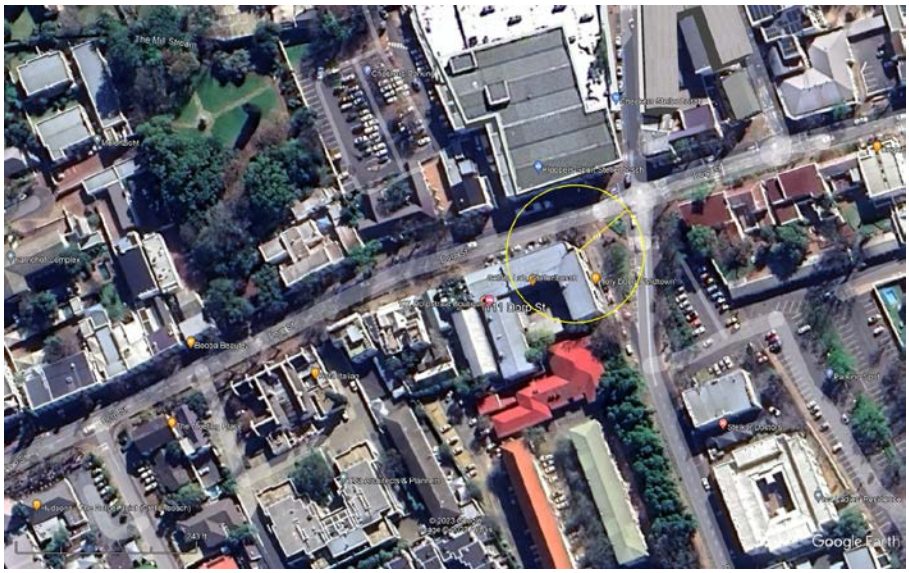


Fig 1. Location and context



Fig 2 .Extent of area







Fig 3. Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch By-Law on Roads and Streets

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, cause an encroachment on a street, sidewalk or road reserve forming part thereof, other than in accordance with conditions prescribed by the municipality.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.3 Outdoor Dining Policy

6.2.2.3.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.3.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for encroachment where local conditions are favorable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.3.3 Assessment Criteria

The most important local conditions to be considered when an application for the use of the road reserve area for outdoor dining purposes is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity.

The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.3.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.3.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.3.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long-term rights, there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a monthly fee of R 150.00 m² from 1 July 2023 is applicable and an escalation of 6% is recommended. If they require 15m² it will amount to a starting amount of R2250.00 per month.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 9.2.5 RESOLVED (nem con)

(a) that Council takes note of the intended communication to the public;

(b) that Council takes note that all restaurants and business will be given notice to apply/re-apply for a lease to use council property for outdoor dining purposes; and

(c) that the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

SPECIAL MAYORAL COMMITTEE MEETING: 2023-08-30: RESOLVED (nem con)

That this item be referred to Administration. The applicants must be informed that they need to comply with the requirements for such an application for their application to be considered.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management as per the original item that served.

6.8.1 Director: Infrastructure Services

- The Municipality concludes an agreement with the applicant, detailing the conditions of approval.
- Leased area is zoned as road reserve and cannot be enclosed - to exclude the public, the municipality or other services provider from accessing the area.
- Ensure public risk and liability insurance is in place to cover third party claims.
- Council is indemnified against all possible third-party claims.

- The municipality or other public service provider must not be prohibited from maintaining, repairing, upgrading and / or installing new public services with-in the leased area.

- The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased space is required for municipal or other public services purposes.

- Areas outside of the leased area must remain free from any obstruction to pedestrian movements.

6.8.2 Director: Planning and Economic Development

It should be noted that currently the Final Draft Outdoor Dining and Events Overlay Zone, is undergoing a public participation process, of which the closing date for comments is 02 September 2023. In the absence of this overlay zone a suitable land use application must be submitted to evaluate the intended land usage, as the current and proposed land use is not in accordance with the applicable zoning.

6.8.3 Municipal Manager

Supports the recommendations.

Appendix 1: Application

Appendix 2: Sketch plan

Appendix 3: New Diagram

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-10-17***

APPENDIX 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND APPLICATION FORM

A: APPLICANT'S DETAILS Jacks Bagels

Name : Mynhardt van Zyl

Physical address: 20 Cynaroides Street
Paradyskloof
.....
.....
Postal code: 7600

Mailing address: 111 Dorp Street
Stellenbosch central
.....
.....
Postal code: 7600

E-mail address: .....

Telephone: .....

Cell phone: .....

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : .....

Suburb: .....

Town: .....

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number : Marnette Building., Unit 4 c/o Piet Retief & Dorp Street

Suburb: Stellenbosch Central

Town: Stellenbosch Erf: 13830

Area of encroachment: 10 m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☒
For commercial parking purposes,	☐
For residential parking purposes	☐
For non-commercial purposes (such as garden purposes, gates,ect)	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application: I applied for an encroachment approval in 2020, with no feedback from the municipality. I suspect this was the effect

Motivation: of Covid and subsequent challenges. The main area of our outside seating falls within the boundaries of the Marnette building. The area of encroachment is very small - we only have two additional wooden benches in this area. In no way do they obstruct the walkway. There is at least a 2,5 meter gap for pedestrians and cyclists between the benches and building

.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	☒
Letters of consent (affected neighbours) – Only other businesses	☐
Application fee (non-refundable)	☒

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 14 March 2023

Full name: Mynhardt van Zyl

FOR OFFICIAL USE

- The application was considered on .....by.....
- The application was

☐ APPROVED ☐ NOT APPROVED

Conditions (if any): .....

.....

.....

Applicant was informed of outcome on .....

.....
SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

***If approved**

☐ Encroachment fee paid

☐ Lease Agreement signed

☐ Agreement/Permit processed on Contract Management System

.....
SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

APPENDIX 2

APPENDIX 3

Tafel met sloele.

DORP STREET

Rooi lyn (Geen Parkering).

1m

1.5m

Boom.

2.5m

2.5m.

Deur

3m.

Jack's Bagels Winkel.

Deur

PIET RETIEF STREET

Powered by CamScanner

7.3.6	**PROPOSED LEASE AGREEMENT: ERF 1321 (11 CHURCH STREET), STELLENBOSCH: HYGGE HYGGE**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 1321 (11 CHURCH STREET), STELLENBOSCH: HYGGE HYGGE

2. PURPOSE

To consider an application from Hygge Hygge, to enter into a Lease Agreement with Stellenbosch Municipality, in terms of whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The Municipal Manager has the delegated authority to enter into a lease agreement less than three (3) years.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Hygge Hygge trading from erf 1321, Stellenbosch. The current area being used is not in line with the provisions /requirements of the Outdoor Dining Policy. There is not sufficient walkway left for the public in that the seating does not provide a 1.5m unobstructed area for sidewalk users. Under 6.2.1 are photographs of the current area being used by the establishment. The applicant does not have a current lease agreement or previous encroachment agreement with the municipality and is therefore not paying any rent. We served the applicant with a letter requesting that they apply for the outdoor dining lease to ensure compliance.

They have not specified a requested time for the lease and the area they are interested in and currently using is $20\,m^2$. They have filed a diagram with the application indicating the area, furniture to be used and how that the area of 1.5m will be left open for pedestrian use. The information evident from the photographs indicates that there is not 1.5m left open on the sidewalk. The photos were taken by the property management section. This particular street has several old oak trees next to the pavement which does not leave unobstructed area for pedestrians to walk. If they use an area next to the shopfront and only put one row of tables, the department may be able to support the applications.

5. RECOMMENDATIONS

(a) that the portion of erf that is applied for to be used as outdoor dining be identified as land not needed for the delivery of basic services; and

(b) For consideration.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for encroachment

An application was received from Hygge Hygge to enter into a lease agreement with Stellenbosch Municipality in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**. The extent of the proposed leased area is approximately 26m². A copy of the diagram filed by the applicant is attached hereto as **APPENDIX 2.**

6.2 DISCUSSION.

6.2.1. Locality and context

Erf 1321, Stellenbosch is located at 11 Church Street, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Figure 3.

In their application it is indicated that the area to be left open for pedestrians is 1.5m however it is clear from the photographs that the current area is not in line with the 1.5m requested in terms of the requirements set by National guidelines for non motorised transport.



Fig 1. Location and context

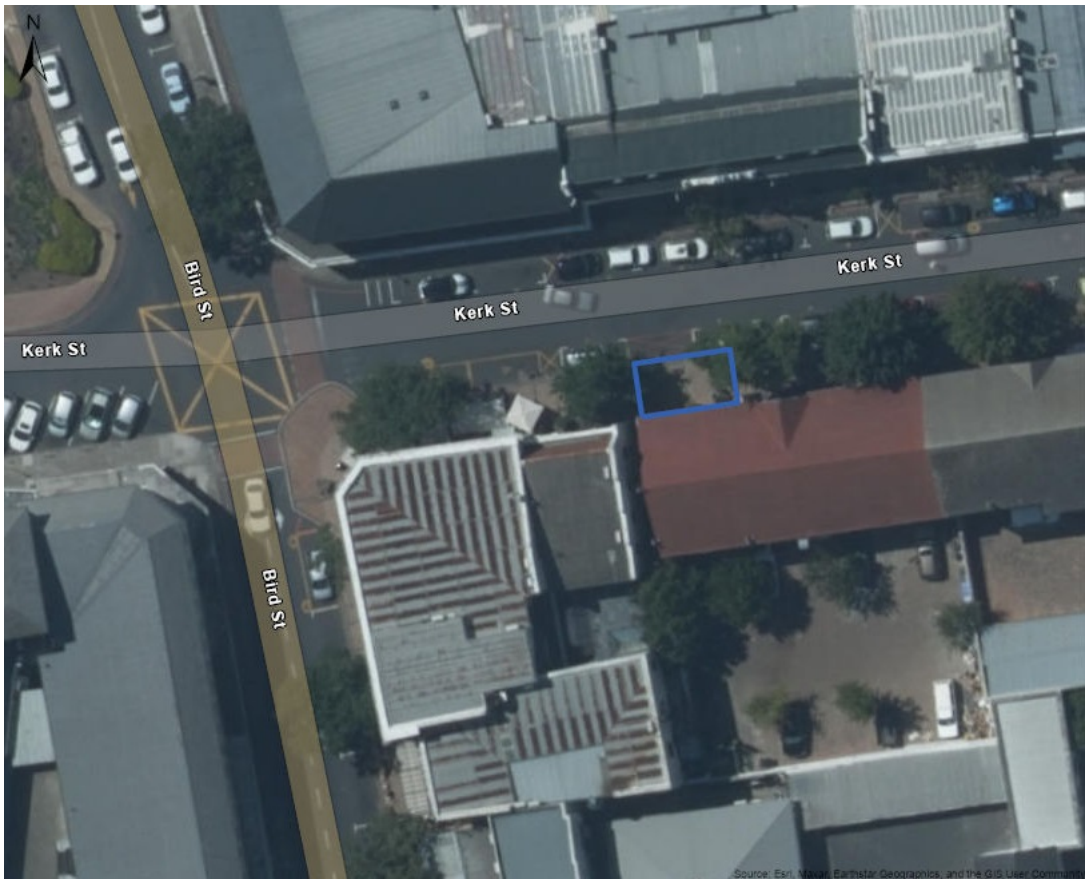


Fig 2 .Extent of area





Fig 3. Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch **By-Law on Roads and Streets**

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for encroachment where local conditions are favorable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for encroachment of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity. The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the encroachment area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Leased Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long-term rights, there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a monthly fee of R 3000.00 (incl. of VAT) is applicable and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 9.2.5 RESOLVED (nem con)

(a) That council takes note of the intended communication to the public;

(b) That council takes note that all restaurants and businesses will be given notice to apply/re-apply for a lease to use council property for outdoor dining purposes; and

(c) That the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management

6.8.1 Director: Infrastructure Services

That the application to use a portion of Council-owned land for outdoor dining purposes be approved, subject thereto; -

i) that an Application for a Temporary Departure be approved by the Planning and Economic Development Department; and

ii) further subject to the conditions imposed by the Infrastructure Services namely:

(a) The Municipality concludes an agreement with the applicant, detailing the conditions of approval.
(b) Encroached area is zoned as road reserve and cannot be enclosed to exclude the public, the municipality or other services provider from accessing the area.

(c) No deck must be erected without the prior written consent of the municipality, including the engineering department, building department and property management department.
(d) Council is indemnified against all possible 3rd party claims.

(e) The municipality or other public service provider must not be prohibited from maintaining, repairing, upgrading and / or installing new public services with-in the encroached area.

(f) For emergency works the applicant will be required to remove the tables and seating and all other objects immediately for the municipality or other public service provider to gain access.

(g) The municipality reserves the right to end the encroachment agreement when the need arises, i.e. when the encroached space is required for municipal or other public services purposes.

(h) Areas outside of the leased area must remain free from any obstruction to pedestrian movements.

(i) Note: proposed lease area as depicted on Floor Plan A1 shows 60cm from road edge to seating, this must be amended to 75cm as per approved council policy.

6.8.2 Director: Planning and Economic Development

The application from Hygge Hygge to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

In terms of the Hygge Hygge application, it is clear from the documents received that the flow of pedestrians is being obstructed by the proposal submitted as shown on the photographs submitted. As such, this Directorate cannot support this application at this point in time.

The Directorate will however support the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use. This area must be indicated on a revised site development plan which forms part of the lease agreement, and it must be clearly marked on site to facilitate the monitoring of compliance with relevant conditions.

If the aforementioned pedestrian flow is addressed then the Directorate would in principle not be opposed to the Municipality entering into a lease agreement with the applicant and if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

ANNEXURES: 1. Application

2. Diagram

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-11 - 09***

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Henk Crous // HYGGE HYGGE (Pty) Ltd

Physical address: 11 CHURCH STREET, STELLENBOSCH
WESTERN CAPE

Postal code: 7600

Mailing address: SAME AS PHYSICAL

Postal code:

E-mail address: MELISSA@HYGGESTELLENBOSCH.COM

Telephone:

Cell phone:

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number :

Suburb: HELDERBERG

Town: SOMERSET WEST

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number : 1321

Suburb: STELLENBOSCH CENTRAL

Town: STELLENBOSCH

Area of encroachment: 20 m^2

* To be supplemented with a sketch-plan with dimension in m^2

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	X
For commercial parking purposes,	
For residential parking purposes	
For non-commercial purposes (such as garden purposes, gates,ect)	
For projecting structures onto street reserves	
For projecting structures onto other council-owned land	
Other: please provide description:	

Brief description of application: WE ARE APPLYING TO USE THE AREA OF ENCROACHMENT FOUR OUTSIDE SEATING FOR OUR RESTAURANT

Motivation: AS A SMALL BUSINESS AND CAFE WE DEPEND ON THE OUTSIDE SEATING FOR OUR CUSTOMERS TO GENERATE A REVENUE TO ENSURE THAT WE CAN KEEP RUNNING A SUCCESSFUL AND PROFITABLE BUSINESS, WITHOUT THE OUTSIDE SEATING WE WILL NOT BE ABLE TO GENERATE THE REQUIRED TURNOVER FOR US TO HAVE A SUCCESSFUL BUSINESS AND RESTAURANT.

.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	X
Letters of consent (affected neighbours)	☐
Application fee (non-refundable)	X

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 25 AUGUST 2023

Full name: HENDRIKUS CHRISTOFFEL CROUS

FOR OFFICIAL USE

- The application was considered on ……by……
- The application was

APPROVED	☐ NOT APPROVED

Conditions (if any): ……

……

……

Applicant was informed of outcome on ……

…… ……

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:……

***If approved**

☐ Encroachment fee paid

☐ Lease Agreement signed

☐ Agreement/Permit processed on Contract Management System

…… ……

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:……

ANNEXURE 2

PLAN



JOB NAME: HYGGE
DRAWING: PLAN
SCALE: 1/50
QTY OF ITEM: N/A

7.3.7	**RETURN ITEM: PROPOSED LEASE AGREEMENT: ERF 2539 KAYA MANDI: ZUSIPHE RESTAURANT**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: RETURN ITEM: PROPOSED LEASE AGREEMENT: ERF 2539 KAYA MANDI: ZUSIPHE RESTAURANT

2. PURPOSE

Is to consider the application of Blueprint SA on behalf of Zusiphe Restaurant, to enter into a Lease Agreement with Stellenbosch Municipality, in terms of where they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreements of three (3) years and less has been delegated to the Municipal Manager.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from Blueprint SA, the owner of Zusiphe Restaurant situated on erf 2539, Kaya Mandi. The application is in line with the provisions /requirements of the Outdoor Dining Policy and is supported by the Engineering Department. Under 6.2.1 are photographs showing how area is currently being used. The photos were taken by the Property Management Unit. The applicant does not have a current lease agreement or previous encroachment agreement with the municipality and is currently not paying for the use of the area.

They have not specified a requested time for the lease and the area they are interested in is 9m^2. They have also filed a diagram indicating the proposed area as well as a photograph indicating the area. The photos have been taken by the Property Management Section. There was an allegation that the restaurant Is not trading as a restaurant, but as a liquor store and the matter was referred back for further investigations. It was established that it is in fact trading as a restaurant selling food and that they do have the correct zoning for trading.

The department can support the application based on current use and is in line with the current practise of a three (3) year lease.

5. RECOMMENDATIONS

(a) that the land as indicated on Fig 1and 2, measuring approximately 9m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;

(b) that the application be approved for an initial period of 3 years with the option of a renewal subject to the following conditions:

1. That no permanent structure or deck be erected without the prior written consent of council, including approved building plans.

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

3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access.

4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.

(c) that the Municipal Manager be authorised to determine the rental amount as per the tariff book for outdoor dining and an escalation of 6 % be approved; and

(d) that the Municipal Manager may enter into an agreement with the applicant as per her existing delegation.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for lease agreement

An application was received from Blueprint SA, the owner Zusiphe Restaurant situated on 2539 Kaya Mandi, to enter into an agreement with Stellenbosch Municipality in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**. A diagram is attached as **APPENDIX 2**. The extent of the proposed leased area is approximately 9m². They have also filed six consent letters from neighbours and same are attached hereto as **APPENDIX 3**.

At the previous Mayoral Committee meeting oral input was made that the applicant might be trading without the necessary zoning and not been operating as a restaurant but a liquor store. It has since been determined that the applicant does in fact have the zoning required to trade as a restaurant from this property. The administration had a meeting with the applicant who was able to provide proof of food purchases and sales on the property and the Department is therefore satisfied that this establishment is a restaurant and not a liquor store. The six neighbours also filed consent letters.

6.2 DISCUSSION

6.2.1. Locality and context

Erf 2539, Kaya Mandi is located in Watergang Street in Kaya Mandi, as shown on Fig 1.and Fig 2, below. Fig 2 has been changed from the previous Mayoral Committee meeting as the image used at the previous meeting was taken from GIS which still has imagery from 2016. Fig 2 has therefore been replaced with an image from Cape Farm Mapper to give a more accurate depiction of what the property currently looks like. Fig 3 is photographs of the current area being used for outdoor dining purposes.



Fig 1. Location and context



Fig 2 .Extent of area



Fig 3. Current area being used for Outdoor Dining purposes

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c) the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d) Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch By-Law on Roads and Streets

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections, be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h) where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for lease agreements where local conditions are favorable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of a high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for lease of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity. The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The Lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long term rights, there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a monthly fee of R150.00 per square meters is charged and in this case R 1 350.00 (incl. of VAT) is applicable and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 9.2.5 RESOLVED (nem con)

(a) that Council takes note of the intended communication to the public;

(b) that Council takes note that all restaurants and businesses will be given notice to apply / re-apply for a lease to use council property for outdoor dining purposes; and

(c) that the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

MAYORAL COMMITTEE MEETING: 2023-09-13: ITEM 7.3.1 RESOLVED (nem con)

That this item be referred back for further information and discussion with the applicants to become compliant.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management

6.8.1 Director: Infrastructure Services

- The Municipality concludes an agreement with the applicant, detailing the conditions of approval.
- Leased area is zoned as road reserve and cannot be enclosed - to exclude the public, the municipality or other services provider from accessing the area.
- Ensure public risk and liability insurance is in place to cover 3rd party claims.
- Council is indemnified against all possible 3rd party claims.
- The municipality or other public service provider must not be prohibited from maintaining, repairing, upgrading and / or installing new public services with-in the leased area.

- The municipality reserves the right to end the lease agreement when the need arises, i.e. when the encroached space is required for municipal or other public services purposes.

6.8.2 Director: Planning and Economic Development

The Stellenbosch Municipality Roads and Street Bylaw, 2021 as promulgated in the Provincial Gazette no. 8436 dated 28 May 2021, defines "sidewalk" "means that portion of a street between the outer boundary of the roadway and the boundary lines of adjacent properties or buildings which is intended for the use of pedestrians, pedal cyclists and any other category of vehicles as may be determined by the Municipality in accordance with section 42(1);"

The definition clearly stipulates that the use of sidewalk is intended for pedestrians, pedal cyclists and any other vehicle. The use of sidewalks as part of the commercial activities of outdoor cafes and restaurants is a form of activity on the street that should improve the quality of public places and urban life. This use must however not be at the cost of overall safety of road users as intended in terms of the above bylaw.

It should be noted that currently the Final Draft Outdoor Dining and Events Overlay Zone, is undergoing a public participation process, of which the closing date for comments is 02 September 2023. In the absence of this overlay zone a suitable land use application must be submitted to evaluate the intended land usage, as the current and proposed land use is not in accordance with the applicable zoning.

6.8.3 Municipal Manager

Supports the recommendations.

ANNEXURES: 1. Application

2. Diagram

3. Consent letters

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-11- 09***

ANNEXURE 1

Zusiphe

STELLENBOSCH
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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND
APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Blueprint SA, represented by D.A. Pienaar

Physical address: 44 Neptune Street
Elsies River

Postal code: 7490

Mailing address: 44 Neptune Street,
Elsies River

Postal code: 7490

E-mail address:

Telephone:

Cell phone:

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : 2539

Suburb: KAYAMANDI

Town: STELLENBOSCH

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number : STREET SIDEWALK ADJACENT TO ERF 2539

Suburb: KAYAMANDI

Town: STELLENBOSCH

Area of encroachment: 9 m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	X
For commercial parking purposes,	
For residential parking purposes	
For non-commercial purposes (such as garden purposes, gates,ect)	
For projecting structures onto street reserves	
For projecting structures onto other council-owned land	
Other: please provide description:	

Brief description of application: To use the sidewalk for commercial use such as patio seating for dining purposes related to the restaurant.

Motivation: The internal floor area is very limited and since the covid pandemic the customers prefer for more open air seating.

.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	[x]
Diagram of proposed area of the lease area	[x]
Letters of consent (affected neighbours)	[x]
Application fee (non-refundable)	[ ]

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 7/03/2023.....

Full name: Daniel Pienaar .....

FOR OFFICIAL USE

- The application was considered on .....by.....
- The application was

☐ APPROVED ☐ NOT APPROVED

Conditions (if any): .....

.....

.....

Applicant was informed of outcome on .....

....

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

***If approved**

☐ Encroachment fee paid

☐ Lease Agreement signed

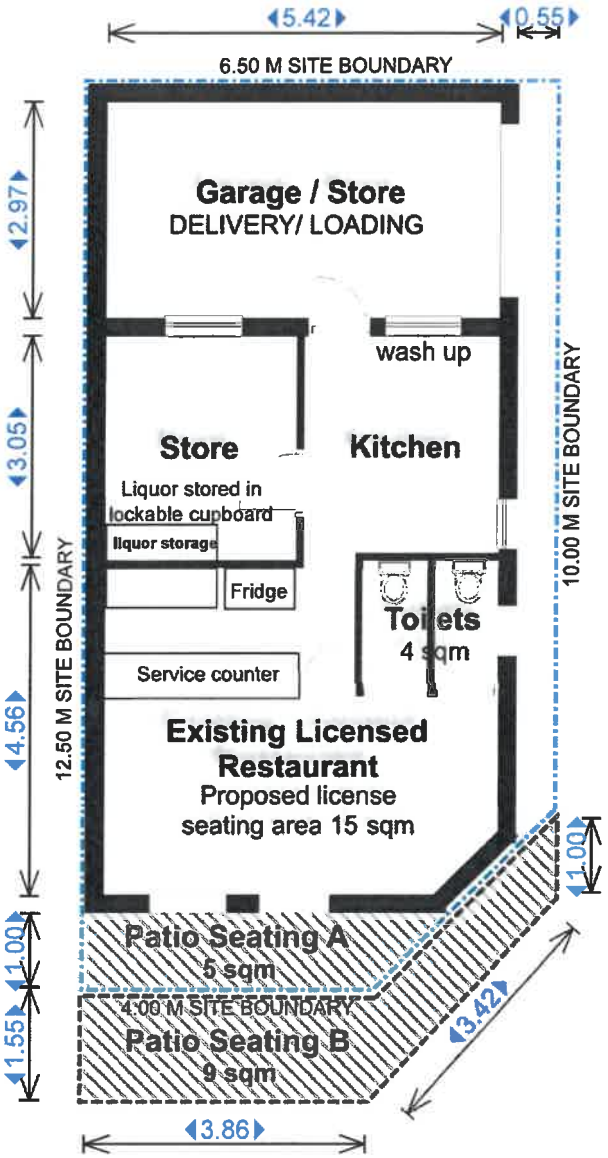
☐ Agreement/Permit processed on Contract Management System

....

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

ANNEXURE 2

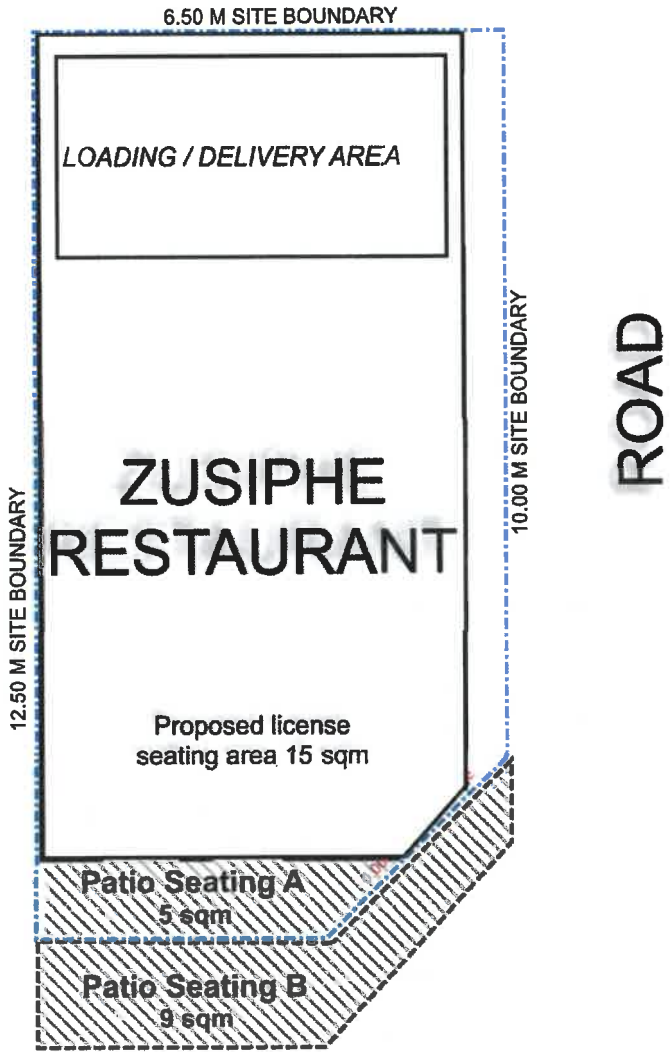


Ground Storey Layout Plan

1:100

blueprintsa
T – 082 2986122
E - danny@blueprintsa.com
W – www.blueprintsa.com

Premises Name:
ZUSIPHE RESTAURANT
Address :
2539 WATERGANG ROAD, KAYAMANDI, STELLENBOSCH
Date measured: 26/10/2022
Drawn by: D. Pienaar

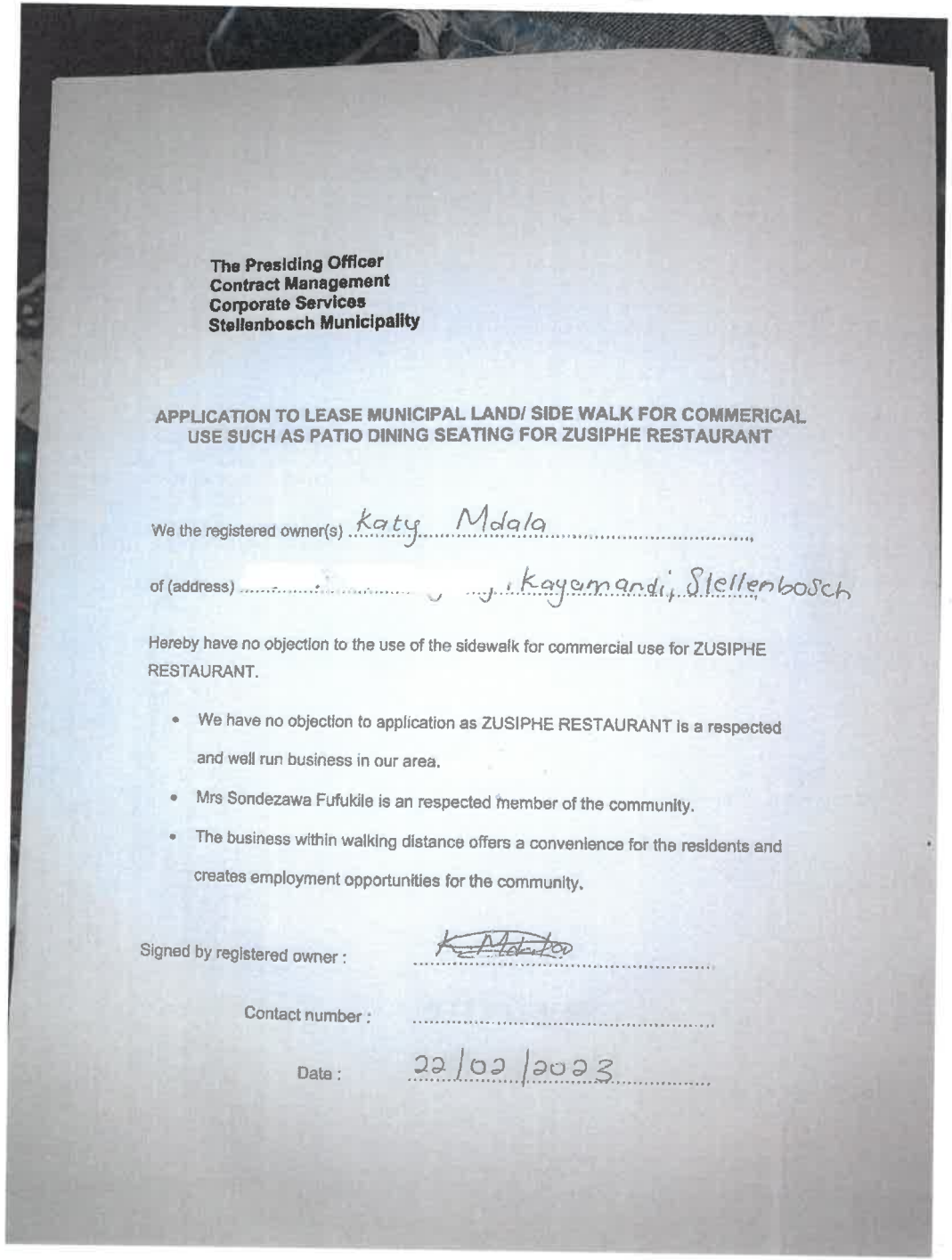


Site Plan

blueprintsa
T – 082 2986122
E - danny@blueprintsa.com
W – www.blueprintsa.com

Premises Name:
ZUSIPHE RESTAURANT
Address :
2539 WATERGANG STREET, KAYAMANDI, STELLENBOSCH
Date measured: 26/10/2022
Drawn by: D. Pienaar

ANNEXURE 3



The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) Katy Mdala

of (address) Kayamandi, Stellenbosch

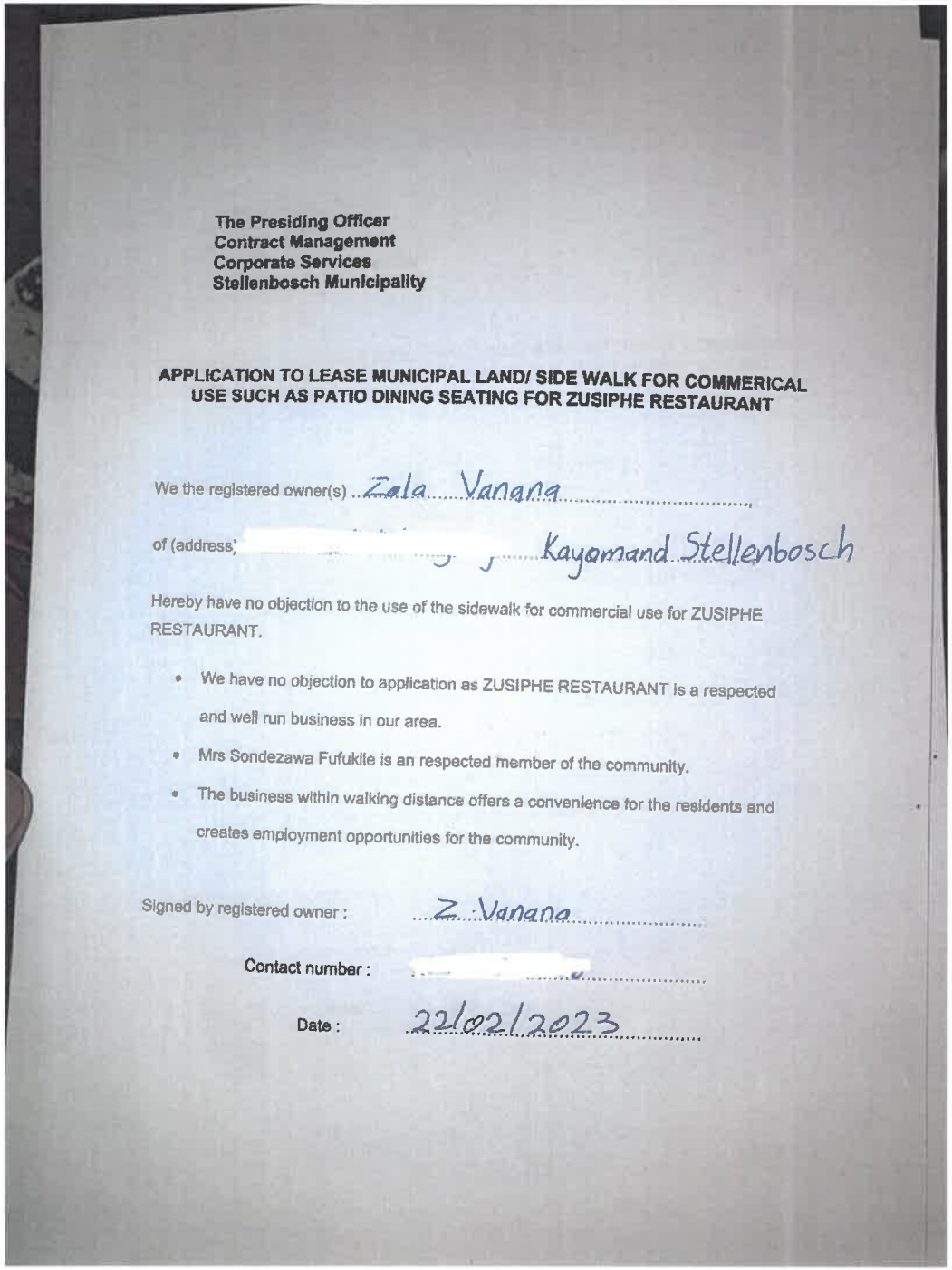
Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : K Mdala

Contact number :

Data : 22/02/2023



The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) ..Zola Vanana.....,

of (address) [redacted] Kayamand Stellenbosch

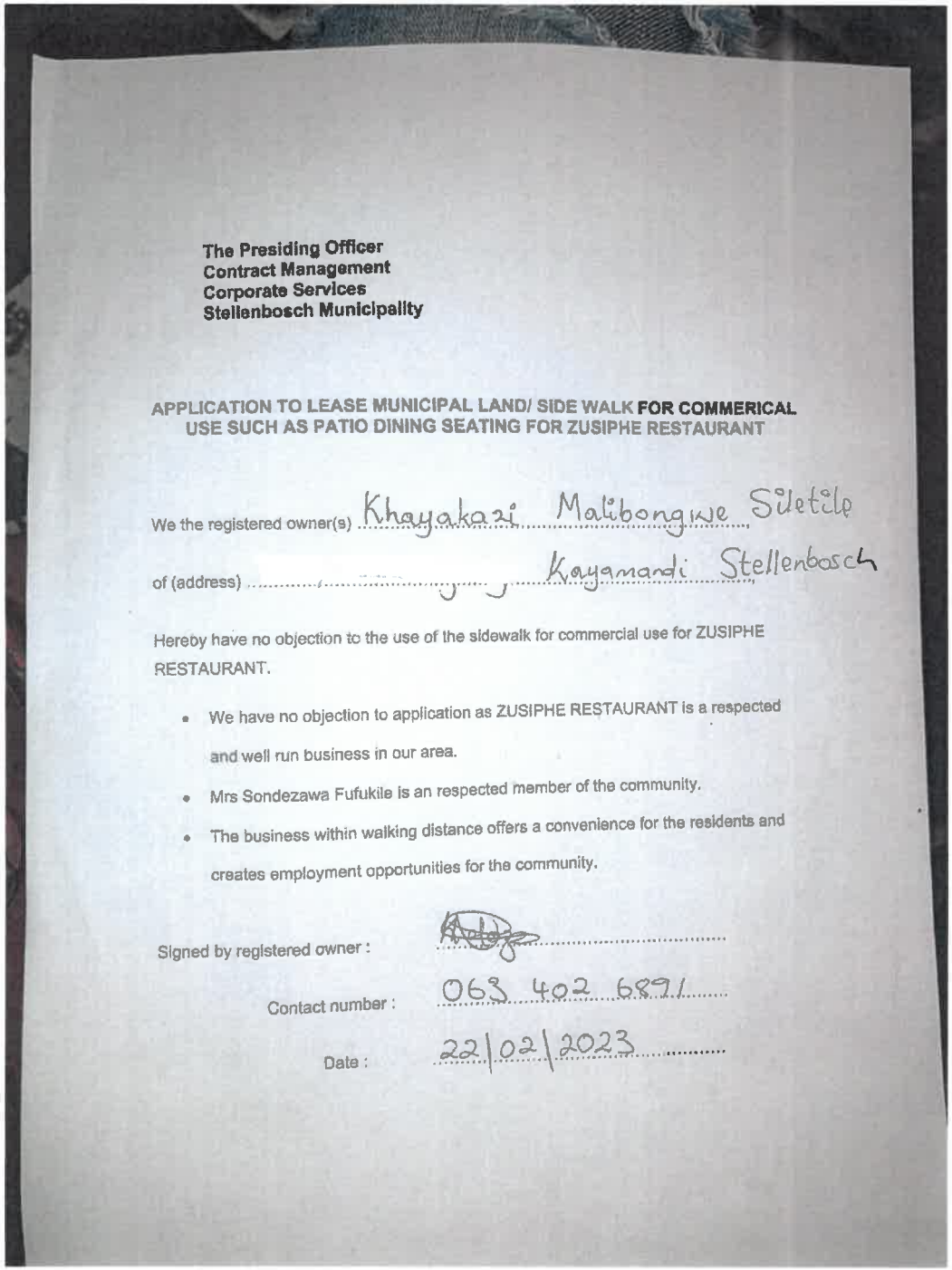
Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : Z. Vanana

Contact number : [redacted]

Date : 22/02/2023



The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) Khayakazi Malibongwe Siketile

of (address) Kayamandi Stellenbosch

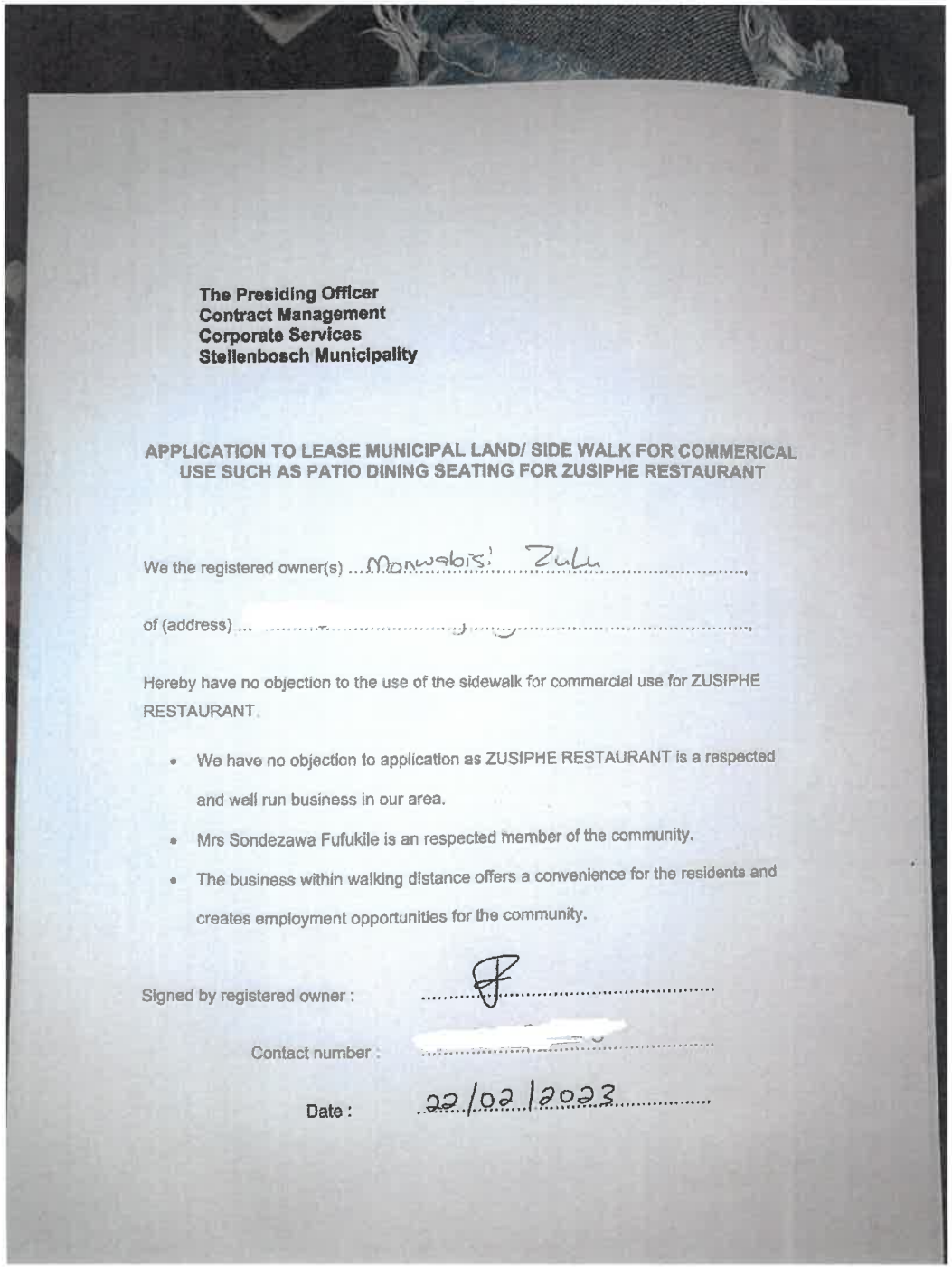
Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner :

Contact number : 063 402 6891

Date : 22/02/2023



The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) ... Monwabisi Zulu .....

of (address) ... .

Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : .....

Contact number : .....

Date : 22/02/2023

POWER OF ATTORNEY

I, the undersigned **SONDEZAWA FUDUKILE,** [redacted], hereby nominate, constitute and appoint **Blueprint SA duly represented by D.A. Pienaar** with power of substitution, to be my true and lawful agent, and to

- Apply to the Stellenbosch Municipality for the lease of municipal land namely the sidewalk for commercial use such as patio dining seating , to premises in respect of the property being **ERF** [redacted] **STREET KAYAMANDI IN STELLENBOSCH , known as ZUSIPHE RESTAURANT.**
- Sign all documents and perform all such acts which may be required to effect the granting of the aforesaid application.

I hereby ratify and undertake to ratify all lawful actions, which the said agent may take in order to attain the aforesaid purpose.

Signed at STELLENBOSCH this 21TH day of FEBRUARY 2023

Signed: S. Fudukile

SONDEZAWA FUDUKILE

The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) Lulama Tembani,

of (address) Kayamandi, Stellenbosch

Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : .....

Contact number : [redacted]

Date : 22/02/2023

7.3.8	**PROPOSED LEASE AGREEMENT: ERF 11136 (32 RYNEVELD STREET) STELLENBOSCH – MONARCH COFFEE CARTEL**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 11136 (32 RYNEVELD STREET) STELLENBOSCH – MONARCH COFFEE CARTEL

2. PURPOSE

To consider an application from Monarch Coffee Cartel, to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreements of three (3) years and less has been delegated to the Municipal Manager.

There is delegated authority to the Municipal Manager to enter into agreements on behalf of the municipality.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Monarch Coffee Cartel trading of erf 11136, Stellenbosch. The application is in line with the provisions /requirements of the Outdoor Dining Policy. Under 6.2.1 are photos showing how are is currently being used. The photos were taken by the property management unit. The applicant does not have any lease agreement or previous encroachment agreement with the municipality and is not paying rent for current use. The applicant was served with a letter to request compliance and subsequently filed an application.

They have not specified a requested time for the lease and the area they are interested in is 18 m².

The applicant has not submitted a diagram which indicates the area they are interested in. Compliance with the requirements is however evident from the photographs in the item taken by the contract management team.

The department can support the application subject to them providing the required outstanding documentation.

5. RECOMMENDATIONS

(a) that the land as indicated on Fig 1and 2, measuring approximately 15m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;

(b) that the in-principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:

1. That no permanent structure or deck be erected without the prior written consent of council, as well as approved building plans from the building department.

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

3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access.

4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.

5. That the outstanding information be filed and the area then used in accordance with the outdoor dining guidelines including that an unobstructed pedestrian area of at least 1,5 meters next to the curb of the road be kept at all times.

6. That no sign boards be placed on the sidewalk outside the leased area.

(c) that the Municipal Manager be authorised to determine the rental amount as per the and escalation of 6% be approved.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for lease

An application was received from Monarch Coffee Cartel to enter into an agreement with Stellenbosch Municipality in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1.**

6.2 DISCUSSION

6.2.1. Locality and context

Erf 11136, Stellenbosch is located at 32 Ryneveld Street, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Fig 3.



Fig 1. Location and context



Fig 2 .Extent of area







Fig. 3 Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch By-Law on Roads and Streets

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections, be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for lease where local conditions are favourable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of a high pedestrian usage, e.g. a retail centre, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for lease of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity.The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long term rights, there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a fee of R150 per m² is charged on a monthly basis which means that the monthly rental will be R2 700.00 (incl. of VAT) and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2002-06-22: ITEM 9.2.5 RESOLVEND (nem con)

(d) That council takes note of the intended communication to the public;

(e) That Council takes note that all restaurants and business will be given notice to apply / re-apply for a lease to use council property for outdoor dining purposes; and

(f) That the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management

6.8.1 Director: Planning and Economic Development

The application from Monarch Coffee Cartel to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

The Directorate: Planning and Economic Development would in principle not be opposed to the Municipality entering into a lease agreement with the applicant if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

The Directorate supports the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use.

ANNEXURES: 1. Application

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-10-19***

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND
APPLICATION FORM

A: APPLICANT'S DETAILS

Name : ...Monarch coffee Cartel.....

Physical address: ...32....Rynevald Street.....
..Stellenbosch.....
.....
.....
Postal code:...7600.....

Mailing address: 32.....Rynevald....Street
..Stellenbosch.....
.....
.....
Postal code:....7600.....

E-mail address: .....

Telephone: .....

Cell phone: .....

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : .....

Suburb: .....

Town: .....

C: PROPERTY DETAILS OF LEASE AREA APPLYING FOR

Erf/farm number : .....

Suburb: .....

Town: .....

Area applying for .....m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☐
For commercial parking purposes	☐
For residential parking purposes	☐
For non-commercial purposes	☐
For projecting structures onto street reserves	☑
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application: Seating on company
porch outside
.....

Motivation: Seating is not on the sidewalk
and not in anyone's way
.....

.....
.....
.....
.....
.....
.....
.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner ☐

Diagram of proposed area of the lease area ☐

Letters of consent (affected neighbours) ☐

Application fee (non-refundable) ☐

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 02/10/2023

Full name: Jo Angela Schultz

Hayward Street

Sidewalk

Design Paved Park Area

Manor Ln

Lot Tree

Carved

7.3.9	**PROPOSED LEASE AGREEMENT: ERF 9547 (cnr CHURCH AND ADRINGA STREETS), STELLENBOSCH: JAVABISTRO AND CO**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

2. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 9547 (cnr CHURCH AND ADRINGA STREETS), STELLENBOSCH: JAVABISTRO AND CO

3. PURPOSE

To consider an application from Java Bistro and Co, to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

4. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The Municipal Manager has the delegated authority to enter into lease agreements under three (3) years.

The Municipal Manager has existing delegations to enter into agreements on behalf of Council.

5. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Java Bistro Co trading from erf 9547, Stellenbosch. The current area being used is not in line with the provisions /requirements of the Outdoor Dining Policy. There is not sufficient walkway left for the public in that the seating does not provide a 1.5m area for sidewalk users. Under 6.2.1 are photographs of the current area being used by the establishment. The photos were taken by the Property Management unit. The applicant does not have a lease agreement or previous encroachment agreement with the municipality and is therefore currently not paying any rent for use of the area. We served the applicant with a letter requesting that they apply for the outdoor dining lease to ensure compliance.

They have not specified a requested time for the lease and the area they are interested in and currently using is $42\,m^2$. They have filed a diagram with the application indicating the area which also indicates that only 1.2 meters will be left open on the sidewalk. The department cannot support the application based on the current use.

6. RECOMMENDATIONS

(a) that the land as indicated on Fig 1and 2, measuring approximately 42 m² in extent, be identified as land not needed to provide the minimum level of basic municipal services during the period that the rights are awarded; and

(b) For consideration

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for lease

An application was received from Java Bistro Co to enter into a lease agreement with Stellenbosch Municipality in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**. The extent of the proposed leased area is approximately 42m². A copy of the diagram filed by the applicant is attached hereto as **APPENDIX 2.**

6.2 DISCUSSION

6.2.1. Locality and context

Erf 9547, Stellenbosch is located at the corner of Church and Adringa Streets, Jan Katz Building, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Figure 3.

In their application they indicate that 1.2m of sidewalk will be left open for pedestrians however it is clear from the photographs that the current area is not in line with the 1.2m indicated and then also not in line with the 1.5m set out in terms of the requirements set by National guidelines for non motorised transport.

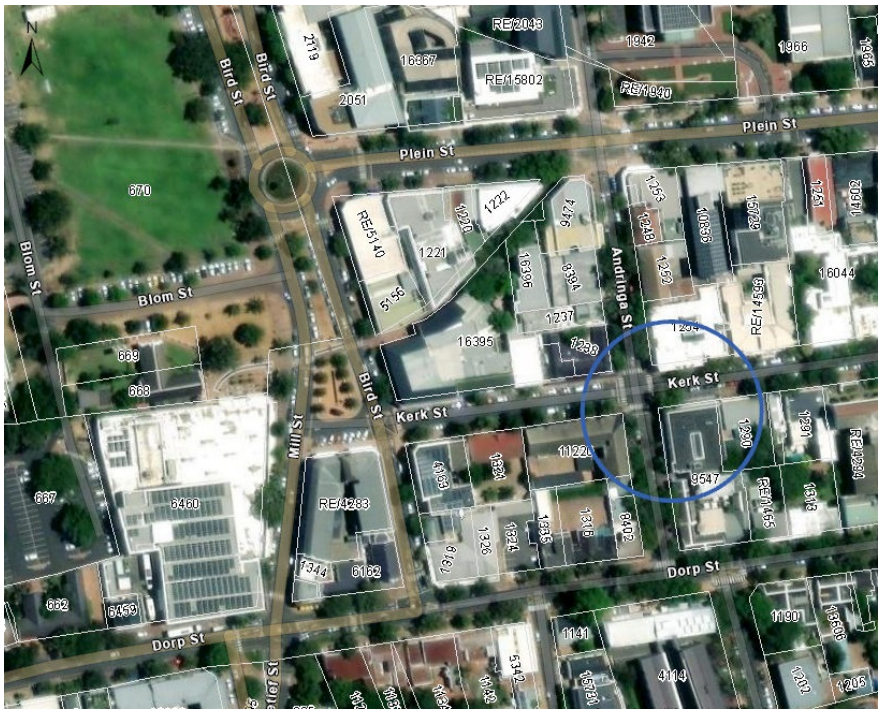


Fig 1. Location and context



Fig 2 .Extent of area





Fig 3. Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch **By-Law on Roads and Streets**

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections, be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for encroachment where local conditions are favourable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of a high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for encroachment of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity.The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the encroachment area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long term rights, there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a monthly fee of R 6 300.00 (incl. of VAT) is applicable and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 9.2.5 RESOLVED (nem con)

(a) That council takes note of the intended communication to the public;
(b) That council takes note that all restaurants and businesses will be given notice to apply/re-apply for a lease to use council property for outdoor dining purposes; and

(c) That the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The application does not comply with Council's criteria.

6.8 Comments from Senior Management

6.8.1 Director: Planning and Economic Development

The application from Java Bistro to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

In terms of the Java Bistro application, it is clear from the documents received that the flow of pedestrians is being obstructed by the proposal submitted as shown on the photographs submitted, especially in the vicinity of the tree on the sidewalk. As such, this Directorate cannot support this application at this point in time.

The Directorate will however support the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use. This area must be indicated on a revised site development plan which forms part of the lease agreement and it must be clearly marked on site to facilitate the monitoring of compliance with relevant conditions.

If the aforementioned pedestrian flow is addressed then the Directorate would in principle not be opposed to the Municipality entering into a lease agreement with the applicant and if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

6.8.2 Municipal Manager

That the application is not supported in the current form based on current usage**.**

ANNEXURES: 1. Application

2. Diagram

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-11-09***

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND
APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Yolandi Dell

Physical address: 5 Jan Cats Building
Church street
Stellenbosch

Postal code: 7600

Mailing address: 8 Jan Cats Building
Church street
Stellenbosch

Postal code: 7600

E-mail address:

Telephone:

Cell phone:

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : 9547

Suburb: Stellenbosch

Town: Cape Town

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number : 9547

Suburb: Stellenbosch

Town: Cape Town

Area of encroachment: 41.6 m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☑
For commercial parking purposes,	☐
For residential parking purposes	☐
For non-commercial purposes (such as garden purposes, gates,ect)	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application:
Permit for outdoor dining

Motivation: Granting this permit will benefit our business and also enhance the overall vibrancy and appeal of Church street. We will comply with all regulations to mitigate any potential issues related to outdoor dining.

.....

.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

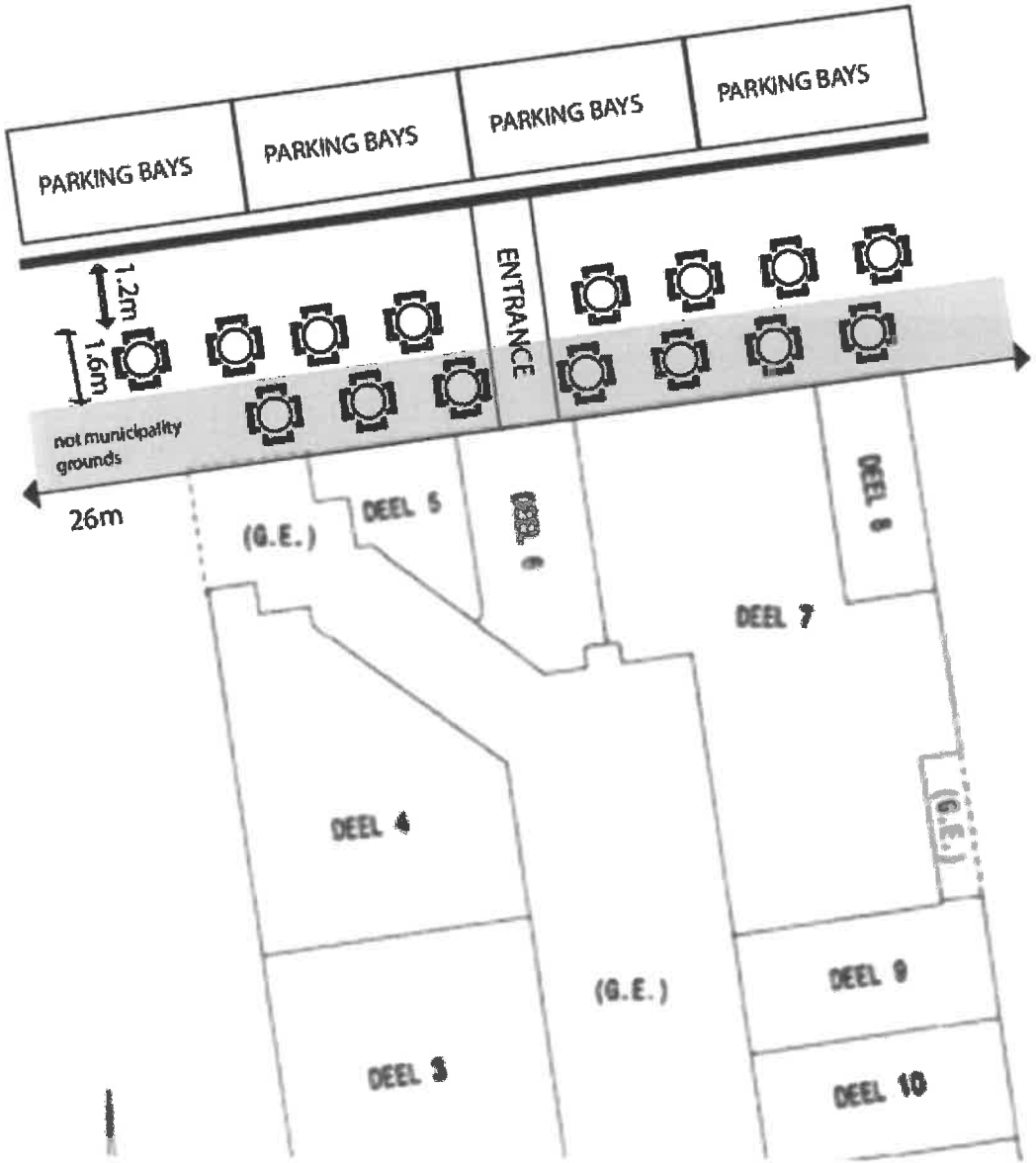
Special Power of Attorney, where Applicant is not the owner	☑
Diagram of proposed area of the lease area	☑
Letters of consent (affected neighbours)	☑
Application fee (non-refundable)	☐

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 30 October 2023

Full name: Yolandi Dell

ANNEXURE 2



GRONDVERDIEPINGPLAN

OUTSIDE SEATING

JAVA BISTRO & CO

7.3.10	**PROPOSED LEASE AGREEMENT: ERF 1859 (36 RYNEVELD STREET) STELLENBOSCH, VADAS PASTES DE NATA AND CAFE**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 1859 (36 RYNEVELD STREET) STELLENBOSCH, VADAS PASTES DE NATA AND CAFÉ

2. PURPOSE

to consider an application from Vada Pastes de Nata and Cafe, to enter into a Lease Agreement with Stellenbosch Municipality, in terms of where they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreements of three (3) years and less has been delegated to the Municipal Manager. The Municipal Manager has existing delegations to enter into agreements on behalf of the Municipality.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Vada Pastes de Nata and Cafe trading of erf 1861, Stellenbosch. The application is in line with the provisions /requirements of the Outdoor Dining Policy. Under 6.2.1 are photos showing how are is currently being used. The photos were taken by the Property management Unit. The applicant does not currently have any lease agreement or previous encroachment agreement with the municipality and is not paying rent for current use. The applicant was served with a letter to request compliance and subsequently filed an application.

They have not specified a requested time for the lease and the area they are interested in is 15 m².

The applicant has submitted a diagram which indicates the area they are interested in. It does not indicate that there is a 1.5m unobstructed walkway for pedestrian use however same is evident from the photographs taken by the contract management department.

The department can support the application.

5. RECOMMENDATIONS

(a) that the land as indicated on Fig 1and 2, measuring approximately 15m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;

(b) that the approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:

1. That no permanent structure or deck be erected without the prior written consent of council, as well as approved building plans from the building department.

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

3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access.

4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.

(c) that the Municipal Manager be authorised to determine the rental amount in terms of the approved tariff book provisions and that an escalation of 6% be approved.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for lease

An application was received from Vadas Pastes de Nata and Cafe to enter into an agreement with Stellenbosch Municipality in terms of whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**, with a diagram attached as **APPENDIX 2**.

6.2 DISCUSSION.

6.2.1. Locality and context

Erf 1859, Stellenbosch is located at 34 Ryneveld Street, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Fig 3.



Fig 1. Location and context



Fig 2 .Extent of area





Fig. 3 Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch By-Law on Roads and Streets

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections, be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for lease where local conditions are favourable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for lease of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity. The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long-term rights there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a fee of R150 per m² is charged on a monthly basis which means that the monthly rental will be R 2 550.00 (incl. of VAT) and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2002-06-22: ITEM 9.2.5 RESOLVEND (nem con)

(a) That council takes note of the intended communication to the public;
(b) That Council takes note that all restaurants and business will be given notice to apply / re-apply for a lease to use council property for outdoor dining purposes; and
(c) That the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management

6.8.1 Director: Planning and Economic Development

The application from Vada Pastes de Nata and Cafe to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

The Directorate: Planning and Economic Development would in principle not be opposed to the Municipality entering into a lease agreement with the applicant if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

The Directorate supports the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use.

ANNEXURES: 1. Application

2. Proposed Lay-out

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	***2023-11-09***

ANNEXURE 1

STELLENBOSCH
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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Date: 04/09/2023

TO WHOM IT MAY CONCERN

BY HAND

Dear Sirs,

APPLICATION FOR LEASE OF MUNICIPAL LAND: OUTDOOR DINING

We refer to the abovementioned matter.

We confirm that you received a notification letter during February 2023 requesting you to file an application for lease of municipal land for outdoor dining purposes.

To date we have not received your application and in terms of a Mayoral Committee resolution on 30 August 2023 final notice is hereby given to proceed to file your application before the end of October 2023.

Please find attached hereto a copy of the application for lease of municipal land. Kindly complete same and email to Yolande.vandenberg@stellenbosch.gov.za alternatively hand deliver to 3rd floor, NPK building, cnr Plein and Ryneveld Streets for attention Yolande van den Berg.

We trust you find this to be in order and look forward to hearing from you.

Yours faithfully,



.....

YOLANDE VAN DEN BERG

HEAD: CONTRACT MANAGEMENT

Yolande.vandenberg@stellenbosch.gov.za

Tel: 021 808 8073

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APPLICATION FOR LEASE OF MUNICIPAL LAND
APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Vadas Pastes de nata & Cafe

Physical address: 36 Ryneveld Street
Stellenbosch, Cape Town.

Postal code: 7600

Mailing address: Same as above.

Postal code:

E-mail address: [redacted]

Telephone: [redacted]

Cell phone: [redacted]

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : 1859 / 1861

Suburb: Stellenbosch.

Town: Cape Town.

C: PROPERTY DETAILS OF LEASE AREA APPLYING FOR

Erf/farm number : 1854 / 1861

Suburb: Stellenbosch.

Town: Cape town

Area applying for .....m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☒
For commercial parking purposes	☐
For residential parking purposes	☐
For non-commercial purposes	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☒
Other: please provide description:	☐

Brief description of application: We would like to use the marked area as seating for our guests to enjoy coffee and put up Signage.

Motivation: Our shop is very small so this extra area goes a long way in helping us service our guests needs. The tables & chairs & umbrellas also look good for the area and attracts clients to the street.

.....

.....

.....

.....

.....

.....

.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

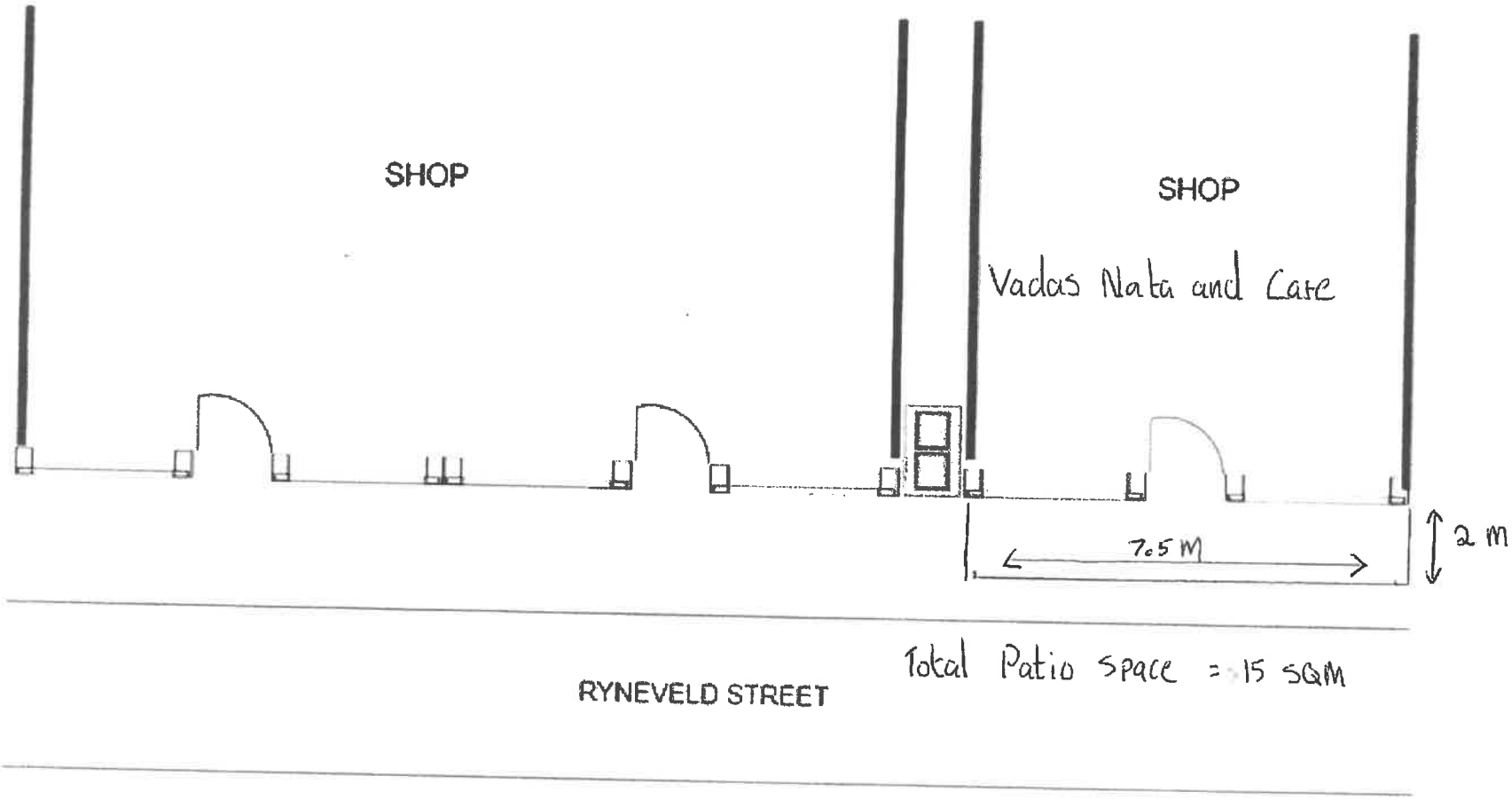
Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	☑
Letters of consent (affected neighbours)	☐
Application fee (non-refundable)	☐

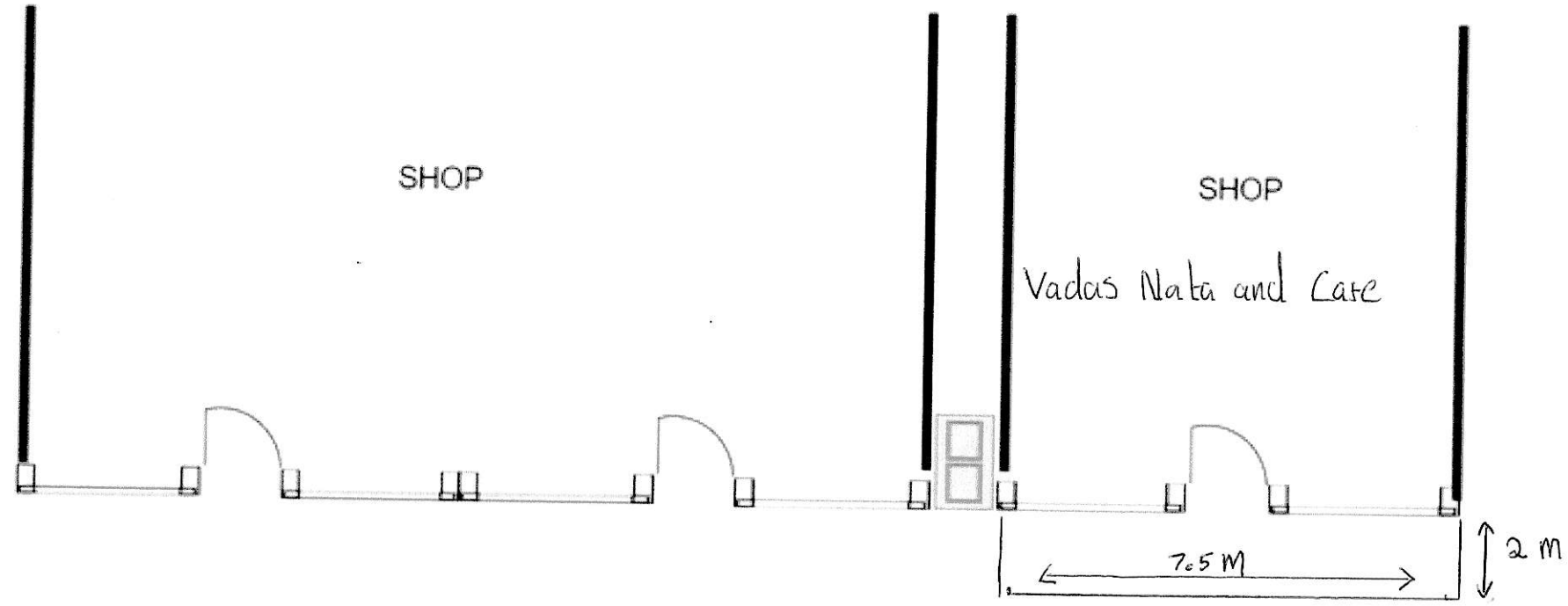
I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 1st October 2023

Full name: Peter John Vadas.

ANNEXURE 2


SHOP
SHOP
Vadas Nata and Care
7.5 m
2 m
RYNEVELD STREET
Total Patio Space = 15 SQM



Total Patio Space = 15 SQM

7.3.11	**PROPOSED LEASE AGREEMENT: ERF 4163 (7 CHURCH STREET), STELLENBOSCH: CAFÉ SOFIA**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 4163 (7 CHURCH STREET), STELLENBOSCH: CAFÉ SOFIA

2. PURPOSE

To consider an application from Café Sofia, to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The Municipal Manager has the delegated authority to enter into lease agreements under three (3) years.

The Municipal Manager has approved delegations to enter into agreements on behalf of the municipality.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Café Sofia trading from erf 4163, Stellenbosch. The current area being used is not in line with the provisions /requirements of the Outdoor Dining Policy. There is not sufficient walkway left for the public in that the seating does not provide a 1.5m area for sidewalk users. Under 6.2.1 are photographs of the current area being used by the establishment. The photos were taken by the property management unit. The applicant does not have a lease agreement or previous encroachment agreement with the municipality and is therefore currently not paying any rent for use of the area. We served the applicant with a letter requesting that they apply for the outdoor dining lease to ensure compliance.

They have not specified a requested time for the lease and the area they are interested in and currently using is $25\,m^2$. They have also failed to file a diagram with the application indicating the area, furniture to be used and how the area of 1.5m will be left open for pedestrian use. The above information is however evident from the photographs.

The department does not support the application as indicated in the photographs. We can support one row of tables next to the shopfront to leave open the 1,5 meters area next to the curb for pedestrian use.

5. RECOMMENDATIONS

(a) that the land as indicated on Fig 1and 2, measuring approximately 25 m² in extent, be identified as land not needed to provide the minimum level of basic municipal services during the period that the rights are awarded; and

(b) For Consideration

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for lease

An application was received from Café Sofia to enter into a lease agreement with Stellenbosch Municipality in terms of where they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**. The extent of the proposed leased area is approximately 25m².

6.2 DISCUSSION

6.2.1. Locality and context

Erf 4163, Stellenbosch is located at the 7 Church Street, Shop 1, Oude Bank, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Figure 3.

In their application there is no indication of the area to be left open for pedestrians however it is clear from the photographs that the current area is not in line with the 1.5m requested in terms of the requirements set by National guidelines for non motorised transport.



Fig 1. Location and context

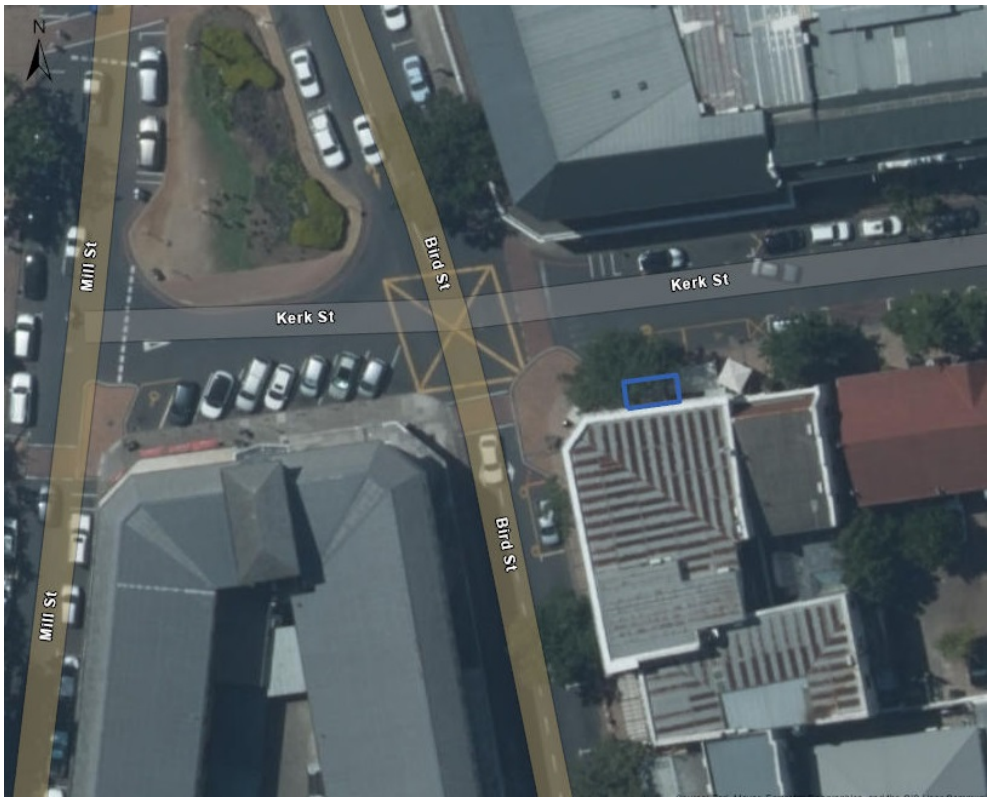


Fig 2 .Extent of area





Fig 3. Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch **By-Law on Roads and Streets**

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy, and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for encroachment where local conditions are favourable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for encroachment of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity.

The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the encroachment area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Leased Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long-term rights there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a monthly fee of R 3750.00 (incl. of VAT) is applicable and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 9.2.5 RESOLVED (nem con)

(a)That council takes note of the intended communication to the public;

(b) That council takes note that all restaurants and businesses will be given notice to apply/re-apply for a lease to use council property for outdoor dining purposes; and

(c) That the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The application does not comply with Council’s criteria.

6.8 Comments from Senior Management

The comments are currently requested.

6.8.1 Director: Planning and Economic Development

The application from Café Sofia to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

In terms of the Café Sofia application, it is clear from the documents received that the flow of pedestrians is being obstructed by the proposal submitted as shown on the photographs submitted, especially in the vicinity of the tree on the sidewalk. As such, this Directorate cannot support this application at this point in time.

The Directorate will however support the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use. This area must be indicated on a revised site development plan which forms part of the lease agreement, and it must be clearly marked on site to facilitate the monitoring of compliance with relevant conditions.

If the aforementioned pedestrian flow is addressed then the Directorate would in principle not be opposed to the Municipality entering into a lease agreement with the applicant and if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

ANNEXURES: 1. Application

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-11-09***

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND
APPLICATION FORM

A: APPLICANT'S DETAILS Lorecopty Ltd t/a

Name : Sofia Pizza & Pasta House

Physical address: De Oude Bank Building,
7 Church Street
Stellenbosch
.....
Postal code: 7600

Mailing address: De Oude Bank Building,
7 Church Street
Stellenbosch
.....
Postal code: 7600

E-mail address: .....

Telephone: .....

Cell phone: .....

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : 4163

Suburb: Stellenbosch

Town: Cape Town

C: PROPERTY DETAILS OF LEASE AREA APPLYING FOR

Erf/farm number : 4163

Suburb: Stellenbosch

Town: Cape Town

Area applying for 25 m^2

* To be supplemented with a sketch-plan with dimension in m^2

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☑
For commercial parking purposes	☐
For residential parking purposes	☐
For non-commercial purposes	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application: To apply for encroachment for placing tables, chairs & umbrellas on the outside section.

Motivation: To be able to have chairs, tables & umbrellas on the outside section of our restaurant in order to accomodate & satisfy customers needs.

.....

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.....

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.....

.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	☑
Letters of consent (affected neighbours)	☐
Application fee (non-refundable)	☐

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 6/09/2023

Full name: Lorena Corbolino .

7.3.12	**PROPOSED LEASE AGREEMENT: ERF 8394 (19 ADRINGA STREET) STELLENBOSCH, FIDDERS CAFE**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 8394 (19 ADRINGA STREET) STELLENBOSCH, FIDDERS CAFÉ

2. PURPOSE

To consider an application from Fidders (Pty) Ltd t/a Fidders Cafe, to enter into a Lease Agreement with Stellenbosch Municipality, in terms of where they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreements of three (3) years and less has been delegated to the Municipal Manager.

The Municipal Manager has approved delegations to enter into agreements on behalf of the Municipality.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Fidders Cafe trading of erf 8394, Stellenbosch. The application does include a diagram of the intended use although the area is currently not being used as the applicants are waiting for approval from council. This is commendable as most restaurants do first and ask later. The contract management team attended to an inspection and this specific space has sufficient walkway and if the applicant places four tables as indicated on their diagram and they will therefore be compliant with the Outdoor Dining policy in terms of 1.5m unobstructed walkway to be left open as well as 80cm next to the street for car doors to open. Under 6.2.1 are photos showing the area they are interested in as well as the furniture they are intending on using on the sidewalk. The photos were taken by the property management unit. The applicant does not have an agreement with the municipality at the moment and applied without us requesting them to.

They have not specified a requested time for the lease and the area they are interested in is 12 m^2.

The department supports the application provided that they comply with the provisions as set out.

5. RECOMMENDATIONS

(a) that the land as indicated on Fig 1and 2, measuring approximately 12 m² in extent, be identified as land not needed to provide the minimum level of basic municipal services during the period that the rights are awarded;

(b) that the approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:

1. That no permanent structure or deck be erected without the prior written consent of council, including approved building plans.

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

3 The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access.

4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.

(c) that the Municipal Manager be authorised to determine the rental amount as per the approved outdoor dining tariffs and an escalation of 6% be approved.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for lease

An application was received from Fidders Cafe to enter into an agreement with Stellenbosch Municipality in terms of whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**. The extent of the proposed lease area is approximately 12m². A diagram has been filed indicating the intended use and is attached hereto as **APPENDIX 2**. The applicant has also filed photographs of the furniture they intend on using which is attached as **APPENDIX 3**. The applicant further filed a letter of consent from Stellenbosch Antiques Oudhede indicating that they do not have a problem if the applicants make use of the area. The consent letter is attached hereto as **APPENDIX 4**.

6.2 DISCUSSION

6.2.1. Locality and context

Erf 8394, Stellenbosch is located at 19 aDRINGA Street, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area interested in under Fig 3.

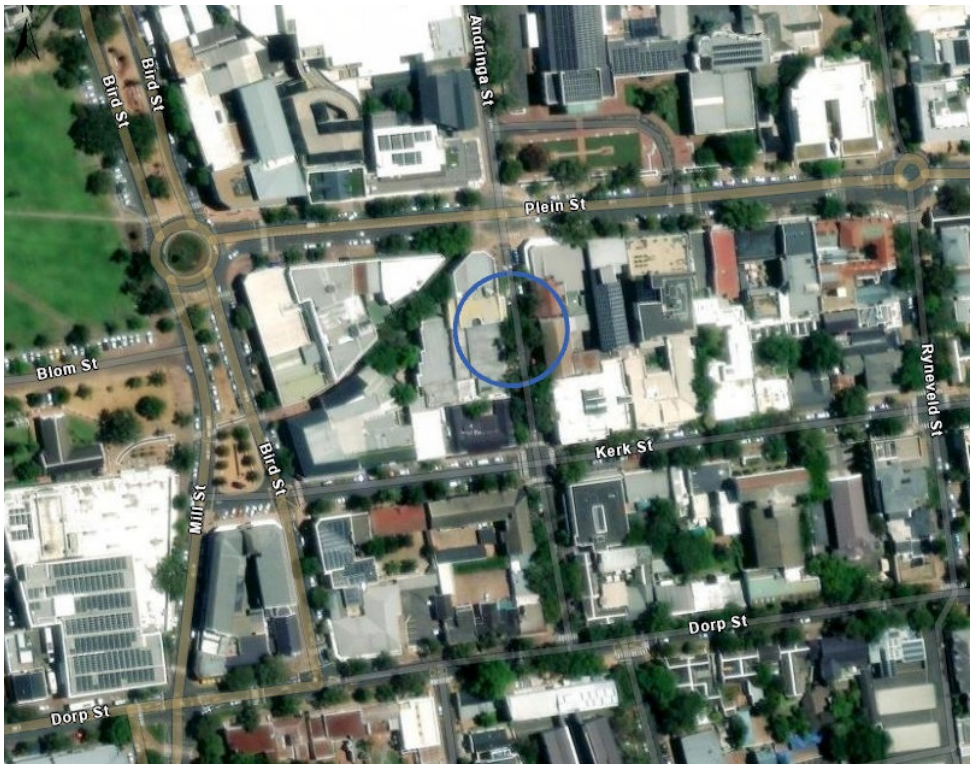


Fig 1. Location and context



Fig 2 .Extent of area



Fig. 3 Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch By-Law on Roads and Streets

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for lease where local conditions are favourable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of high pedestrian usage, e.g. a retail centre, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for lease of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the public, existing streetscape elements and residential amenity.

The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long-term rights there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a fee of R150 per m² is charged on a monthly basis which means that the monthly rental will be R 1 800.00 (incl. of VAT) and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2002-06-22: ITEM 9.2.5 RESOLVEND (nem con)

(a) That council takes note of the intended communication to the public;
(b) That Council takes note that all restaurants and business will be given notice to apply / re-apply for a lease to use council property for outdoor dining purposes; and

(c) That the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The risks are addressed in the item.

6.7 Comments from Senior Management

6.8.1 Director: Planning and Economic Development

The application from Fidder's Café to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

The Directorate: Planning and Economic Development would in principle not be opposed to the Municipality entering into a lease agreement with the applicant if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

The Directorate supports the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use. It is noted that the proposed use is not as yet in operation, and it is advised that layout plans be submitted that clearly indicates the use of the site and flow of pedestrians and that these layout plans form part of the lease agreement so as to facilitate the monitoring of compliance with relevant conditions.

ANNEXURES: 1. Application

2. Diagram

3. Furniture to be used

4. Consent letter

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-11-09***

ANNEXURE 1

STELLENBOSCH
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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND
APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Fidders (Pty) Ltd

Physical address: 19 + 19A Andringa Street
Stellenbosch Central
Stellenbosch

Postal code: 7600

Mailing address: 19 Andringa Street
Stellenbosch Central
Stellenbosch

Postal code: 7600

E-mail address: [redacted]

Telephone: [redacted]

Cell phone: [redacted]

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : 8394

Suburb: Stellenbosch

Town: Stellenbosch

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number : 8394

Suburb: Stellenbosch Central

Town: Stellenbosch

Area of encroachment: ± 12 m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☑
For commercial parking purposes,	☐
For residential parking purposes	☐
For non-commercial purposes (such as garden purposes, gates,ect)	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application: Outside seating for small café / coffee Shop. Placement of tables & Chairs on pavement

Motivation: To add seating for patrons under beautiful trees in the hub / heart of Stellenbosch. Enhance the experience

of visiting Stellenbosch and our shop and facilitate return visits to boost our economy

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	☑
Diagram of proposed area of the lease area	☑
Letters of consent (affected neighbours)	☑
Application fee (non-refundable)	☐

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 21/9/2023

Full name: Madeleine Germishuis

FOR OFFICIAL USE

- The application was considered on .....by.....
- The application was

☐ **APPROVED** ☐ **NOT APPROVED**

Conditions (if any): .....

.....

.....

Applicant was informed of outcome on .....

....

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

***If approved**

☐ Encroachment fee paid

☐ Lease Agreement signed

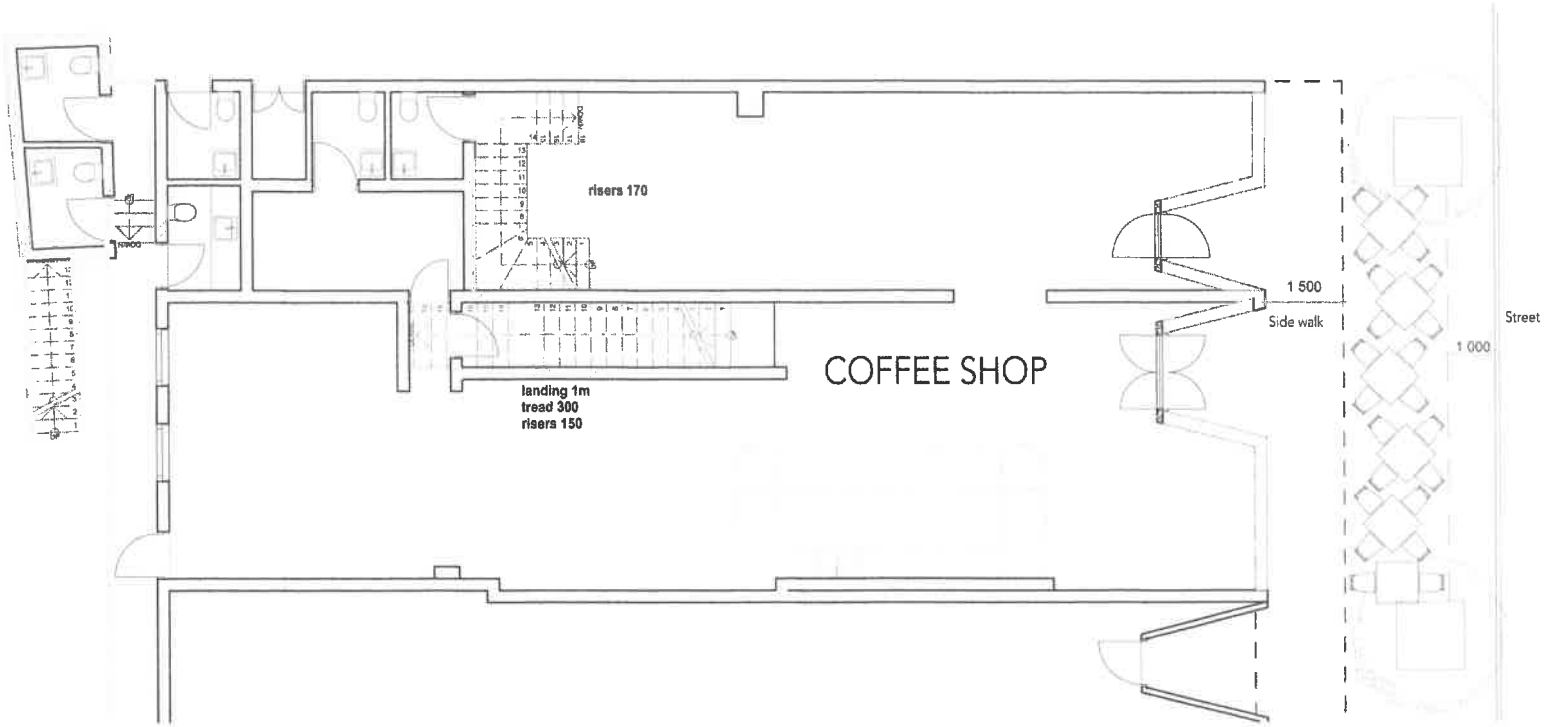
☐ Agreement/Permit processed on Contract Management System

....

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

ANNEXURE 2



0 Ground floor 1:100

newton fincham architects(pty)ltd

PLAN. BUILD. INSPIRE

REVISION	DATE	REVISION DETAILS	SIGNATURES

PROJECT: FIDDERS , Stellenbosch

DRAWING TITLE: Floor Layout

SHEET: 1

DRAWING: NF

SCALE: as shown

PAPER SIZE: A3

REVISION: SM

ANNEXURE 3



ANNEXURE 4

Stellenbosch
Antiques Oudhede

21 September 2023

To whom it may concern

I confirm herewith that I have no problem with the request of my tenants at 19 + 19A Andringa Street (Erf 8394), to use the pavement / municipal space on the sidewalk for seating for the café they are currently renovating and plan to open in the next few weeks.

Should you have any queries, kindly contact me on

Regards

E. Kogler

Specializing in Oriental Carpets, Antiques and Bygones.

17 Andringa Street
Stellenbosch
7600

Phone:
email:

7.3.13	**PROPOSED LEASE AGREEMENT: ERF 2051 (5 PLEIN STREET), STELLENBOSCH: GARY ROM MAN**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 2051 (5 PLEIN STREET), STELLENBOSCH: GARY ROM MAN

2. PURPOSE

To consider an application from Gar Rom Man Stellenbosch, to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of the lease agreement of three (3) years and less has been delegated to the Municipal Manager. The Municipal Manager has approved delegations to enter into agreements on behalf of the municipality.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes (seating only) has been received from Gary Rom Man trading from erf 2051, Stellenbosch. The application is in line with the provisions / requirements of the Outdoor Dining Policy. Under 6.2.1 are photos showing how the area is currently being used. The photos were taken by the property management unit. The applicant does not have a lease agreement with the municipality and is not paying rent for the use of the area. We served the applicant with a letter requesting that they apply for the outdoor dining lease in order to ensure compliance.

They have not specified a requested time for the lease and the area they are interested in is 6m².

They have not filed a diagram to indicate placement of furniture, however the same is evident from the photographs in the item. An area of 1.5m is left open for public and pedestrian use of the sidewalk.

The department can support the application provided that appropriate demarcation is done to prevent spilling into a bigger area. We are currently awaiting some guidelines from eth heritage advise committee.

5. RECOMMENDATIONS

(a) that the land as indicated on Fig 1and 2, measuring approximately 6m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;

(b) that the in-principle approval be considered for an initial period of three (3) years with the option of a renewal subject to the following conditions:

1. That no permanent structure or deck be erected without the prior written consent of council.

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

3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and/or installing new public services with-in the leased area. All structures must be removable to gain access to the area as and when required by the municipality or other public service providers. For planned maintenance, repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture and movable structures in order for the municipality to gain access. For emergency work the applicant will be required to remove all furniture and structures immediately.

4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public service purposes or when the applicant refuses the municipality or other public service providers access if required.

(c) that the municipal Manager be authorised to determine the rental amount in accordance with the approved tariffs and an escalation of 6 % be approved.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for Lease agreement

An application was received from Gary Rom Man to enter into an agreement with Stellenbosch Municipality in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes (seating only). A copy of the application is attached as **APPENDIX 1**. The extent of the encroachment area is approximately 6m². The applicant has also filed consent letters from Post and Pepper and Seatlle Coffee Co consenting to the use of the area, which letters are attached hereto as **APPENDIX 2**.

6.2 DISCUSSION.

6.2.1. Locality and context

Erf 2051, Stellenbosch is located at 5 Plein Street, Stellenbosch, as shown on Fig 1 and Fig 2, below as well as photographs of how area is currently being used under Fig 3.

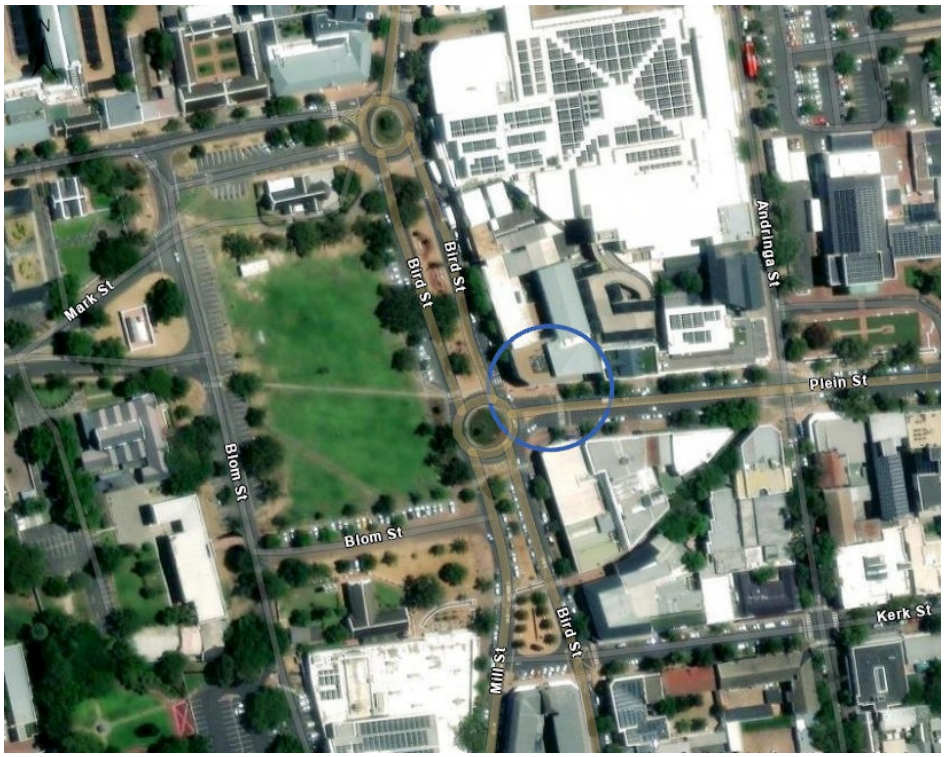


Fig 1. Location and context



Fig 2 .Extent of area



Fig 3. Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch By-Law on Roads and Streets

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining land owner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for a lease agreement where local conditions are favourable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for lease of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the public, existing streetscape elements and residential amenity. The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The Lease agreement will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long-term rights there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a monthly fee of R150.00 per square meter is charged and in this case R 900.00 (incl. of VAT) is applicable and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 9.2.5 RESOLVED (nem con)

(a) That council takes note of the intended communication to the public;

(b) That council takes note that all restaurants and businesses will be given notice to apply / re-apply for a lease to use council property for outdoor dining purposes; and

(c) That the approval of the lease of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management

Comments currently being requested.

6.8.1 Director: Planning and Economic Development

The application from Gary Rom Man to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

The Directorate: Planning and Economic Development would in principle not be opposed to the Municipality entering into a lease agreement with the applicant if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

The Directorate supports the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use.

ANNEXURES: 1. Application

2. Consent letters

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	***2023-11-09***

ANNEXURE 1

STELLENBOSCH
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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Gary Ram Man

Physical address: 05 Plein street
Stellenbosch
Stellenbosch Central
.....
Postal code: 7600

Mailing address: .....
.....
stellenbosch@garyram.co.za
.....
Postal code: .....

E-mail address: stellenbosch@garyramman.co.za

Telephone: .....

Cell phone: .....

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : .....

Suburb: Stellenbosch Central

Town: Stellenbosch

C: PROPERTY DETAILS OF LEASE AREA APPLYING FOR

Erf/farm number : .....

Suburb: Stellenbosch Central

Town: Stellenbosch

Area applying for 5,75 m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☑
For commercial parking purposes	☐
For residential parking purposes	☐
For non-commercial purposes	☐
For projecting structures onto street reserves	☑
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application: Seating fa clients / waiting area. Includes 2 tables, chairs and branded umbrella

Motivation: Not always enough seating for clients in the Barbershop

.....

.....

.....

.....

.....

.....

.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	☑
Letters of consent (affected neighbours)	☑
Application fee (non-refundable)	☑

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 06/09/2023

Full name: Paige Muttitt

ANNEXURE 2

082 7883 926
jess@postandpepper.co.za
www.postandpepper.co.za
The Oude Postkantoor
Erf 2051
c/o Bird and Plein Street
Stellenbosch
7600

29th March 2023

Post & Pepper (PTY) Ltd
The Oude Postkantoor
Unit 001
Corner of Bird & Plein Street
Stellenbosch
7600

To whom it May concern,

I am the Chef and Owner of Post & Pepper Restaurant.
I am aware that Gary Rom Man hairdresser has applied for commercial trading and display for their outside area of their shop on Erf 2051 Stellenbosch, 7600 and I hereby confirm that they have my consent to do so.

I think together our displays can create a beautiful oasis for the corner of Plein Street and can only benefit the shops and businesses surrounding The Oude Postkantoor.

If you need any further assistance or information, please do not hesitate to contact me.

Kind Regards,

Signature
Jessica Van Dyk
Director
Post and Pepper (Pty) Ltd

Letter of Consent for Seattle Coffee Company

From: Mark Riva
Sent: 29 March 2023 11:55
To: MAN Stellenbosch <Stellenbosch@garyromman.co.za>
Cc:
Subject: Re: Letter of Consent for Seattle Coffee Company

Dear Paige & Gary Rom,

On behalf of Seattle Coffee Co - situated next to Gary Rom Man on the corner of Plein & Bird Street, I give our consent for Gary Rom Man to make use of the sidewalk area to place their umbrellas and outdoor seating for the use of their customers.

Kind Regards,

SEATTLE COFFEE Co

UNION DIRECT TRADE

MARK RIVA
Western Cape Regional
Ops Manager

seattlecoffeecompany.co.za

7.3.14	PROPOSED LEASE AGREEMENT: ERF 143, FRANSCHHOEK: COL'CACCHIO

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 143, FRANSCHHOEK: COL'CACCHIO

2. PURPOSE

To consider an application from Carido 165 CC on behalf of Col'Cacchio Franschhoek, to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreement of three (3) years and less has been delegated to the Municipal Manager.

The Municipal Manager has approved delegations to enter into agreements on behalf of the municipality.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of the building wherein Col'Cacchio Franschhoek trades, trading from erf 143, Franschhoek. The application is in line with the council resolution setting out the requirements for the application and is supported by the Engineering Department. Under 6.2.1 are photos showing how area was used before the September floods. The photos were taken by the property management unitThe applicant does have a previous encroachment agreement with the municipality which has lapsed but continued to pay the fee. The previous agreement is attached hereto as **APPENDIX 1.**

They have not specified a requested time for the lease and the area they are interested in is 300 m². They have however not made it clear on their draft plan of what furniture will be used and how the area will be demarcated.

During the floods in September this area suffered a severe damage and was not usable. The applicants informed us that they are not going to pay any fees until the municipality rectifies the damage.

There is a need for parking in Franschhoek and this property is situated next to the building used for the Wine Tourism in Franschhoek.

5. RECOMMENDATION

For consideration.

6. DISCUSSION / CONTENT

6.1.1 Application for lease

An application was received from Carido 165 CC to enter into an agreement with Stellenbosch Municipality in terms whereof Col'Cacchio Franschhoek would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 2**, with drawings of the proposed lay-out attached as **APPENDIX 3**. The extent of the leased area is approximately 300m².

6.2 DISCUSSION.

6.2.1. Locality and context

Erf 143, Franschhoek is located at 66 Huguenot Road, Franschhoek, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Fig 3.

In their application (**Appendix 2**) they do not indicate how much of the pavement will be kept open for pedestrian use. National guideline for non motorised transport requires unhindred acces of 1,5 m.

During the floods in September this area suffered a severe damage and was not usable. The applicants informed us that they are not going to pay any fees until the municipality rectifies the damage.

There is a need for parking in Franschhoek and this property is situated next to the building used for the Wine Tourism in Franschhoek.



Fig 1. Location and context

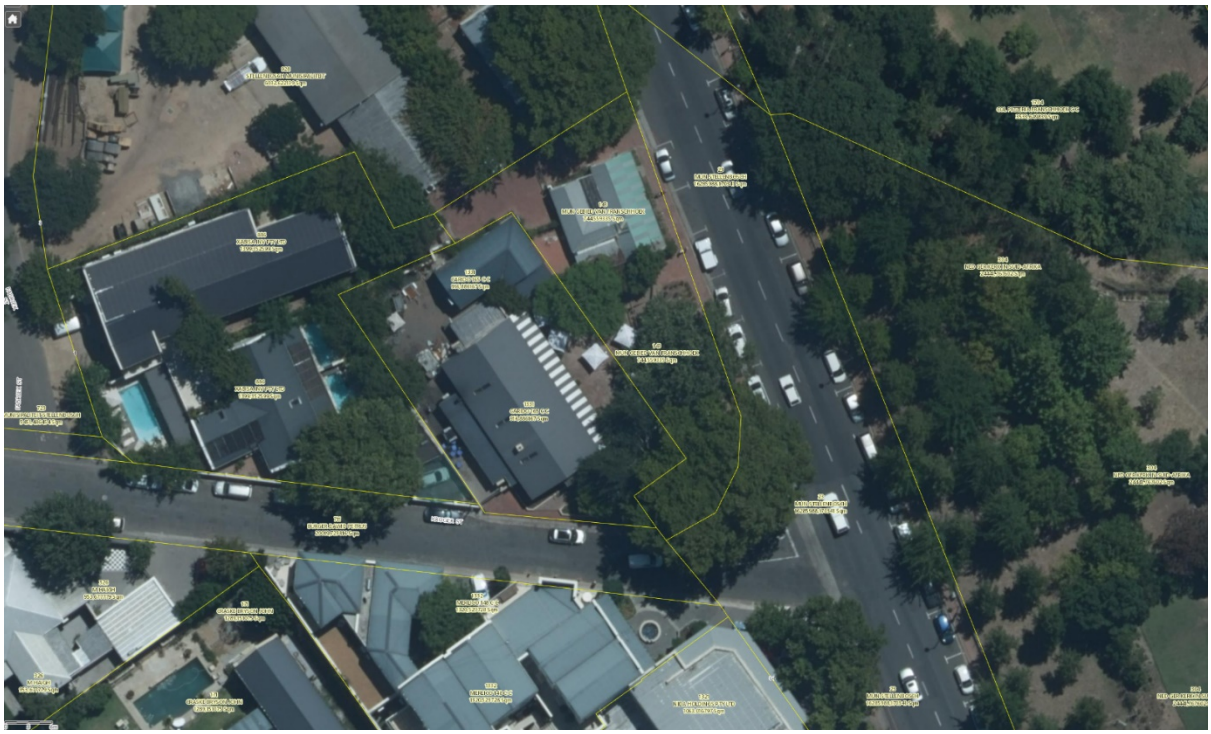


Fig 2 .Extent of area



Fig 3. Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Stellenbosch **By-Law on Roads and Streets**

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, cause an encroachment on a street, sidewalk or road reserve forming part thereof, other than in accordance with conditions prescribed by the municipality.

6.2.2.2 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections, be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining land owner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.3 Outdoor Dining Policy

6.2.2.3.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.3.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for encroachment where local conditions are favorable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of a high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.3.3 Assessment Criteria

The most important local conditions to be considered when an application for the use of the road reserve area for outdoor dining purposes is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity.

The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.3.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.3.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.3.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long term rights, there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a monthly fee of R 150.00 m² from 1 July 2023 is applicable and an escalation of 6% is recommended. If they require 300m² it will amount to a starting amount of R45 000.00 per month.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 9.2.5 RESOLVED (nem con)

(a) that Council takes note of the intended communication to the public;

(b) that Council takes note that all restaurants and business will be given notice to apply/re-apply for a lease to use council property for outdoor dining purposes; and

(c) that the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.8 Risk Implications

The risks are addressed in the item.

6.9 Comments from Senior Management

6.8.1 Director: Infrastructure Services

- The Municipality concludes an agreement with the applicant, detailing the conditions of approval.
- Leased area is zoned as road reserve and cannot be enclosed - to exclude the public, the municipality or other services provider from accessing the area.
- Ensure public risk and liability insurance is in place to cover third party claims.
- Council is indemnified against all possible third-party claims.

- The municipality or other public service provider must not be prohibited from maintaining, repairing, upgrading and / or installing new public services with-in the leased area.

- The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased space is required for municipal or other public services purposes.

- Areas outside of the leased area must remain free from any obstruction to pedestrian movements.

6.8.2 Director: Planning and Economic Development

The application from Col'Cacchio to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes refers.

The subject property for which the lease is required is zoned Public Roads and Parking Zone.

Council has recently approved the Events and Outdoor Dining Overlay Zone as an amendment to its Zoning Scheme Bylaw, 2019. As such, a land use application and approval as contemplated in Section 179 of the Zoning Scheme Bylaw, 2019 will not be required.

The Directorate: Planning and Economic Development would in principle not be opposed to the Municipality entering into a lease agreement with the applicant if the applicant adheres to the prescripts of the Stellenbosch Municipality Roads and Street Bylaw, 2021; the Stellenbosch Municipality Integrated Zoning Scheme Bylaw, 2015 as amended; the Stellenbosch Municipality Outdoor Dining Policy; the National Building Regulations and Standards Act, 1977; and the Stellenbosch Municipality Universal Access Policy.

The Directorate supports the application to allow an area of the sidewalk to be used for outdoor dining and trading, provided that the pedestrian flow is not impeded by the proposed land use.

Appendix 1: Previous agreement,
Appendix 2: Application

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	***2023-11-09***

APPENDIX 1

Col Cachio Franschhoek

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND APPLICATION FORM

A: APPLICANT'S DETAILS

Name : .....Carido 165 CC.....

Physical address: .....

.....

.....

.....

Postal code:.....8005.....

Mailing address: .....

.....

.....

.....

Postal code:.....8005.....

E-mail address: .....

Telephone: .....

Cell phone: .....

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : .....1331.....

Suburb: .....Franschhoek.....

Town: .....Franschhoek.....

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number : ...Portion ERF 143.....

Suburb: .....Franschhoek.....

Town: .....Franschhoek.....

Area of encroachment: .....300.....m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	[x]
For commercial parking purposes,	[ ]
For residential parking purposes	[ ]
For non-commercial purposes (such as garden purposes, gates,ect)	[ ]
For projecting structures onto street reserves	[ ]
For projecting structures onto other council-owned land	[ ]
Other: please provide description:	[ ]

Brief description of application: .....

.....Exterior seating, and related activities for restaurant.....

.....

Motivation:.....Extension / renewal of existing Lease Agreement.....

.....

.....

.....

.....

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	☐
Letters of consent (affected neighbours)	☐
Application fee (non-refundable)	☐

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: ...14/03/2023....

Full name: .....Ivan Isaac Goodman – Member: Carido 165 CC.....

FOR OFFICIAL USE

- The application was considered on .....by.....
- The application was

☐ APPROVED ☐ NOT APPROVED

Conditions (if any): .....

.....

.....

Applicant was informed of outcome on .....

.....
SIGNATURE OF RESPONSIBLE OFFICIAL .....
DATE

Name:.....

***If approved**

☐ Encroachment fee paid

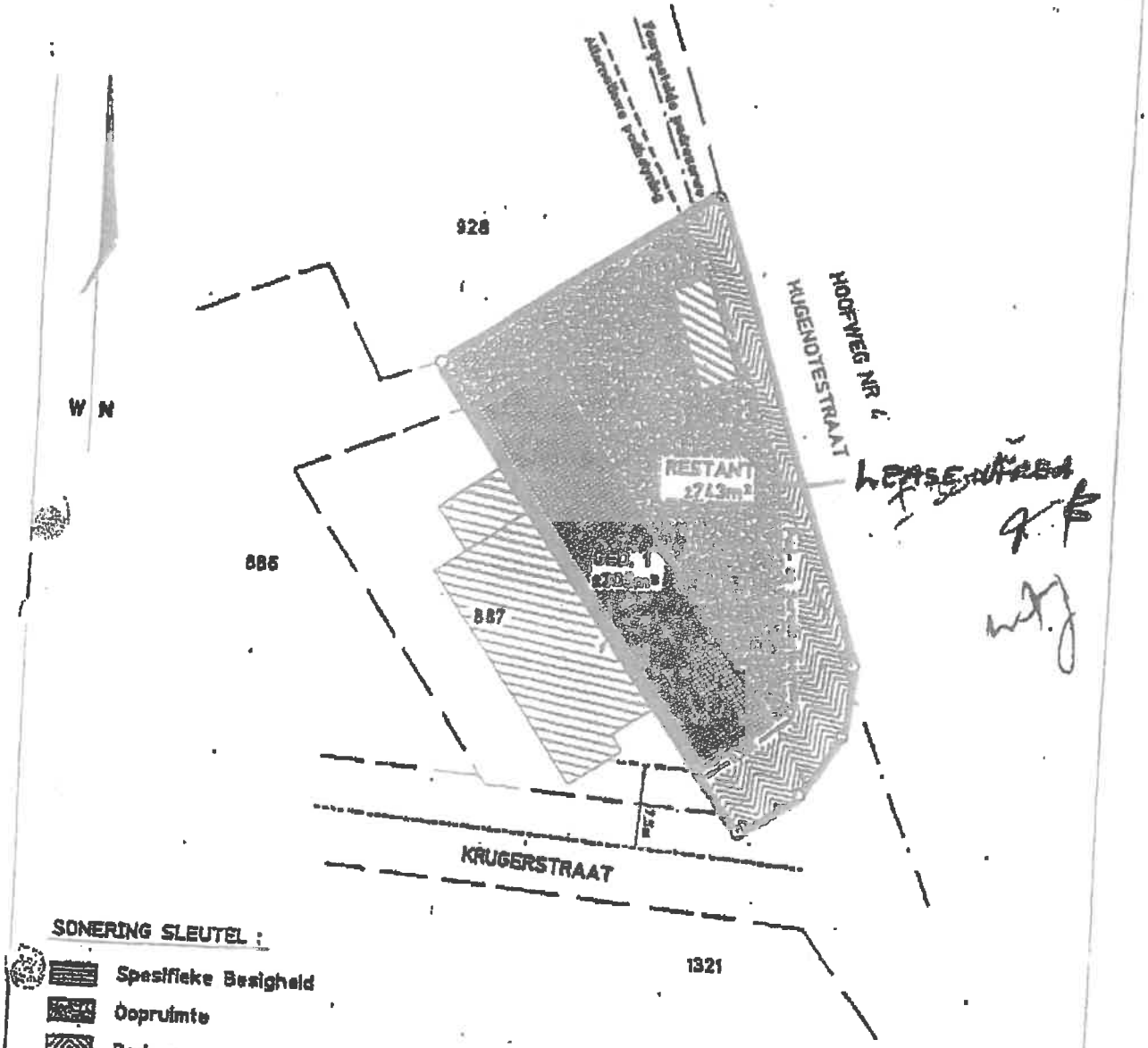
☐ Lease Agreement signed

☐ Agreement/Permit processed on Contract Management System

.....
SIGNATURE OF RESPONSIBLE OFFICIAL .....
DATE

Name:.....

APPENDIX 2



Lease Gedeelte

SONERING SLEUTEL :

- Spesifieke Besigheid
- Oopruimte
- Padreserwe

NOTA :

Gedeelte 1 word met Erf 887 gekonsolideer SIEN 1331

SIEN 1330

VDK

Van der Merwe Oudeburg & Hirtwood
stads- en streekbeplanners · professionele landmeters
DIRKIE UYSSTRAAT 7
BELLVILLE 7530
(021) 9480903
(021) 948808
HOOFSTRAAT 391
PAARL 7646
(0221) 21427
(0221) 25590

PLAN NR 27/20/01

FRANSCHHOEK

PAARL

1/500

F27/7

7.3.15	**LEASE AGREEMENT APPLICATION: USE OF COUNCIL-OWNED LAND FOR PARKING PURPOSES: ATTERBURY: PORTION OF LEASE FARM 369P**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: LEASE AGREEMENT APPLICATION: USE OF COUNCIL-OWNED LAND FOR PARKING PURPOSES: ATTERBURY: PORTION OF LEASE FARM 369P

2. PURPOSE

To consider the application from Atterbury to lease a portion Farm 369P (also known as Trumali parking) for parking purposes for a period of 9 Years and 11 months.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreement of three (3) years and less has been delegated to the Municipal Manager.

The Municipal Manager has approved delegations to enter into agreements on behalf of the municipality.

4. EXECUTIVE SUMMARY

When this property (Farm 961/3) was previously owned by Medi Clinic, they had an Encroachment Agreement with Council to use the portion of Farm 369P for parking purposes. This area was excluded from the K.W.V Lease Agreement. This agreement, however, lapsed when they sold the property and relocated their offices to the ex-BAT property in Stellenbosch.

Council on 2020-11-25 considered a request from Attebury to lease Farm 369P (also known as Trumali parking) for parking purposes and inter alia resolved :

- that council in principle approves the lease agreement with Atterbury, to enable them to use a portion of Lease Farm 369P, consisting of 100 parking bays;

- provided that Council's intention to conclude a lease Agreement with Atterbury for a period of 12 months be advertised for public comments/inputs/objections, where after a Council will consider any inputs and then make a final determination in this regard;

- that council lease the land based on the **"**encroachment" parking tariffs as approved in the latest tariff book; and

- that the applicants be allowed to use the parking bays until council can make a final determination provided that the tariff set out in the tariff book is paid on a monthly basis".

The notice was published and no objections were received.

The matter served again before Mayco in May 2021 **EXECUTIVE MAYORAL COMMITTEE: 2021-05-19: ITEM 7.2.3**
RESOLVED

(a) that Council takes note of the fact that no comments/inputs or objections were received on the advertisement indicating an intention to lease the property for 12 months;
(b) that Council approves the lease agreement for 12 months;
(c) that the Municipal Manager be delegated to determine a market-related rental amount; and
(d) that the new request of Atterbury follows the normal process after the Task Team completed the process on the assessment of Council properties.

No record can be found that the previous Manager Property Management concluded the agreement with Attebury for the parking area.

Attebury when informed about the in-principle council resolution in 202o however, requested that the term of Lease be for a period of 9 years and 11 months. This request could not be considered at that stage as the public participation process was dealt with based on a 12-month lease agreement. Council also requested the Municipal Manager to follow a process to assess council properties and report back by December 2021.

Atterbury has again applied to lease the already developed parking area consisting of 100 parking bays for additional parking bays for their staff.

5. RECOMMENDATIONS

(a) that the portion of Lease Farm 369P, consisting of 100 parking bays be identified as land not needed for any other municipal service; and

(b) For consideration

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Encroachment Agreement with Medi - Clinic to use a portion of Lease Farm 369 for parking purposes

When Medi-Clinic was the owner of the Portion 3 of Farm 961, Stellenbosch, they applied for an Encroachment permit to allow them to use the area for parking purposes. The agreement was subsequently approved (with the consent of KWV), but has since lapsed, when Medi-Clinic sold the property to Atterbury, following their relocation to the ex-BAT offices in Stellenbosch.

Atterbury subsequently applied to lease the property for 12 months which was considered by council on 25 November 2020 and decided to approve the application in principle subject to the application being advertised for a period of 12 months. The application was advertised and no objections were received. On 19 May 2021 Mayco approved the application for a 12-month lease despite the fact that Attebury requested

a longer period. No lease agreement was entered into and Atterbury has now again applied for a lease but for a term of 9 years 11 months.

6.1.2 Application from Atterbury to lease a Portion of Lease Farm 369P for parking purposes

Hereto attached as **APPENDIX 1** an application received from Atterbury to use a portion of Lease Farm 369P, consisting of 100 parking bays, for additional parking purposes for their staff.

6.2 DISCUSSION

6.2.1 Location and context

The property under discussion is situated off Trumali Street, Brandwacht, as shown on Fig 1 and 2 below. The area has been developed by Medi-Clinic when they were leasing it from Council, at their cost. The area consists of 100 parking bays.

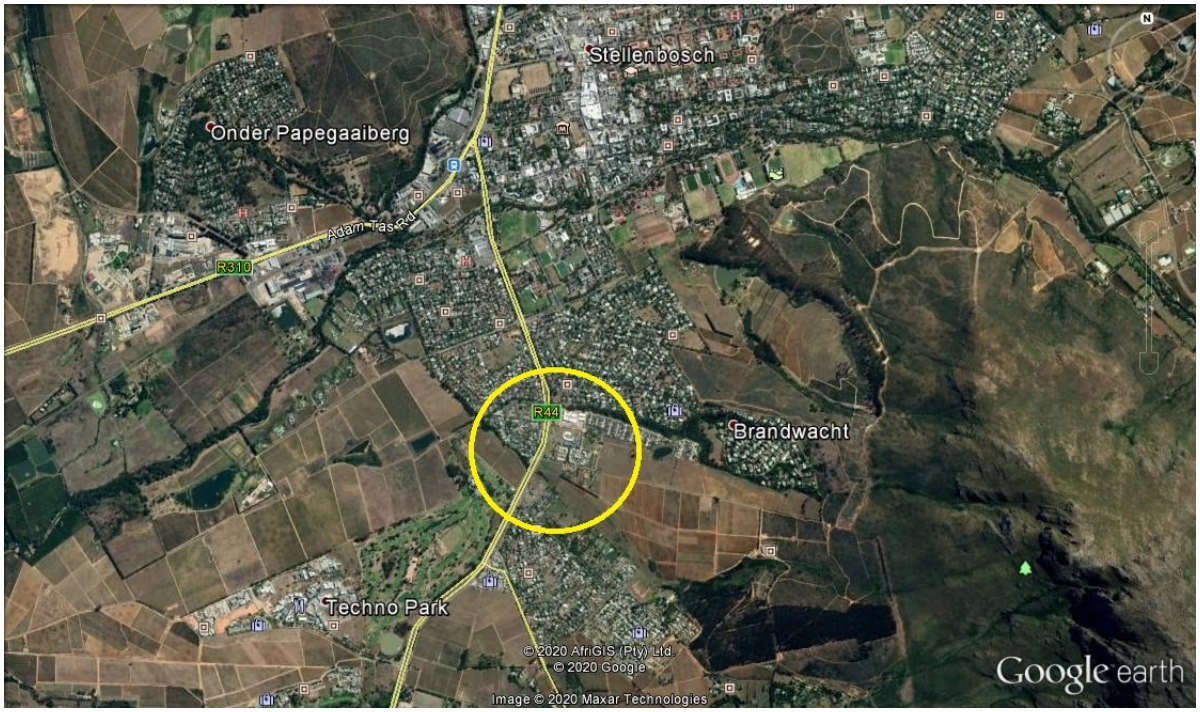


Fig 1: Location and context



Fig 2: Proposed leasing area



Fig 3: Developed parking area

6.3 Financial implication

6.3.1 The tariff for rental of parking bays is approved on an annual basis by council when the budget is approved. The current rate for parking bays outside the Stellenbosch CBD is R221.00 per parking per month. For the 100 parking bays this will be R 22 100.00 per month.

6.4 Legal requirements

6.4.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

f) whether the capital asset may **be required for the municipality's own use** during the period for which the right is to be granted;

g) the extend to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

h) the (possible) risks and rewards associated with the use in relation to the municipality's interests;

i) Any comments received from the local community, and

j) Compliance with the legislative regime applicable to the proposed granting of the right.

6.4.3 Property Management Policy

In terms of paragraph 9.2.2 of the Policy, the Municipal Council may dispense with the prescribed, competitive process, and may enter into a private treaty agreement through any convenient process, which may include direct negotiations, but only in specific circumstances, and only after having advertised Council's intention so to act. One of the circumstances listed in (h) is where encroachment applications are received from adjoining owners, subject to approved tariff structure.

6.5 STAFF IMPLICATIONS

No additional staff implications

6.6 RISK IMPLICATIONS

The risks are addressed in the content of the item.

6.7 PREVIOUS COUNCIL RESOLUTIONS:

On 25 November 2020 Council considered a request from Atterbury to enter into a Lease Agreement i.r.t a portion Lease Farm 369P, for additional parking purposes. Having considered the application, Council resolved as follows:

"RESOLVED (majority vote)

- *that the portion of Lease Farm 369P, consisting of 100 parking bays be identified as land not needed for any other municipal service;*

- *that council **in principle** approves the lease agreement with Atterbury, to enable them to use a portion of Lease Farm 369P, consisting of 100 parking bays;*

- ***that Council's intention to conclude a lease Agreement with Atterbury for a period of 12 months*** *without following a supply chain process be advertised for public* ***comments/inputs/objections, whereafter a return item will be submitted to Council to make a final determination in this regard****;*

- *that council lease the land based on the "encroachment" parking tariffs as approved in the latest tariff book; and*

- *that the applicants be allowed to use the parking bays until council can make a final determination provided that the tariff set out in the tariff book is paid on a monthly basis".*

EXECUTIVE MAYORAL COMMITTEE: 2021-05-19: ITEM 7.2.3

RESOLVED

(a) that Council takes note of the fact that no comments/inputs or objections were received on the advertisement indicating an intention to lease the property for 12 months;

(b) that Council approves the lease agreement for 12 months;

(c) that the Municipal Manager be delegated to determine a market-related rental amount; and

(d) that the new request of Atterbury follows the normal process after the Task Team completed the process on the assessment of Council properties.

6.8 COMMENTS FROM SENIOR MANAGEMENT

The item has not been circulated for comments yet.

ANNEXURES: **Appendix 1: Application**

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	***2023-011-09***

APPENDIX 1

STELLENBOSCH
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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

LEASE AGREEMENT APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Sierra Property Holdings (Pty) Ltd

Physical address: c/o Atterbury Management Services
2nd Floor, Die Klubhuis,
Cnr 26 Pinaster Ave & 18th Street
Hazelwood, Pretoria

Postal code: 0081

Mailing address: Atterbury Property, La Gratitude Herehuis
95 Dorp Street
Stellenbosch

Postal code: 7600

E-mail address: [redacted]

Telephone: [redacted]

Cell phone: [redacted]

B: PROPERTY DETAILS OF APPLICANT (Trumali Park)

Erf/farm number : Erf 16523

Suburb: St Paradyskloof

Town: Stellenbosch

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number : .....

Suburb: .....

Town: Stellenbosch

Area ~~of encroachment:~~ ± 3000 m²

* To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☐
For commercial parking purposes,	☒
For residential parking purposes	☐
For non-commercial purposes (such as garden purposes, gates,ect)	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☐
Other: please provide description:	☐

Brief description of application: We are the owners of Erf 16523 (Trumali Park), opposite the proposed lease area. We intend to lease

~~Motivation~~: the proposed area from the municipality for 9 yrs and 11 months to accommodate/provide mae parking for our existing tenants in Trumali Park. The previous owners of the park also had a lease ares this area with the municipality. We commit to tidy up this area and to keep it clean for the lease period as the current condition is not favorable to the area.

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	☐ N/A
Diagram of proposed area of the lease area	☒
Letters of consent (affected neighbours)	☐ N/A
Application fee (non-refundable)	☐ Please confirm

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 14/02/2023

Full name: Gerit Johannes van den Berg

FOR OFFICIAL USE

- The application was considered on .....by.....
- The application was

☐ **APPROVED** ☐ **NOT APPROVED**

Conditions (if any): .....

.....

.....

Applicant was informed of outcome on .....

....

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

***If approved**

☐ Encroachment fee paid

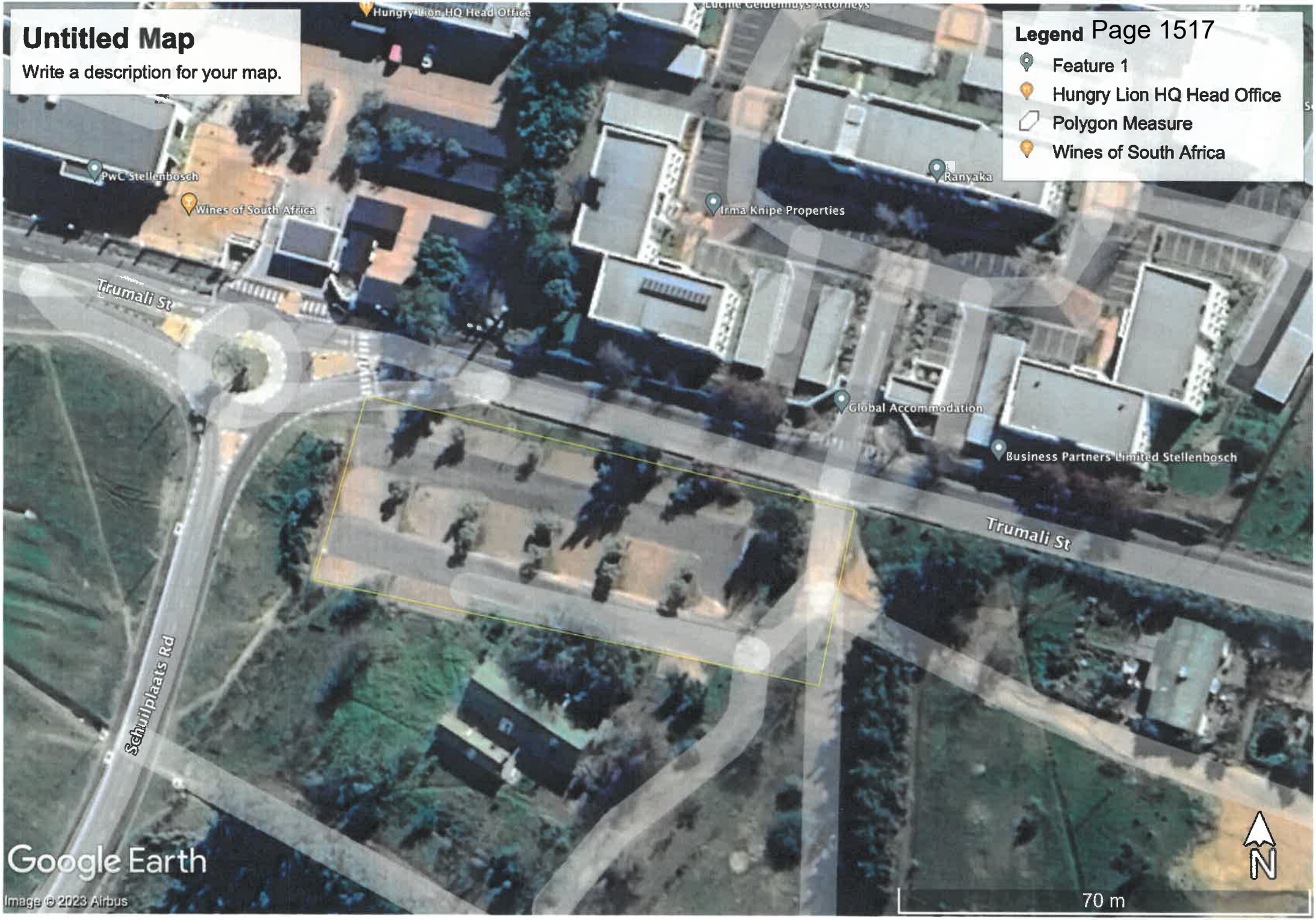
☐ Lease Agreement signed

☐ Agreement/Permit processed on Contract Management System

....

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....


Untitled Map
Write a description for your map.
Legend
Feature 1
Hungry Lion HQ Head Office
Polygon Measure
Wines of South Africa
Hungry Lion HQ Head Office
PwC Stellenbosch
Wines of South Africa
Irma Knipe Properties
Ranyaka
Trumali St
Global Accommodation
Business Partners Limited Stellenbosch
Trumali St
Schuilplaats Rd
Google Earth
Image © 2023 Airbus
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7.3.16	**RENEWAL OF LEASE AGREEMENT APPLICATION: USE OF COUNCIL-OWNED LAND FOR TELECOMMUNICATIONS BASE STATION ON ERF 46 LANQUEDOC (LANQUEDOC SPORTS GROUNDS)**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2023**

1. SUBJECT: RENEWAL OF LEASE AGREEMENT APPLICATION: USE OF COUNCIL-OWNED LAND FOR TELECOMMUNICATIONS BASE STATION ON ERF 46 LANQUEDOC (LANQUEDOC SPORTS GROUNDS)

2. PURPOSE

For Council-to consider the request from Helios Towers (Pty) Ltd for the lease of a portion of Council-owned land for an existing Telecommunications Base Station (previously leased by Eagle Towers).

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreement of three (3) years and less has been delegated to the Municipal Manager.

The Municipal Manager has approved delegations to enter into agreements on behalf of the municipality.

4. EXECUTIVE SUMMARY

A lease agreement was entered into between the Municipality and Eagle Towers on 14 June 2018 an initial period will be 5 years with the option to renew for a further 4 years and 11 months. This lease agreement was ceded over to Helios Towers by Eagle Towers and the lease is up for renewal as from July 2023 for a further period of 4 years and 11 months. The property Management Department was informed about the cession agreement between Eagle Towers and Helios Towers during May 2020. Helios Towers has brought an application for lease of municipal land, and they have also provided a lease agreement subject to the approval of Council. It must be noted that their proposal is for 9 years and 11 months and not just for the remainder of the period as per the 2018 agreement and the cession agreement that was signed in 2020.

The department does not support the application outside the original agreement which gave an option for another 4 years and 11 months.

5. RECOMMENDATIONS

(a) that erf 46 Lanquedoc (Lanquedoc Sports Grounds) be identified as land not needed to provide basic services but is required for the delivery of services to residents;

(b) that Helios Towers be allowed to lease the existing Telecommunication Base station for the additional period of 4 years and 11 months from 1 July 2023 subject to Council advertising the intention for public input and comments; and

(c) that the applicant continues to pay rent for the current structure and until a renewal agreement was signed.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Erf 46, Lanquedoc

This is the sports grounds in Lanquedoc with a previous lease agreement in place for the existing Telecommunications Base Station. The ownerships of this property vests in the Municipality.

6.1.2 Application from Helios Towers (Pty) Ltd to lease Erf 46, Lanquedoc

Hereto attached as **APPENDIX 1** an application received from Helios Towers to lease Erf 46, Lanquedoc also known as Lanquedoc Sports Ground. Hereto attached as **APPENDIX 2** is the lease agreement provided by Helios Towers for consideration by council. Attached as **APPENDIX 3** the previous lease agreement with Eagle Towers. Attached as **APPENDIX 4** is the letter from Eagle Towers informing the municipality of the cession agreement between themselves and Helios Towers.

6.2 DISCUSSION

6.2.1 Location and context



Fig 1: Location and context



Fig 2: The site

6.2 Legal requirements

6.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

k) whether the capital asset may **be required for the municipality's own use** during the period for which the right is to be granted;

l) the extend to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

m) the (possible) risks and rewards associated with the use in relation to the municipality's interests;

n) Any comments received from the local community, and

o) Compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2 Property Management Policy

In terms of paragraph 9.2.2 of the Policy, the Municipal Council may dispense with the prescribed, competitive process, and may enter into a private treaty agreement through any convenient process, which may include direct negotiations, but only in specific circumstances, and only after having advertised Council's intention so to act. One of the circumstances listed in (h) is where encroachment applications are received from adjoining owners, subject to approved tariff structure.

6.3 Financial implications

Based on the previous agreement, including escalation, the monthly fee payable will be R 8570.00 per month.

6.5 Legal Implications

The legal implications are discussed above. As the proposed term of the lease agreement is 9 years 11 months and the value of the leased property is taken into account the asset transfer regulations are not applicable as it is not seen as long term rights on council property that are being given.

6.6 Staff Implications

No additional staff implications.

6.7 Previous / Relevant Council Resolutions

Writer has not been able to allocate any previous Mayoral Committee or Council resolutions and the previous agreements were dealt with by the former Manager: Property Management.

6.8 Risk Implications

The risks are addressed in the item.

6.9 Comments from Senior Management

The item was not circulated for comment as it is the consideration of the renewal of an existing agreement where a possible renewal was provided for.

ANNEXURES:

Appendix 1: Application

Appendix 2: Proposed lease agreement

Appendix 3: Previous lease agreement

Appendix 4: Cession letter

FOR FURTHER DETAILS CONTACT:

NAME	***Annalene de Beer***
POSITION	***Director: Corporate Services***
DIRECTORATE	***Corporate Services***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***31/10/2023***

APPENDIX 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

LEASE AGREEMENT APPLICATION FORM

A: APPLICANT'S DETAILS

Name :	Helios Towers (Pty) Ltd South Africa
Physical address:	1st Floor Hertford Office Park Block I Postal code: 2196
Mailing address:	1st Floor Hertford Office Park Block I Postal code: 2196
E-mail address:	
Telephone:	
Cell phone:	

B: PROPERTY DETAILS OF APPLICANT

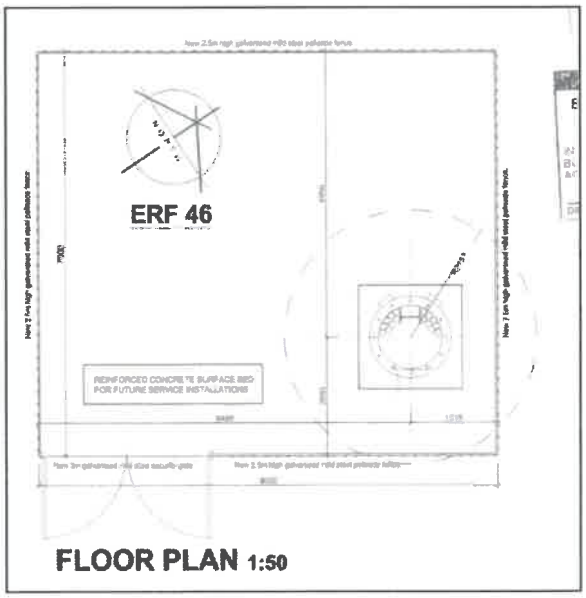
Erf/farm number:	Erf 46
Suburb:	Stellenbosch
Town:	Stellenbosch

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number:	Erf 46
Suburb:	Stellenbosch
Town:	Stellenbosch
Area of encroachment:	8m x 7m = 56m²

* To be supplemented with a sketch-plan with dimension in m²





D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	☐
For commercial parking purposes,	☐
For residential parking purposes	☐
For non-commercial purposes (such as garden purposes, gates,ect)	☐
For projecting structures onto street reserves	☐
For projecting structures onto other council-owned land	☐
Other: please provide description: Lease renewal for existing Telecommunication Base Station	x

Brief description of application:

Application to renew the lease agreement for Erf 46, Stellenbosch for the purpose of the existing telecommunication base station referred to or known as ZAWC0101 Lanquedoc Sports.

Motivation:

The initial lease agreement between Stellenbosch Municipality and Eagle Towers was ceded over to Helios Towers (Pty) Ltd. The lease is now up for renewal.

Helios Towers (Pty) Ltd would like to commence with the renewal process for this existing site, based on the terms presented in the Helios Towers (Pty) Ltd lease agreement, subject to Stellenbosch Municipality's review and approval.

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	x
Letters of consent (affected neighbours)	☐
Application fee (non-refundable)	☐

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: ..... Date: 2023/02/17

Full name: Marinus Gieselbach

FOR OFFICIAL USE

- The application was considered on .....by.....
- The application was

	APPROVED		NOT APPROVED

Conditions (if any): .....

.....

.....

Applicant was informed of outcome on .....

....

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

***If approved**

- ☐ Encroachment fee paid
- ☐ Lease Agreement signed
- ☐ Agreement/Permit processed on Contract Management System

....

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:.....

helios towers

Rental Amount				
Annual Rent:	**Ammount:**	R102,840.00	**Additional:**	n/a
Electricity:	Local Authoriy			
Total:				
Payment Frequency:	Annually on the Anniversary Date			
Method of Payment:	Electronic Transfer			
VAT Number (If Applicable):	4700102181			

Contractual Details	
Commencement Date:	1-Feb-23
Initial Term:	119 months
Renewal Term:	119 months
Escalation Rate Percentage:	CPI
Escalation Rate Frequency:	Annually in advance
Access Hours	24 Hours, 7 Days a Week

Electricity Details	
Supplier/ Local Authority:	Stellenbosch Municipality
Payee Name:	Stellenbosch Municipality
Account Number:	62869253684
Reference Number:	Lanquedoc Sports - Helios Towers

Confirmed and Signed for and behalf of the Landlord on

Signature

Signature

Geraldine Mettler

As the Authorised Representative

Witness Name:

Witness ID:

Clear Form

helios towers

HTSA Towers Confirmation of Contractual Terms

Site Details

Clear

Signee Name:	Marinus Gieselbach	**Contact Details:**	[illegible]
Site Name:	Lanquedoc Sports	**Site ID:**	ZAWC0101
Province:	Western_Cape	**Base Station:**	10m x 10m
Municipality:	Stellenbosch Local	**Site Type:**	Greenfield
Site Coordinates:	**Latitude:** -33.89579	**Longitude:**	18.96595
Property Address:	Protea Street, Stellenbosch		
Property Description:	Erf 46, Lanquedoc, Stellenbosch		

Landlord Details

Landlord Type:	Company (CC)
Company (CC) Name:	LANQUEDOC HOUSING ASSOC
Registration Number:	

Authorised Representative

Name & Surname:	Geraldine Mettler		
Representative ID Number:			
Email Address:	Geraldine.Mettler@stellenbosch.gov.za		
Cellphone Number:	**Main:** 21 808 8073	**Alternative**	021 808 8984

Banking Details

Bank Name:	[illegible]
Account Holder Name:	[illegible]
Account Number:	[illegible]
Account Type:	Cheque Account
Branch Code:	[illegible]

Initial

APPENDIX 2

HTSA Towers Site Lease Agreement

Site Name: **Lanquedoc Sports**

Site ID: **ZAWC0101**

Province: **Western_Cape**

Site Coordinates: Latitude **-33.89579** Longitude **18.96595**

Date: **31 January 2023**

1. This agreement between

LANQUEDOC HOUSING ASSOC

of

Protea Street, Stellenbosch

with Mobile Number and Email Address: **021 808 8073 & Geraldine.Mettler@stellenbosch.gov.za**

and **HTSA TOWERS (PTY) LTD** with registered number 2018/616561/07 of Hertford Office Park, Block I, 90 Bekker RD, Vorna Valley, Midrand, Gauteng, 2196, South Africa ("Helios") permits Helios to construct, operate and maintain a telecommunications mast (the "Mast") within a fenced compound on a plot of land measuring:

10m x 10m

at

Erf 46, Lanquedoc, Stellenbosch

2. Notwithstanding the Signature Date, which shall be the effective date of this agreement, Helios shall be permitted to occupy the Site for nine (9) years and eleven (11) months commencing on the date designated by Helios to the Landlord (the "Site Occupation Date") in a written notice from Helios to Landlord for the Site to be made available to Helios (the "Site Occupation Notice"). Helios shall, with effect from the Site Occupation Date, have the unrestricted right to install and maintain equipment on the Site and the Mast as it deems is necessary or desirable. Helios, or any of its customers, also has an unrestricted right to install and maintain equipment such as but not limited to solar panels, generators, fuel tanks and batteries within the fenced compound on the Site.

3. Helios shall, with effect from the Site Occupation Date, be entitled to allow any entity, company, or supplier of telecommunication services to share, occupy or lease space on the Mast and to allow them to install their own equipment on the Mast and the Site without any financial demand from the Landlord, unless Helios uses ground space other than the Site. If Helios uses more ground space, the Landlord may request an increase of the Rental, which is to be mutually agreed between the parties but in no event shall exceed one third of the existing annual Rental.

4. With effect from the Site Occupation Date, Helios and its customers will be allowed unrestricted access to the Site twenty-four (24) hours a day; seven (7) days a week. All access will be strictly controlled by Helios and anyone seeking to enter the fenced area, including the Landlord's representatives must first obtain permission from Helios.

5. With effect from the Signature Date, the Landlord grants Helios the exclusive right to construct a Mast at the Property, which exclusivity shall endure until the termination of this agreement.

6. Helios shall, with effect from the Site Occupation Date, pay a monthly rental of:

8570 ZAR

The parties agree that Helios shall not be liable for any Rental arising prior to the Site Occupation Date. The Rental will be paid annually in advance by Helios to the Landlord by electronic funds transfer into the following bank account:

Bank Name: **First National Bank**

Account Holder Name: **Stellenbosch Municipality**

Account Number: **62869253684**

Account Type: **Cheque Account**

Branch Code: **250655**

7. The parties agree that the Rental shall increase on each one (1) year anniversary of the Site Occupation Date, in accordance with the annual percentage change, aggregated over the immediately preceding twelve (12) months, in the Consumer Price Index (all items – Table 2) as published by Statistics South Africa or its successor from time to time in its Consumer Price Index publication PO141.1, or in any substitute publication which becomes the norm for the measurement of the general rate of inflation in South Africa over that period, **capped at 5%.**

8. If the Site or any portion thereof is damaged or destroyed to the extent that Helios is not able to use the Site for its intended purpose, then Helios may, without limiting or derogating from its further rights under this agreement or at law, and in Helios's sole and absolute discretion, elect to immediately terminate the agreement on written notice to the Landlord. In the event that Helios does not elect to terminate the agreement in accordance with the further provisions of this clause 8, then:

    a. Helios may repair and rebuild those damaged or destroyed portions of the Site, during which time the Rental shall not be payable by Helios to the Landlord; and

    b. the term of the lease, as contemplated in clause 2 above, shall be extended for a period equivalent to the time taken to restore the damage or destruction contemplated in 8(a) above.

9. Helios is responsible for obtaining, retaining and renewing all permits and licences relating to the construction of the Mast and operation of the Site (collectively, the "Permits"). The Landlord is obliged, with effect from the Signature Date, to provide Helios with any related documentation (such as title or land registration deeds) in order to verify that the Landlord is the true owner of the Site. In addition, the Landlord shall perform all other activities, and procure and provide all approvals and all other resources, personnel, materials, infrastructure and facilities as may be necessary to enable Helios to obtain the Permits, within five (5) days of request by Helios. The Landlord shall at all times co-operate with Helios and comply with the requirements and reasonable instructions of Helios in relation to the Permits. The Landlord agrees to do all things and execute all deeds, instruments, transfers or other documents as may be necessary or desirable to give full effect to the provisions of this agreement and the transactions and activities contemplated by it and, if the Landlord fails to do so after receiving a request from Helios, the Landlord hereby irrevocably authorises and irrevocably grants Helios the authority, right and power of attorney to execute all such deeds, instruments, transfers or other documents for and on behalf of the Landlord

10. The Landlord must allow any reasonably required cables (power or technology) to be run over or under the adjoining property that are needed to connect to the Site. At all times, with effect from the Site Occupation Date, the Landlord must allow Helios or any of its customers access over any adjourning property to the Site that it owns or controls in order to access the Site and must keep such roads in good repair.

11. With effect from the Site Occupation Date, the Landlord grants Helios the exclusive right of passage to install any physical connection (buried or aerial) from the site to any external network (including any optical fibre, electrical or other copper cabling). Non-exercise of such exclusive right by Helios shall not constitute a forfeiture of such right. The Landlord shall ensure that anyone installing such physical connection has received prior written approval from Helios.

12. The Landlord shall at all times collaborate with Helios to ensure the safety of the people and equipment present on the Site against theft, flood, lightning, fire or any other hazard.

13. The parties record that Helios requires a minimum of 60 Ampere 3 phase electricity supply and the electricity supply to the Property may need to be upgraded. Should Helios determine that such an upgrade is required, the parties agree that the costs approved by Helios in relation to the consumption, supply, installation, upgrade and laying of any electricity to the Site, as well as all expenses relating to the metering of such consumption, shall be borne and paid by Helios. The Landlord shall not object to any upgrade to the electricity supply to the Property and the Landlord shall do all things necessary, to ensure the timeous and proper upgrade to ensure satisfactory electricity supply to the Site.

14. The parties agree that, until such time that Helios obtains a direct connection from the appropriate electrical authority, if necessary, the following provisions will apply:

    a. The Landlord shall permit Helios to take an electricity connection from the Landlord's electricity connection through a separate sub-meter installed solely for Helios's purposes;

    b. Helios shall provide the Landlord with the sub-meter reading and pay the electricity charges to the Landlord on a pro rata and monthly basis on or before the tenth (10th) day of the next month;

    c. The Landlord shall provide Helios with the latest municipal account reflecting the rates and taxes payable for the Property every three (3) months.

    d. Save for the amounts payable for the actual consumption of electricity, Helios shall not be liable to pay any further fees, whether administrative or otherwise, to the Landlord in relation to the electricity.

15. In the event of electricity becoming unavailable, suspended or terminated, Helios shall be entitled to use generators to operate and abridge the time period that electricity is unavailable. In addition, the parties agree that Helios shall not be liable for any amounts pertaining to electricity usage to the extent that such amounts and usage do not relate to the Site.

16. The Landlord represents, warrants and undertakes that at all times it is not:

    a. listed on the Specially Designated Nationals and Blocked Persons list prepared by the Office of Foreign Assets Control of the US Department of the Treasury, any sanctions or designated persons list maintained by HM Treasury of the United Kingdom, the European Union or United Nations or any such equivalent list of an applicable jurisdiction ("Sanctions List"); or

    b. directly or indirectly owned or otherwise controlled by any person listed on a Sanctions List.

17. Without limiting or derogating from Helios's further rights under this agreement or at law, Helios shall be entitled, on immediate written notice to Landlord, to terminate this agreement and/or withhold any payments under this agreement if:

    a. the Landlord is added to a Sanctions List or otherwise becomes a subject of sanctions;

    b. the Landlord commits a material breach of this agreement that has not been resolved within seven (7) days of the date that written notice of the breach is sent to the Landlord by Helios;

c. the Landlord commits three or more breaches of this agreement during a calendar year, regardless of whether these breaches are subsequently remedied by the Landlord; or

d. it becomes unlawful for Helios to perform any of its obligations under this agreement.

18. Upon the termination of this agreement, for any reason, Helios shall remove all of its or a customer's equipment and materials from the Site and rehabilitate the Site to its pre-construction condition, fair wear and tear excepted, within a reasonable time period.

19. A failure or delay by Helios to exercise any right or remedy provided under this agreement or by law shall not constitute a waiver of that or any other right or remedy, nor shall it prevent or restrict any further exercise of that or any other right or remedy. No single or partial exercise of any right or remedy provided under this agreement or by law shall prevent or restrict the further exercise of that or any other right or remedy.

20. Helios has the right to cede its rights and/or delegate its obligations under the agreement to a third party upon written notice to Landlord and without obtaining the Landlord's prior consent.

21. Helios has the right to pledge its interest in the Mast and the Site upon written notice to the Landlord.

22. This agreement will automatically renew on the same terms unless either party serves written notice on the other not less than three (3) months prior to the expiry of the agreement.

23. Helios shall obtain appropriate levels of insurance for the occupation of the Site. Any damage or loss to the Site caused by the Landlord shall be repaired at Landlord's cost.

24. The Landlord confirms that the necessary authorisations have been obtained to enter into this agreement with Helios including obtaining all documentation relating to the ownership of the land and paying all government taxes relating to the land. The Landlord is liable for any costs or expenses incurred by Helios relating to any third-party claims made in relation to any failure or purported failure by the Landlord to have such authorisations for the Site.

25. If there are any disagreements between the parties relating to or in connection with this agreement which cannot be resolved amicably within twenty-one (21) days of a party serving notice on the other that there is a disagreement, the dispute shall be exclusively resolved in accordance with the Commercial Arbitration Rules of the Arbitration Foundation of Southern Africa. The seat of any arbitration shall be Johannesburg, South Africa. The number of arbitrators shall be one and Helios shall nominate the arbitrator. This agreement shall be governed by and construed in accordance with the laws of the Republic of South Africa. Nothing contained in this clause 20 shall prohibit either party from approaching any court of competent jurisdiction for urgent interim relief pending the determination of the dispute by arbitration. In respect of such proceedings, each of the parties specifically consents to the non-exclusive jurisdiction of the High Court of South Africa (Gauteng Local Division, Johannesburg).

26. A notice or other communication under or in connection with this agreement (a "Notice") shall be in writing, in the English language and delivered either personally, sent by courier or by email to the party due to receive the Notice at the address set out below:

Landlord	Address:	**Protea Street, Stellenbosch**
	Email:	**Geraldine.Mettler@stellenbosch.gov.za**
	Attention:	**Geraldine Mettler**
HTSA Towers (Pty) Ltd.	Address:	**Hertford Office Park, Block I, 90 Bekker RD, Vorna Valley, Midrand, Gauteng, 2196, South Africa**
	Email:	**HTSALegal@heliostowers.com**
	Attention:	**Legal Manager**

If a party wishes to change the notice provisions set out in this agreement it may do so by providing the other party with notice in writing, such notice to have effect five (5) days after it has been deemed given. Unless a Notice is received earlier, a Notice is deemed given:

a. If delivered personally or sent by courier, when left at the address above;

b. If sent by email, in the absence of contrary evidence at the time of successful receipt by the recipient (as may be evidenced by, but not limited to the transmission of an automatic electronic read receipt form, or a manual acknowledgement by, the recipient).

27. If the Landlord (i) wishes to sell, transfer or otherwise dispose the Site; or (ii) receives an offer to purchase, acquire or take transfer of the Site (a "Third Party Offer") ((i) and (ii) each a "Trigger Event"), the Landlord shall promptly notify Helios in writing of its intention to sell, transfer or otherwise dispose the Site (the "Sale Notice") and first grant Helios a right to buy the said Site, prior to such sale, transfer or disposal. The Sale Notice shall set out the intention of the Landlord to sell, transfer or otherwise dispose of the Site and the applicable terms and conditions, including the price and manner of delivery. Where a Trigger Event is a Third-Party Offer, Helios's right of first refusal to purchase the Site shall be at the same cash price and on terms no less favourable than those of the Third-Party Offer. The Sale Notice shall be regarded as an offer by the Landlord to Helios to purchase the Site and shall be irrevocable and open for acceptance by Helios by written notice to the Landlord for a period of thirty (30) days after receipt of the Sale Notice by Helios.

28. If Helios or its customers is prevented from accessing or operating the equipment on the Site because of an Act of God or other circumstances outside of Helios' reasonable control, including but not limited to a lightning strike, fire or flood, or civil disturbance, then Helios will not be liable for the payment of rent until Helios and/or its customer can access the Site or operate the equipment on the Site, as applicable.

29. The parties acknowledge that there may be circumstances during the term of this agreement in which Helios undertakes a rationalisation exercise of its Sites for commercial or technical reasons ("Rationalisation Exercise") and, as a result of such a Rationalisation Exercise, Helios may terminate or relocate certain of its sites. If, as a result of a Rationalisation Exercise, Helios wishes to terminate this agreement, Helios shall give to the Landlord a minimum of thirty (30) days prior written notice of its intention to terminate this agreement. Upon expiry of such notice, this agreement will terminate and Helios shall pay an equivalent of three (3) months' rental as compensation for the early termination of this agreement, unless there is less than three (3) months remaining on the term of this agreement in which case, Helios shall pay the remainder of the Rental due up to the date of expiry. The parties agree that the payment by Helios of the amounts contemplated in this clause will be the sole right available to the Landlord arising from the termination of the agreement by Helios in terms of this clause.

30. This agreement embodies the entire agreement and understanding of the parties and supersedes, novates and invalidates any prior written lease agreements concluded between the parties. In the event of a conflict between this agreement and any other document relating to the lease, the terms of this agreement shall prevail.

31. The Landlord hereby waives any hypotec, lien or right of retention the Landlord may have or acquire in respect of the Mast and equipment, including but not limited to solar panels, generators, fuel tanks and batteries.

32. All equipment including the Mast brought onto or constructed on the Site by Helios is intended to remain on the Site only for so long as this agreement, or any renewal of this agreement, is in existence and shall not accede to the Property. Such equipment and the Mast shall, notwithstanding that it may be fixed upon the Site in a manner which might, had it not been for this clause, be regarded as a permanent fixture, at all times be regarded as movable. Ownership of such equipment and the Mast shall at all times remain vested in Helios.

33. The parties agree that this agreement may at the option of the Helios be registered against the title deed of the property by a notary public appointed by Helios. The Landlord undertakes to do all things necessary as required to achieve registration of this agreement at the cost to Helios.

34. If the Property is registered as an agricultural holding and the local authority having jurisdiction requires the property to be excised from the agricultural holding register and incised into the farm register before it is prepared to approve building plans for the Mast, then the Landlord consents to such excision and incision. The cost of the excision and incision will be borne by Helios.

35. No contract varying, adding to, deleting from or cancelling this agreement, and no waiver of any right under this agreement, shall be effective unless reduced to writing and signed by or on behalf of the parties.

36. The grant of any indulgence, extension of any time or relaxation of any provision by a Party under this agreement (or under any other agreement or document issued or executed pursuant to this agreement) shall not constitute a waiver of any right by the grantor or prevent or adversely affect the exercise by the grantor of any existing or future right of the grantor.

37. This agreement may be executed in any number of counterparts, each of which so executed will be an original, but together will constitute one and the same instrument. A party who has executed a counterpart of this agreement may exchange it with another arty by faxing, or by emailing (to an address notified by the relevant arty for that purpose), a pdf (portable document format) copy of, the executed counterpart to that other party, and if requested by that other party, will promptly deliver the original by hand or post to the other party. Failure to make a delivery of a counterpart original of this agreement will not affect the validity of this agreement.

Landlord:

Signed and Delivered for and on behalf of the Landlord before me on (DD/MM/YYYY)

Authorized Representative Signature

Geraldine Mettler

As the Authorised Representative

Witness Signature

Witness

Name:

ID No:

Helios Towers:

Signed and Delivered for and on behalf of Helios Towers before me on (DD/MM/YYYY)

Authorized Representative Signature

Marinus Gieselbach

As the Authorised Representative

Witness Signature

Witness

Name: Nadene van Wyk

ID No: 900515 0070 084

APPENDIX 3

LEASE AGREEMENT

BETWEEN

STELLENBOSCH MUNICIPALITY

AND

K2015430588 (SOUTH AFRICA)(RF)(PTY) LTD

Trading As:

EAGLE TOWERS

Lessor's lease identification name and/or number	**STELLENBOSCH MUNICIPALITY**
Lessee's lease identification name	**LANQUEDOC SPORTS GROUNDS**
Lessee's lease identification number	**ETSA 0062**

Initials of Lessor, Lessee and witnesses

LEASE AGREEMENT

1. PARTIES

1.1. The parties to this Agreement are **STELLENBOSCH MUNICIPALITY** (hereinafter referred to as the "Lessor", further information in respect of whom is recorded in Annexure 1); and

1.2. **K2015430588 (South Africa)(RF)(Pty) Ltd t/a Eagle Towers**, a private company duly registered in South Africa with **Company Registration Number 2015/430588/07** (herein after referred to as the "Lessee").

2. PREAMBLE

The Lessee wishes to hire certain premises from the Lessor and the Lessor wishes to let such premises to the Lessee, further to which the parties have agreed the terms and conditions detailed herein.

3. DEFINITIONS AND INTERPRETATION

In this Agreement and all appendices hereto, unless inconsistent with or otherwise indicated by the context

3.1. **"Agreement"** means this lease agreement together with all appendices hereto;

3.2. **"Equipment"** means any or all, as the context indicates, of the structures, equipment and components provided for in Clauses 9.1 to 9.2;

3.3. **"install"** means to install, erect, construct or affix and, **"installed"**, **"installing"** and **"installation"** shall have corresponding meanings;

3.4. **"Lease Commencement Date"** means the date upon which the lease of the Premises commences, as recorded in Annexure 1;

3.5. **"Lease Termination Date"** means the date upon which the lease of the Premises terminates, as recorded in Annexure 1;

3.6. **"Premises"** means the portion of the Property leased by the Lessee in terms of this Agreement, further information in respect of which is recorded in Annexures 1 and 2; and

3.7. **"Property"** means the property, being either a portion of land or, a building or other structure, upon or within which the Premises are situated, further information in respect of which is recorded in Annexure 1.

3.8. The headings of the clauses in this Agreement are for the purpose of convenience and reference only and shall not be used in its interpretation.

3.9. Unless inconsistent with or otherwise indicated by the context, words used in this Agreement importing any one gender include the other two genders; the singular include the plural and vice versa; and natural persons include created entities (incorporated or unincorporated) and vice versa.

Initials of Lessor, Lessee and witnesses

3.10. Where in this Agreement a reference is made to the Lessee, it shall include, unless the context indicates otherwise, the Lessee's employees, agents, contractors and/or duly authorized representatives;

3.11. a reference is made to the Lessor, it shall include, unless the context indicates otherwise, the Lessor's employees, agents, contractors and/or duly authorized representatives;

3.12. any number of days is prescribed, same shall be reckoned exclusively of the first and inclusively of the last day unless the last day falls on a Saturday, Sunday or public holiday, in which case the last day shall be the succeeding day which is not a Saturday, Sunday or public holiday;

3.13. any amounts or values are referred to, same shall be exclusive of Value Added Tax; and the consent or approval of either party is required for any purpose, same shall, unless otherwise indicated by the context, refer to the prior written consent of such party, which consent shall not be unreasonably withheld.

4. LEASE OF THE PREMISES

The Lessor herewith lets the Premises to the Lessee, which Premises the Lessee hires from the Lessor.

5. TERM AND RENEWAL OF THE LEASE

5.1. The term of this Agreement shall be for the Initial Lease Period as recorded in Annexure 1, commencing on the Lease Commencement Date and terminating on the Lease Termination Date.

5.2. The Lessee shall have the option to renew this Agreement on the same terms and conditions for the Option Lease Period as recorded in Annexure 1, which option shall be exercisable by the Lessee by way of written notice to the Lessor given not later than thirty (30) days prior to the expiration of the Initial Lease Period; provided that the Lessee is not at the time of the exercise of the option in breach of any of the terms of this Agreement.

6. USE OF THE PREMISES

6.1. The Premises shall, unless otherwise approved by the Lessor, only be used for the installation and operation of electronic communications equipment, as further detailed herein.

6.2. Subject to the foregoing limitation on usage of the Premises and to the terms and conditions generally of this Agreement, the Lessee shall, on written notice to the Lessor, be entitled to allow any other communications entity to share the Premises with Eagle Towers and to install and operate their own Equipment. Such allowance by the Lessee shall not establish any rights or obligations between the Lessor and such entity and shall not release the Lessee from any of its obligations in terms of this Agreement. For the avoidance of doubt, this clause is not applicable to and notice shall not be required in instances where the Lessee's Equipment installed on the Premises is being indirectly utilized by another communications entity further to a network roaming relationship existing between the Lessee and such entity.

7. RENTAL, ELECTRICITY AND OTHER PAYMENTS

7.1. The Lessee shall pay to the Lessor the rental and other amounts as set out in Annexure 1.

7.2. The rental amounts payable to the Lessor shall escalate annually on each anniversary of the Lease Commencement Date at the rate recorded in Annexure 1. If charges in respect of the

Initials of Lessor, Lessee and witnesses

consumption of electricity at the Premises are payable to the Lessor in fixed amounts, same shall escalate annually together with the rental amounts; provided that further adjustments may be made if and when the supplier of the electricity increases its rates to the Lessor.

7.3. All rental and other amounts payable to the Lessor shall unless otherwise provided for herein or in Annexure 1, be paid on a monthly basis on or before the first (1st) day of the start of each period; provided that, for administrative reasons, the first payment in respect of such amounts shall be made not later than the sixtieth (60th) day of the Lease Commencement Date; and

7.4. be paid, free of bank exchange and without deduction or set-off, into the Lessor's or other nominated bank account by way of direct deposits or electronic funds transfers; provided that the Lessee is in receipt of a banking indemnity form, duly completed and signed by the Lessor, and stamped by its bank. The Lessor may at any time amend its banking details by written notification to the Lessee by providing it with a duly completed, signed and stamped banking indemnity form indicating the amended details.

7.5. As indicated in Annexure 1, the charges in respect of the consumption of electricity at the Premises shall be payable by the Lessee either directly to the supplier of the electricity or to the Lessor and, if payable to the Lessor, shall be paid in varying monthly amounts based on actual metered consumption, within thirty (30) days from the date of receipt of invoice by the Lessee. Invoices, which shall be based on the readings of metering equipment to be installed, shall be generated and delivered to the Lessee either by a third party contracted by the Lessee to perform such functions or by the Lessor. Where invoices are to be generated and delivered by the Lessor, such shall

7.6. specify that the invoice is for the consumption of electricity and, contain the Lessee's identification name and number of the Premises as set out on the cover page of this Agreement as well as in Annexure 1;

7.6.1. be accompanied by proof of the meter readings;

7.6.2. not be pre-dated or post-dated; and

7.6.3. be sent to the Lessee by pre-paid post and/or E-mail to the addresses recorded in Annexure 1.

7.7. If the Lessor is obliged to pay Value Added Tax ("VAT") in respect of rental and other amounts received by it in terms of this Agreement, it shall provide the Lessee with a copy of its VAT registration certificate, further to which the Lessee shall pay relevant VAT amounts to the Lessor.

7.8. In the event of the early termination of this Agreement through no fault of the Lessee, the Lessee shall be entitled to a pro rata refund of such rental and/or other amounts paid by it in advance.

8. SUITABILITY OF THE PREMISES

The Lessor does not warrant that the Premises or any utility services provided to it are fit and adequate for the purposes of the Lessee or, if fit and adequate at the Lease Commencement Date, that same shall remain so throughout the currency of this Agreement.

9. EQUIPMENT ON THE PREMISES

Permissions and consents to install and operate Equipment

9.1. The Lessee shall at its own cost apply for and use its best endeavours to obtain all municipal, environmental and other permissions and consents necessary for the installation and operation of its Equipment on the Premises. Should the Lessor's cooperation or approval be required in support of any such applications, the Lessor undertakes to provide such without delay.

9.2. Should any necessary permission or consent not be obtained within a reasonable period after the Lessee has applied therefore, or should any such permission or consent, having been granted, be suspended or revoked by the relevant authority, the Lessee shall be entitled to terminate this Agreement by giving the Lessor not less than thirty (30) days' written notice.

10. INSTALLATION OF EQUIPMENT

10.1. The Lessee shall be entitled, at its own cost and expense, and without seeking any specific approvals from the Lessor, to install, as applicable, any or all of the following Equipment on or at the Premises:

10.2. a communications mast or tower, the maximum height of which is indicated in Annexure 2;

10.3. communications antennas and dishes, as well as all ancillary equipment required for the operation thereof;

10.4. an equipment room, being a container, room or other defined space on the Premises, in which parts of the Equipment are to be housed or situated;

10.5. foundations, flooring, paving, cabling, piping, wiring, fittings, fixtures and related accessory structures or components as may be necessary to support the installation and/or operation of parts of the Equipment;

10.6. perimeter structures, equipment and/or warning signs, as may be necessary for security and safety purposes; and signage identifying the Lessee and/or the communications entity sharing the Premises with it.

10.7. The foregoing entitlement shall include the right to, from time to time, change or upgrade the Equipment installed on the Premises and to install additional Equipment; provided that any change, upgrade or addition does not require the Premises to be increased in size or, if applicable, in any way affect internal structural aspects of the building or other structure on which it may be located. Should any change, upgrade or addition require the Premises to be increased in size or potentially have an effect on internal structural aspects of the building or other structure, such change, upgrade or addition shall only be effected with the consent of the Lessor.

10.8. Relevant details of the initial Equipment to be installed on the Premises by the Lessee, the position of such Equipment on the Premises and the location of the Premises on the Property, if applicable, are provided for in Annexure 2.

10.9. The Lessee shall be allowed to lay such cables, pipes and wires across the Property to the Premises as it may deem necessary for the operation of its Equipment installed on the Premises, subject to the Lessor's directives as to their position and/or route.

11. OWNERSHIP AND REMOVAL OF EQUIPMENT

All the Lessee's Equipment installed on the Premises shall be and remain the property of the Lessee and shall at all times be regarded as movable property. The Lessee shall, at its cost at the termination of this Agreement, for whatever cause, remove all such Equipment and restore the

Initials of Lessor, Lessee and witnesses

Premises to the good order and condition in which they were at the Lease Commencement Date, fair wear and tear excepted.

12. RELOCATION OF EQUIPMENT

Should the Lessor at any time wish to develop the Property, including alterations or renovations to the building upon or within which the Premises may be situated, and such development, alteration or renovation negatively impact the position or operation of the Lessee's Equipment installed on the Premises, it shall provide the Lessee with at least twelve (12) months' written notice in this regard. Following such notice, the parties shall meet and use their best endeavours to make suitable alternative arrangements to accommodate such Equipment during the development, alteration or renovation, including such arrangements as may be reasonable pertaining to the cost of relocating such Equipment. Failing agreement in this regard, the Lessee shall be entitled to terminate this Agreement by giving the Lessor not less than thirty (30) days' written notice. In light of the high construction costs incurred by the Lessee in installing its Equipment on the Premises, the Lessor warrants that it shall not undertake any development, alteration or renovation that may impact the Equipment as contemplated above, for a period of three (3) years from the Lease Commencement Date.

13. INTERFERENCE WITH EQUIPMENT

In order to avoid electromagnetic or other interference with the Lessee's Equipment installed on the Premises, the Lessor shall not, unless compelled thereto by law, without first advising the Lessee, allow any other communications entity to install and operate any electronic communications equipment at or on the Property.

14. ELECTRICAL AND OTHER POWER SUPPLY TO THE PREMISES

14.1. All costs in relation to the supply and consumption of electricity to or on the Premises, including the supply and installation of metering equipment, if required, shall be paid by the Lessee.

14.2. The detail pertaining to the provision of electrical power to the Premises, if applicable, shall be determined by Eskom and/or the relevant local or other authority.

14.3. As a constant supply of electrical power to the Premises is critical to the operation of the Lessee's Equipment installed on the Premises, the Lessor shall at all times use its best endeavours to ensure that all amounts due and payable by it in respect of the supply of electrical power to the Property and/or the Premises are timeously paid by it to the relevant supplier.

14.4. The Lessee shall be entitled, if required and at its cost, to upgrade the electricity supply to the Premises and shall in all events that it alters any electrical installation on the Property or the Premises provide the Lessor with an electrical compliance certificate.

14.5. Should the electrical power supply to the Premises for any reason become unavailable, the Lessee shall be entitled to deploy generators at the Premises and to operate same for the period during which the electrical power supply remains unavailable. The deployment of generators shall be subject to the Lessor's consent with respect to the positioning thereof; provided that same shall not be required in emergency situations. The Lessee shall in the deployment and operation of a generator comply with all relevant laws and by-laws, as well as safety and fire regulations, and use its best endeavours to ensure that it does not create an impediment or nuisance to other occupants of the Property.

14.6. The Lessor shall not, without the consent of the Lessee, attach any electrical or other appliance to the electrical system supplied for the purposes of the operation of the Lessee's Equipment installed on the Premises, or interfere, alter or do any repairs to such electrical system. Should the Lessor for any reason wish to attach any electrical or other appliances to such electrical system or wish to alter or do any repairs to such system, it shall give the Lessee not less than fourteen (14) days written notice of its intention in this regard. Following such notice, the Lessee shall either arrange for the execution of such works as the Lessor wants done or make such other arrangements in connection therewith as may be reasonably acceptable to the Lessor. Should the Lessee fail to act as aforesaid, the Lessor shall be entitled to make its own arrangements in order to have the works executed.

15. ACCESS TO THE PREMISES

15.1. The Lessee shall be allowed access to the Premises on a twenty-four (24) hour basis any day of the week and the Lessor shall not for any reason refuse or prevent such access. The Lessee shall use its best endeavours to conduct all maintenance and other activities that are required to be done at the Premises during normal business hours, but equipment failures or other emergency situations may necessitate that work be done outside of such hours.

15.2. Should the Lessee be required to gain access to the Premises and/or the Property via a gated or similarly controlled entrance, it shall ensure that such gate or entrance is properly secured whenever it enters or departs from the Premises or the Property.

15.3. When accessing the Property, the Lessee shall respect and abide by the Lessor's security arrangements, provided that such do not seek to prevent or refuse access, and the Lessee shall not obstruct or impede any activities on the Property.

15.4. Should the Premises only be accessible via an access road across the Property, the Lessee shall

15.5. if such access road exists, be entitled to the use of such access road; and

15.6. if such access road does not exist or exists but does not extend fully to the Premises, be entitled to construct an access road or part thereof along a route to be agreed with the Lessor. In such instance the Lessee shall be responsible for the maintenance of the access road or part thereof constructed by it.

15.7. The Lessor grants to the Lessee, for the duration of this Lease and any renewal thereof, a right of way and servitude from the entrance gate to the premises and which right of way and servitude the Lessee may at its election register at the Deeds Office subject only to the Lessee maintaining that right of way and on termination of the Lease restoring the property to the state which it existed at date of commencement of the Lease.

16. ADDITIONS OR ALTERATIONS TO THE PREMISES BY THE LESSEE

Save as provided for in Clause 9, the Lessee shall not, without the consent of the Lessor, make any additions or alterations whatsoever to the Premises. Should the Lessor grant such consent, all additions or alterations shall be effected by the Lessee at its cost and the Lessee shall, should it or the Lessor so require, at its cost at the termination of this Agreement, remove all additions or alterations and restore the Premises to the good order and condition in which they were at the Lease Commencement Date, fair wear and tear excepted.

Initials of Lessor, Lessee and witnesses

17. DESTRUCTION OF OR DAMAGE TO THE PREMISES

17.1. In the event of the Property or the Premises being destroyed or damaged, through any cause

17.2. to the extent that the Premises become un-tenantable, this Agreement shall automatically terminate with effect from the date of such occurrence, unless the parties are able to negotiate alternative arrangements, including the temporary suspension of the Agreement, whilst the Lessor rebuilds or repairs the Property or the Premises; and

17.3. to the extent that the Premises remain tenantable, this Agreement shall not terminate. If the Lessor in such circumstances decides to rebuild or repair the destroyed or damaged portion of the Property or Premises, it shall do so with reasonable expedition and the Lessee shall be entitled to a reduction of the rental payable by it pro rata to the extent to which it may be deprived of the beneficial occupation of the Premises.

17.4. The costs of rebuilding or repair of the Property or the Premises shall be for the Lessor's account, unless the destruction or damage was caused by the wilful or negligent act or omission on the part of the Lessee, in which case such costs shall be for the Lessee's account. The Lessee shall have no claim of any nature against the Lessor as a result of the destruction or damage of the Premises, unless such destruction or damage was due to wilful misconduct or gross negligence on the part of the Lessor.

18. LIABILITY, INDEMNITY, FORCE MAJEURE AND INSURANCE

18.1. The Lessor shall not be liable for any loss, damage, injury or cost which may be suffered or incurred by the Lessee, nor shall the Lessee be entitled to withhold any rental payments, as a result of any failure, malfunctioning or interruptions in the supply of electricity, water or any other service or by reason of the Premises or any part of the Property being in a defective condition or falling into disrepair, arising from any cause whatsoever, other than due to wilful misconduct, gross negligence or a breach of a term of this Agreement on the part of the Lessor.

18.2. The Lessee herewith indemnifies and holds the Lessor harmless against any loss, damage, injury, cost or liability that may be suffered or incurred by the Lessor arising from any action, proceeding or claim that may be instituted by any person against the Lessor as a result of the Lessee's lease of the Premises, unless such action, proceeding or claim arose from wilful misconduct, gross negligence or a breach of a term of this Agreement on the part of the Lessor.

18.3. Any damage that may be caused to the Premises or the Property as a result of any act or omission of the Lessee shall be made good by the Lessee at the Lessee's cost.

18.4. Neither party shall be liable to the other for any inability to perform or for delayed performance in terms of this Agreement, should such inability or delay arise from any cause beyond the reasonable control of such party (hereinafter referred to as a "force majeure event"); provided that the existence of such force majeure event has been drawn to the attention of the other party within a reasonable period of time of the occurrence thereof. If the force majeure event continues for more than six (6) months from the date of notification thereof and such event prevents the affected party from performing its obligations in terms of this Agreement, the unaffected party shall be entitled to terminate this Agreement by giving the other party not less than thirty (30) days' written notice.

18.5. Notwithstanding anything to the contrary contained in this Agreement, neither party shall, under any circumstances, be liable for any indirect, special and/or consequential damages suffered by the other party.

Initials of Lessor, Lessee and Witnesses

18.6. The Lessee shall ensure that it is at all relevant times properly insured against all public liability and other risks that may arise from or be associated with the lease of the Premises and shall not do or omit to do anything which may affect any insurances policy which the Lessor may have in place in respect of the Property or premiums payable in respect thereof.

19. EARLY TERMINATION BY THE LESSEE

19.1. Should the Lessee or its tenant's

19.2. licence to operate a communications network be suspended or terminated for whatever reason;

19.3. Equipment installed on the Premises becomes outdated owing to technological development and not be economically replaceable or upgradable;

19.4. network be rearranged or any major changes made to it, making for its Equipment installed on the Premises to become redundant; or

19.5. Equipment installed on the Premises be measurably interfered with by buildings or other structures erected in close proximity to the Premises, or by electronic communications equipment installed by another communications entity at or on the Property, after the Lease Commencement Date,

19.6. the Lessee shall be entitled to terminate this Agreement by giving the Lessor not less than thirty (30) days' written notice.

20. BREACH OF THE AGREEMENT AND HOLDING-OVER BY THE LESSEE

20.1. Should the Lessee

20.2. fail to pay rental or any other amounts due by it in terms of this Agreement on the due date and thereafter fail to make payment thereof within thirty (30) days after receipt of the Lessor's written notice requiring such payment to be made;

20.3. breach any material term of this Agreement and fail to remedy such breach within thirty (30) days after receipt of the Lessor's written notice requiring such breach to be remedied; or

20.4. be liquidated or sequestrated (whether provisionally or finally) or placed under judicial management or business rescue, or any steps be taken to accomplish any of the foregoing, the Lessor shall be entitled, without prejudice to any other rights or remedies to which it may be entitled at law or in terms of this Agreement, to forthwith terminate this Agreement.

20.5. Should the Lessor breach any material term of this Agreement and fail to remedy such breach within thirty (30) days after receipt of the Lessee's written notice requiring such breach to be remedied, or should the Lessor be liquidated or sequestrated (whether provisionally or finally) or placed under judicial management or business rescue, or any steps be taken to accomplish any of the foregoing, the Lessee shall be entitled, without prejudice to any other rights or remedies to which it may be entitled at law or in terms of this Agreement, to forthwith terminate this Agreement.

20.6. Should the Lessor terminate this Agreement and the Lessee dispute the Lessor's right to do so and remain in occupation of the Premises pending the determination of such dispute, the Lessee shall continue to pay all amounts due to the Lessor in terms of this Agreement on the due dates thereof and the Lessor shall be entitled to accept and recover such payments, without prejudice to

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the Lessor's claim for cancellation then in dispute. Should the dispute be determined in favour of the Lessor, such payments shall be deemed to be amounts paid by the Lessee on account of damages suffered by the Lessor further to the unlawful holding over of the Premises by the Lessee.

21. GENERAL OBLIGATIONS OF THE LESSEE

21.1. The Lessee shall at all times comply with all laws (including the provisions of the Occupational Health and Safety Act, 1993 (Act No. 85 of 1993), and regulations issued thereunder), by-laws, ordinances, proclamations and regulations relating to the tenancy of the Premises, in particular also those relating to firefighting appliances on the Premises, as well as any specific rules or regulations that the Lessor may reasonably impose.

21.2. The Lessee shall not knowingly contravene any conditions of the title deed of the Property. In this regard the Lessor shall notify the Lessee of any specific conditions that the Lessee should be aware of.

22. GENERAL OBLIGATIONS OF THE LESSOR

22.1. The Lessor shall notify any prospective purchaser of the Property of the existence of this Agreement and shall, upon the sale of the Property, furnish the Lessee with the full particulars of the purchaser. The obligation of the Lessor shall further be to comply with the provisions set out in 26.2 below.

22.2. Should this Agreement be managed by an agent on behalf of the Lessor, the Lessor shall provide the Lessee with details of such agent and shall also update such details in the event of a change of agent.

23. DISPUTE RESOLUTION AND JURISDICTION

23.1. Any dispute arising from or in connection with this Agreement shall be finally resolved in accordance with the Rules of the Arbitration Foundation of Southern Africa by an arbitrator or arbitrators appointed by the Foundation. Nothing herein contained shall, however, preclude either of the parties from approaching a court of competent jurisdiction for an interdict or for relief on an urgent basis.

23.2. The parties hereby consent in terms of section 45 of the Magistrate's Courts Act, 1944 (Act No. 32 of 1944), (or any similar section of an act replacing such Act) to the jurisdiction of the Magistrate's Court for the purpose of any proceedings in terms of or incidental to this Agreement, notwithstanding that the amount claimed or the value of the matter in dispute may exceed such jurisdiction; provided that either party shall, at its option, have the right to institute proceedings in any division of the High Court having jurisdiction.

24. DOMICILIA AND NOTICES

24.1. The parties choose as their domicilia citandi et executandi their respective addresses set out in this clause for all purposes arising out of or in connection with this Agreement, at which addresses all processes and notices arising out of or in connection with this Agreement may validly be served or delivered.

24.2. For purposes of this Agreement the parties' respective addresses shall be

24.2.1. as regards the Lessor, at the address recorded in Annexure 1; and

24.2.2. as regards the Lessee, at Eagle Towers, 31 White Heart Street, Jamestown, Stellenbosch, 7600.

24.2.3. or at such other address, not being a post office box or poste restante, of which the party concerned may notify the other in writing.

24.3. All notices given in terms of this Agreement shall be in writing and shall be deemed, until the contrary is proved

24.3.1. if delivered by hand, to have been received by the addressee on the day of such delivery;

24.3.2. if transmitted by facsimile, to have been received by the addressee on the day after such transmission; and

24.3.3. if posted by prepaid registered post, to have been received by the addressee on the fourteenth (14th) after such posting.

24.4. Notwithstanding anything to the contrary contained in this Agreement, a written notice or communication actually received by one party from the other shall be adequate written notice or communication to such party.

25. GENERAL

25.1. Should either party require the registration of this Agreement against the title deeds of the Property, the parties shall cooperate with one another in good faith to effect such, on the understanding that all costs in relation thereto shall be for the account of the party requesting the registration.

25.2. Unless otherwise agreed, no addition to or variation, consensual cancellation or novation of this Agreement and no waiver of any right arising from this Agreement or its breach or termination shall be of any force or effect unless reduced to writing and signed by both parties. For purposes hereof "writing" shall exclude any written document that is in the form, either wholly or partially, of a data message as defined in the Electronic Communications and Transactions Act, 2002 (Act No. 25 of 2002), and "signed" shall mean a signature executed by hand with a pen without any electronic process or intervention.

25.3. If any provision of this Agreement is declared by a competent court to be unenforceable, illegal, void or contrary to public policy, such declaration shall have no effect upon the binding force or effectiveness of any of the remaining provisions of this Agreement, it being the intention and declaration of the parties that had they known of such unenforceability, illegality, invalidity or that the provision was contrary to public policy, they would nevertheless have entered into this Agreement, containing all such remaining provisions.

25.4. The parties shall regard the terms of this Agreement, anything done pursuant to it and all information concerning the other which may come to its knowledge as a result of the discussions leading to this Agreement, as confidential information and shall safeguard and prevent the unauthorised use or disclosure of such information using the same standard of care used to safeguard and prevent the unauthorised use or disclosure of its own information of a confidential nature, but in all events at least applying a reasonable standard of care; provided that neither party shall be obliged to safeguard and prevent the use or disclosure of such confidential information where such information has already been disclosed or published to the general public other than as a result of a breach of the terms of this clause. The provisions of this clause shall not apply to the disclosure or publication of such confidential information for the purpose of any legal proceedings or the listing on any stock exchange.

Initials of Lessor, Lessee and witnesses

25.5. Each party shall be responsible for its own legal and other costs incidental to the preparation and execution of this Agreement.

25.6. This Agreement constitutes the whole agreement between the parties as to the subject matter hereof and no agreements, representations or warranties between the parties regarding the subject matter, other than those set out herein, shall be binding on them.

25.7. Each party warrants to the other that it has the necessary rights and authorities to enter into and perform its obligations in terms of this Agreement. In particular, the Lessor warrants to the Lessee that it is the owner or lawful lessor of the Property and that it is lawfully entitled to enter into this Agreement and grant to the Lessee the rights provided for herein, further to which it indemnifies the Lessee against any claim, damage or cost arising from any legal proceedings that may be instituted against it by any third party proving superior title to the Property.

26. TRANSFER, SUBLEASE, CESSION AND ASSIGNMENT OF AGREEMENT

26.1. The Lessee shall be entitled to cede and assign its rights and/or delegate its obligations arising from this Agreement to any third party without the written consent of the Lessor first being obtained and the Lessor agrees to the substitution of a new Lessee in this regard (where applicable).

26.2. The Lessor shall have the right to transfer, cede or assign its rights under this Lease in respect of the Premises to a third party, it is a condition to any such transfer, cession or assignment that the Lessor adheres to 26.2.1, 26.2.2 and 26.2.3 below. In addition the Lessor shall have the right to alienate, sell or dispose of the Property on which the premises is located. It is a condition to any such transfer, cession, assignment, alienation, sale or disposition

26.2.1. that written prior notice of such transfer being given by the Lessor to the Lessee and

26.2.2. that the Lessor discloses to the successor in title or new owner the existence of this Lease and its enforceability on such party

26.2.3. that any such successor in title or new owner undertakes in writing to and in favour of the Lessee to comply with the terms of this Lease.

27. SUPPORTING DOCUMENTATION

The following documents shall form part of this Agreement and be attached hereto:

27.1. In the event that the Lessor is a natural person

27.2. a copy of his identity document; and

27.3. proof of his tax reference number;

27.4. In the event that the Lessor is a corporate entity

27.5. a copy of its certificate of incorporation;

27.6. a copy of its VAT registration certificate;

27.7. a copy of a resolution or other document authorizing the signatory to enter into this Agreement on its behalf; and

27.8. In both of the foregoing events

27.9. proof of ownership of the Property or of the right to let same; and

27.10. a completed, signed and stamped banking indemnity form.

Initials of Lessor, Lessee and witness

FOR AND ON BEHALF OF THE LESSOR

Signed at Stellenbosch on 14 · 06 · 2018

Signature:

Full name in block letters: Petrus Du Plessis Smit

Signature of witness:

Full name in block letters: Lorelle Adams

FOR AND ON BEHALF OF THE LESSEE

Signed at STELLENBOSCH on 15 JUNE 2018

Signature:

Full name in block letters: AVRIL JAMES VAN DER RHEEDE

(MD EAGLE TOWERS)

Signature of witness:

Full name in block letters: JEROME GEORGE DAVIDSE

EAGLE TOWERS SA

ANNEXURE 1

INFORMATION RELATING TO PROPERTY AND PREMISES

LESSOR'S LEASE IDENTIFICATION NAME, ADDRESS AND/OR NUMBER (IF APPLICABLE)	ERF 46 LANQUEDOC
LESSEE'S LEASE IDENTIFICATION NAME	LANQUEDOC SPORTS GROUNDS
LESSEE'S LEASE IDENTIFICATION NUMBER	ETSA 0062
LESSEE'S RESPONSIBLE REGION	WESTERN CAPE
STREET ADDRESS AND, IF APPLICABLE, DESCRIPTION, OF LEASE PROPERTY	PROTEA STREET LANQUEDOC
ERF NUMBER OF PROPERTY	ERF 46 LANQUEDOC
SIZE IN SQUARE METRES AND, IF APPLICABLE, DESCRIPTION, OF PREMISES	AS PER DRAWINGS

INFORMATION RELATING TO LESSOR

FULL NAMES	STELLENBOSCH MUNICIPALITY
DOMICILIUM ADDRESS	TOWNHALL COMPLEX, PLEIN STREET, STELLENBOSCH
POSTAL ADDRESS	PO BOX 17 STELLENBOSCH 7600
E-MAIL ADDRESS	piet.smit@stellenbosch.gov.za

CONTACT NAME	Piet Smit	CONTACT NAME 2	
WORK NUMBER	021 8088189	WORK NUMBER	
FAX NUMBER	—	FAX NUMBER	
CELL NUMBER	084 506 5065	CELL NUMBER	

RENTAL PAYEE NAME	
POSTAL ADDRESS	PO Box 17 Stellenbosch
BANK NAME	NEDBANK
BRANCH NAME	STELLENBOSCH
BRANCH CODE	198 765
ACCOUNT TYPE	Cheque
ACCOUNT HOLDER NAME	Stellenbosch Municipality
ACCOUNT NUMBER	115 227 72 679
COMPANY REGISTRATION NUMBER	
VAT PAYABLE	~~YES/NO~~
VAT REGISTRATION NUMBER	4700102 181

Initials of Lessor, Lessee and witnesses

EAGLE TOWERS SA

ANNEXURE 1 (Continued)

LEASE DETAILS

LEASE COMMENCEMENT DATE	On break of ground
LEASE TERMINATION DATE	9 years, 11 months thereafter
INITIAL LEASE PERIOD	5 years
OPTION LEASE PERIOD	4 years, 11 months

INFORMATION RELATING TO ELECTRICITY SUPPLIER AND CONSUMPTION CHARGES

SUPPLIER OF ELECTRICITY	
ELECTRICITY PAYEE NAME	K2015430588 (Pty) Ltd
POSTAL ADDRESS	Suite 35, Private Bag X4
	Die Boord, 7613
BANK NAME	First National Bank
BRANCH NAME	Stellenbosch
BRANCH CODE	200610
ACCOUNT TYPE	Current
ACCOUNT HOLDER NAME	K2015430588 (Pty) Ltd
ACCOUNT NUMBER	62577146642
COMPANY REGISTRATION NUMBER	2015/430588/07
VAT PAYABLE	YES/NO
VAT REGISTRATION NUMBER	4070273943
NAME OF ENTITY OR PERSON RESPONSIBLE FOR GENERATION AND DELIVERY OF IN-VOICES	
LESSEE'S POSTAL AND E-MAIL ADDRESSES FOR DELIVERY OF INVOICES	POST: Suite 35, Private Bag X4, Die Boord, 7613. Eagle Towers, E-MAIL: avril@eagletowerssa.com
	POST: THE PROPERTY ADMINISTRATOR, Eagle Towers, Suite 35, Private Bag X4, Die Boord, 7613

RENTAL AND OTHER AMOUNTS

	RENTAL	ELECTRICITY CON-SUMPTION	ACCESS	ELECTRICITY ACCESS	SUNDRY
AMOUNT	~~R 6000.00~~ R6 300.00	METERED	24/7	24/7	N/A
FREQUENCY	Monthly	Monthly	N/A	N/A	N/A
METHOD OF PAYMENT	EFT	EFT	N/A	N/A	N/A

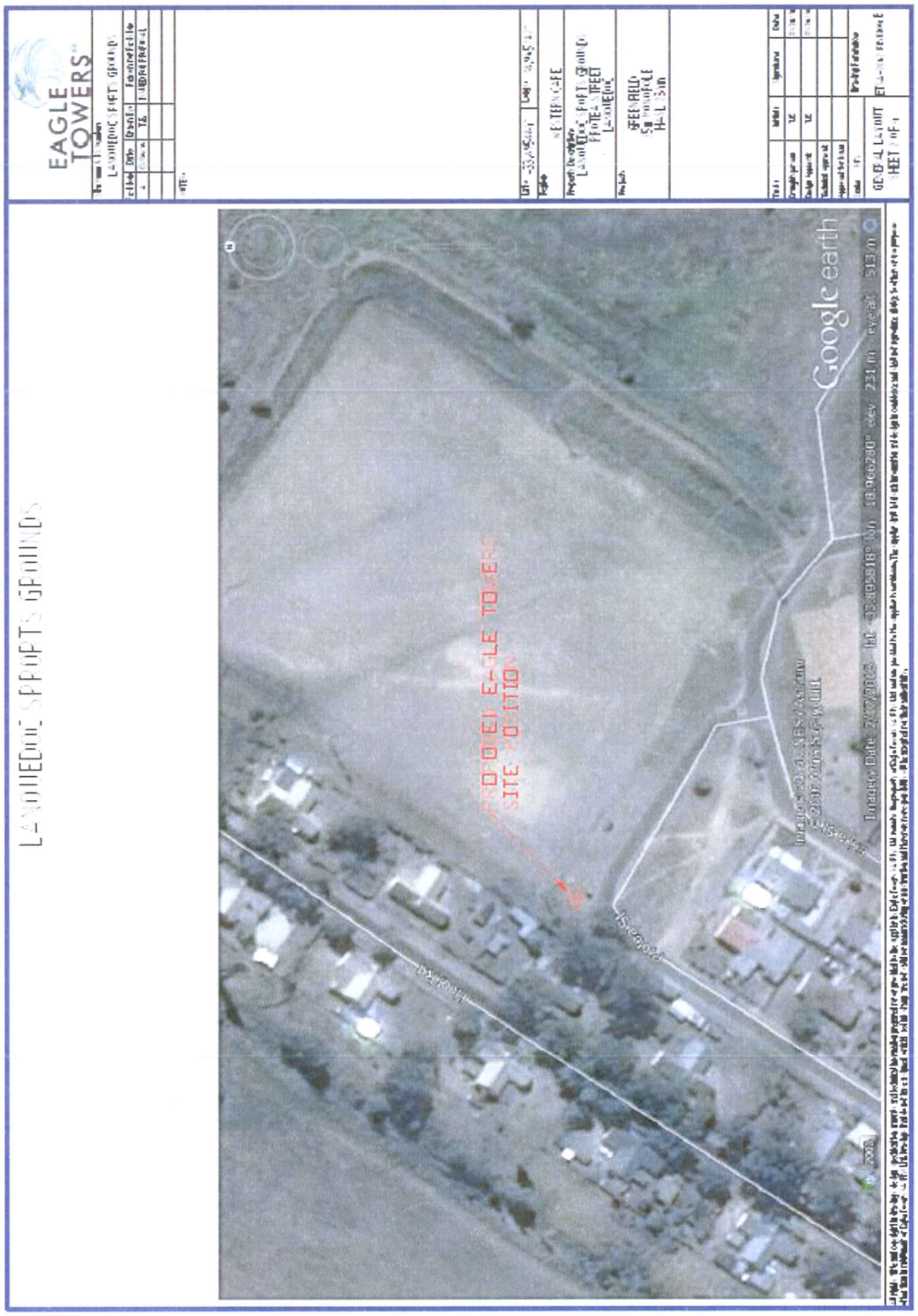
RENTAL ESCALATION RATE	~~THE RATE OF ESCALATION SHALL BE EQUAL TO THE PERCENTAGE INCREASE TO THE HEADLINE CONSUMER PRICE INDEX (FOR ALL URBAN AREAS) AS PUBLISHED BY STATISTICS SOUTH AFRICA THREE (3) MONTHS PRIOR TO THE DATE OF ESCALATION; PROVIDED THAT THE PERCENTAGE SHALL NOT BE GREATER THAN EIGHT PERCENT (8%)~~
	THE RATE OF ESCALATION SHALL BE 6% for the initial lease
RENTAL ESCALATION COMMENCEMENT DATE	ON THE FIRST ANNIVERSARY OF THE LEASE COMMENCEMENT DATE

NOTES: per the period. At the time of renewal for the option period, the then applicable tariff will be applied.

Initials of Lessor, Lessee and witnesses

ANNEXURE 2

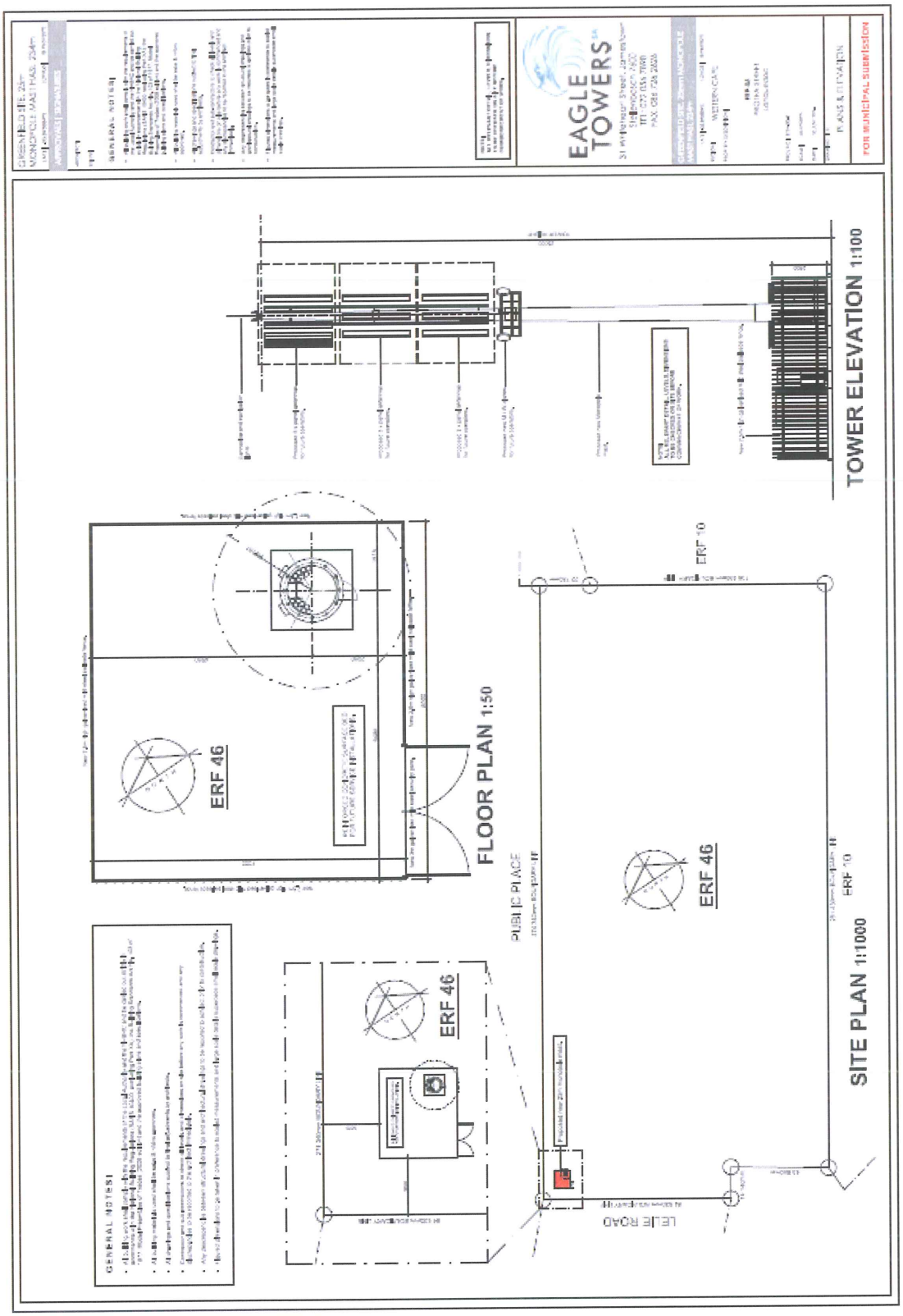
SKETCH PLAN INDICATING RELEVANT DETAILS OF EQUIPMENT TO BE INSTALLED ON THE PREMISES, THE POSITION OF SUCH EQUIPMENT ON THE PREMISES AND THE LOCATION OF THE PREMISES ON THE PROPERTY



Initials of Lessor, Lessee and witnesses

EAGLE TOWERS SA

ANNEXURE 2 (Continued)



Initials of Lessor, Lessee and Witnesses

APPENDIX 4

EAGLE TOWERS SA (RF) (PTY) LTD

Reg No. 2015/430588/07
Vat No. 4070273943

31 WHITEHEART STREET
JAMESTOWN – STELLENBOSCH – 7600

PHONE: +27 21 880 0914 – FAX: +27 867 26 2626

www.eagletowerssa.com

TO: Stellenbosch Municipality

Cabriere Street Franschoek	ETSA 0038
Cloetesville Pool	ETSA 0098
Idas Valley Library	ETSA 0095
Jamestown Cemetery	ETSA 0092
Jamestown Sports	ETSA 0140
Klapmuts Sportsgrounds	ETSA-0034
Lanquedoc Sports	ETSA 0062

(the "**Site**")

PER EMAIL: piet.smit@stellenbosch.gov.za

PER REGISTERED POST: Stellenbosch Municipality
Townhall Complex
Plein Street
Stellenbosch
7600

18 May 2020

Dear Sir and/or Madam,

LEASE AGREEMENT: NOTIFICATION OF THE SALE OF THE SITE TO HELIOS TOWERS

We trust that this letter finds you in good health, considering the COVID-19 pandemic currently proliferating in South Africa and other global communities. We wish you, your family and friends protection and safety during this time of great uncertainty.

Background and details of transfer to Helios Towers

1. We refer to the Lease Agreement entered into between Eagle Towers SA (RF) (Pty) Ltd with

registration number: 2015/430588/07 (“**Eagle Towers**”) and yourself in terms of which you tender and make available certain premises known as the Site to Eagle Towers for the installation and operation of electronic communications equipment as further detailed therein (the "**Agreement**").

2. As you may already know, Eagle Towers has agreed to sell the Site to HTSA Towers (Pty) Ltd with registration number: 2018/616561/07 and trading as Helios Towers South Africa (“**Helios Towers**”).

3. We expect that Eagle Towers will complete the sale of the Site to Helios Towers with effect from 30 April 2020 (the “**Closing Date**”) and will therefore cede its rights and delegate its obligations under the Agreement to Helios Towers with effect from the Closing Date (the “**Assignment**”).

4. Notwithstanding the Agreement providing that we are entitled to, without the consent of or providing notice to the Lessor, cede, assign, delegate and/or transfer our rights and/or obligations arising from the Agreement, I have deemed it prudent and respectful to formally apprise you of the Assignment to Helios Towers. Please take further notice that:

   a. the Assignment requires no action from you;
   b. the lessee for the purposes of the Agreement shall thenceforth be Helios Towers; and
   c. all rights, obligations and conditions contained in the Agreement remains unchanged and enforceable against Helios Towers as the new lessee.

Change of Contact Details

5. With effect from the Closing Date, Helios's *domicilium citandi et executandi*, and the address for the delivery of all notices under the Agreement, shall be:

   Address: Helios Towers South Africa, Unit D8, First Floor, Block D, El Ridge Office Park, 100 Elizabeth Road, Bartlett, Boksburg, Gauteng, 1459

   Email: HTSALegal@heliostowers.com

   Attention of: Head of Legal

Further Information

6. If you have any questions with the content of this letter please contact:

   Avril van der Rheede
   082 994 0291
   avril@eagletowerssa.com

We look forward to your continuous support and co-operation.

Yours sincerely,



Avril van der Rheede
Chief Executive Officer
Eagle Towers SA (RF) (Pty) Ltd
Duly authorised and warranting such authority
Date: 18 May 2020

7.4	**FINANCIAL SERVICES: (PC: CLLR J FASSER)**

NONE

7.5	**HUMAN SETTLEMENTS: (PC: CLLR R DU TIOT)**

7.5.1	**STELLENBOSCH MUNICIPALITY: DRAFT INTEGRATED HUMAN SETTLEMENT PLAN (IHSP) FOR THE PERIOD 2022 - 2027**

Collaborator No: **758926**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: STELLENBOSCH MUNICIPALITY: DRAFT INTEGRATED HUMAN SETTLEMENT PLAN (IHSP) FOR THE PERIOD 2022 – 2027

2. PURPOSE

To approve the draft Integrated Human Settlement Plan (IHSP), 2022 – 2027, compiled in accordance with the Provincial Department of Infrastructure (previously known as Provincial Department of Human Settlements) guidelines and aligned with the Integrated Development Plan (IDP) and Municipal Spatial Development Framework (MSDF), for public participation.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The National Housing Act 107 of 1997 requires that all municipalities must plan to facilitate the delivery of housing opportunities as part of their overall plan for their municipality.

The aim of the draft Integrated Human Settlements Plan (IHSP) is therefore:

- To outline the Municipality's implementation plan in providing for the housing needs of its steadily growing and increasing population.
- to enable the Municipality to prepare funding applications for submission to the Provincial Department of Infrastructure, that are consistent with funding conditions and included in the municipal IDP and Housing Pipeline, as per Provincial Department of Infrastructure guidelines is a requirement; and
- To informs the municipal Housing Pipeline spanning over ten years reflected in five-year periods the funding required in the Provincial Department of Infrastructure's Business Plan.

The development of the IHSP will therefore not only comply with the requirements of the National Housing Act whereby the municipality are obliged to facilitate the delivery

of housing opportunities as part of their municipal but will also develop credible Housing Pipeline and operational models for human settlements development within the WC024.

The draft Integrated Human Settlements Plan is a component of the Integrated Development Plan (IDP) and therefore outlines the Human Settlements contribution to the Municipality's five-year Integrated Development Plan (2022 – 2027).

It should be further mentioned that the need for shelter within the Stellenbosch Municipal area is outlined in the Spatial Development Framework (SDF). By 2036, the need for subsidised housing was projected as 40 953 opportunities consisting of and separated between 17 847 indigent and 23 106 others (excluding privately funded).

The draft IHSP also commits to the following principle aligned with the IDP and SDF focus areas:

IDP & SDF Focus Areas	**IHSP Principles**	**IHSP Implication**
Valley of Possibility	Equal access	Require well located land
Safe Valley	Place Identify	Provide for amenities & safe communal spaces
Dignified Living	Well-being & individual capability.	Secured tenure (title or rental)
Good Governance and compliance	Corporate capabilities	Secured funds & services
Green & sustainable valley	Resource frugal	Healthy ecological infrastructure

5. RECOMMENDATIONS

(a) that Council take note that the process of public participation has been concluded;

(b) that gentrification be investigated and that the necessary instruments (including policy) be developed to address the occurrence thereof which could be included in the MSDF; and

(c) that the Integrated Human Settlements Plan be adopted by the Council.

6. DISCUSSION / CONTENTS

6.1 Background / Discussion

The Provincial Department of Infrastructure guidelines require that Housing Pipeline's are informed by an Integrated Human Settlements Plan (IHSP) aligned with the Municipal Spatial Development Framework (MSDF) and Integrated Development Plan (IDP).

In order to comprehend the difference between the Housing Pipeline of Stellenbosch Municipality and the Integrated Human Settlements Plan (IHSP), it would be imperative to provide clarity on the difference between the strategic plan (IHSP) and the implementation plan (Housing Pipeline).

6.1.1 Housing Pipeline

The Housing Pipeline is premised on a ten-year horizon and reflected in a five-year period that serves as planning and budgeting tool for implementation of human settlements initiatives. The Municipality's Housing Pipeline is an integral component of the Provincial Department of Infrastructure's Business Plan. The Housing Pipeline must be reviewed annually to effectively articulate the Municipality project list, targets, and budget allocations towards fulfilling the housing demand and its legislative mandate.

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

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

6.1.2 Integrated Human Settlements Plan (IHSP)

The Integrated Human Settlements Plan (IHSP) plays an intricate role to change the way local governments do things in order to progress towards shared growth, integrated and sustainable development. This draft Integrated Human Settlements Plan (IHSP) must therefore be regarded as a strategic tool to restructure settlements spatially so that they are more efficient and equitable in the opportunities they create.

The Stellenbosch Municipality identified the following urban challenges:

- Segregation along socio-economic class lines.
- Structural poverty.
- Peripheral, disconnected mono-functional land development;
- Deficit in affordably priced housing opportunities close to employment opportunities;
- Increased population densities; and
- Lack of tracking, monitoring and reporting on change over time.

The draft Integrated Human Settlements Plan has the following strategic objectives:

(a) Securing funding for IHSP priorities

- Securing of funding according to approved funding applications at the Provincial Department of Infrastructure aligned with 5-year Housing Pipeline.

- Infrastructure investment in settlement with the highest urban population to enhance sustainability: Stellenbosch accommodates 70%, Franschhoek and Klapmuts together only accommodate 20% with the remainder spread throughout the smaller villages and hamlets.

- Developed housing opportunities as per the "Stellenbosch Urban Core Priority Human Settlements and Housing Development Areas (PHSHDA)" formally gazette on 15 May 2020 in Government Gazette No. 43316. The neighbourhoods of Jamestown, Kayamandi and Central Stellenbosch (see ***Figure 1***) were included. A PHSHDA Development Plan will be drafted by the Housing Development Agency (HDA) and the Provincial Department of Infrastructure.

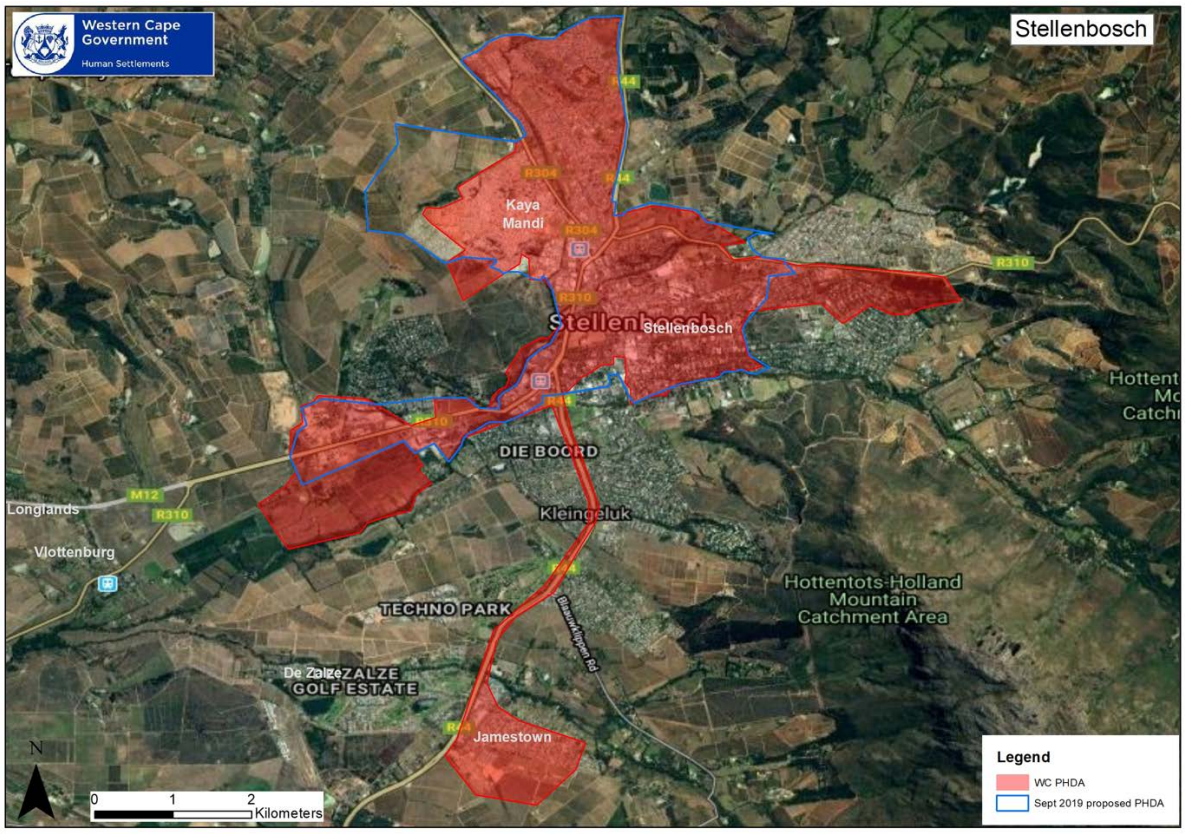


Figure 1: Priority Human Settlements and Housing Development Areas (PDSHDA)

- Transfer of ownership of all opportunities:

  - Created to date and as a compulsory step for completed IIHSP projects within the process of settlement making.

  - To be formalized in all the Bosdorpe and other government initiatives (i.e. Water Affairs) with exception of Jonkershoek to take priority: Meerlust, Maasdorp and La Motte. Where possible the formalization should follow the location of existing structures.

- together with the National Housing Development Agency, the transformation of Jonkershoek Bosdorp into a resort with short and

long term tenure leases. Beneficiaries of origin and other can either lease long term or exercise a settlement option elsewhere.

(b) Provision of tenure on well located land

Provision of opportunities is aligned with economic development within the municipality:

- On well located land; within / at mixed use precincts for example but not limited to:

➢ Adam Tas Corridor a catalytic project including Northern Extension and Droë Dyke. Cloetesville, Kayamandi, and Jamestown; all within a 5km radius of Central Stellenbosch make up 45% (7 035) of the total subsidized housing need in Stellenbosch Municipality. Neither Idas Valley nor Cloetesville, has extensive land options to accommodate the current demand.

- And enable Economic Mobility such as the development of Klapmuts, which is also a catalytic project and located along the N1, R44 and railway line, all enabling inhabitants to travel to access and conduct business and to work within and outside the municipality.

(c) Provision of tenure for targeted and special groups

Provision of opportunities include different tenure options for targeted and special groups by the municipality and include:

• Projects located in restructuring zones: all social housing and upgrading of exiting settlement projects and agri-villages as per **Figure 2**.

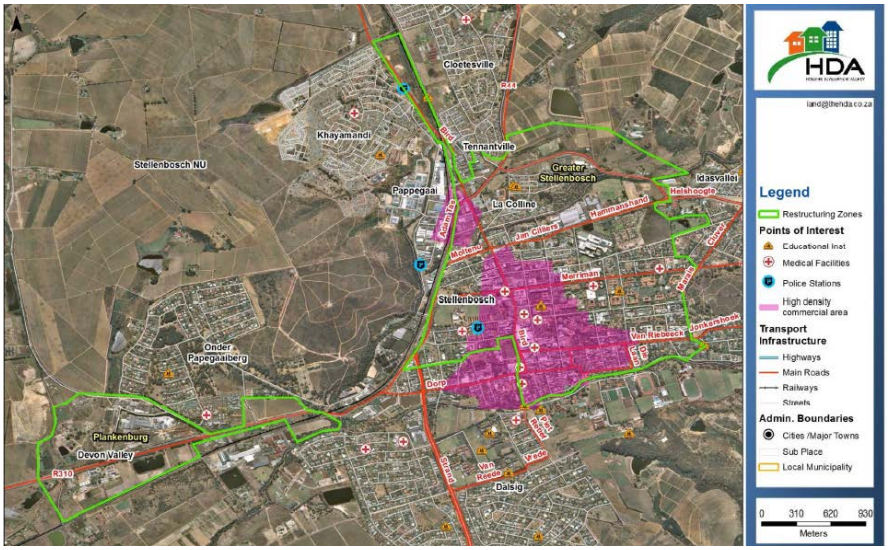


Figure 2: Approved Restructuring Zone

Stellenbosch Municipality was approved as a Restructuring Town in March 2017, by the National Minister of Human Settlements. Social Housing Institutions (SHI's) and/or Other Development Agency (ODA's) will be appointed to effect to the Municipality's social housing programme to generate and operate rental housing stock.

Affordable rental stock or social housing contributes to spatial restructuring by increasing densities and compacting growth thereby ensuring that the poor are not pushed out to marginal locations at the edge of the city.

Settlements also in need of Social Housing are Franschhoek, Jamestown and Northern Extension. A need of Housing for Senior Citizens is required in Kayamandi, Franschhoek and Stellenbosch.

- Projects for earmarked target groups: Prioritise provision of housing and security of tenure for an addition earmarked target group (60 years+, military veterans, disabled persons and child headed households):

➢ Those on waiting list for 10 years and more (since 2012 and before) and older than 40 years: Special projects have to take priority and include infill or redevelopment projects. Such projects have to be fast tracked.

➢ Nearly three quarters "(74% or 11 615) of the applicants has been on the waiting list for longer than 10 years, a quarter (24% or 3 818) of which are currently on the waiting list for more than 20 years. Cloetesville and Idas Valley have the highest proportion of applicants, 84% and 88% respectively, on the waiting list for 10 years or more. Those older than 40 years and on the waiting list for more than 10 years make up 8 390 (53%) of all applicants. More than 50% of Kylemore/Pniël, Jamestown, Idas Valley and Franschhoek's housing demand have applicants that are older than 40 years and have been on the waiting list for more than 10 years. Given the current profile of those on the waiting list for less than 10 years being from Klapmuts and Khayamandi, it is evident that housing demand will be driven by applicants from Klapmuts and Kayamandi (Stellenbosch SDF, 2019 p.38) as the majority of the applicants are from the latter two settlements.

- Projects for the indigent and those qualified for fully subsidized housing: The greatest need for serviced sites and/ or fully subsidized housing exists in Stellenbosch and Franschhoek. Besides informal settlements at Kayamandi and Langrug, overcrowding and informal structures are present in Cloetesville, Klapmuts and Kylemore. About 17% of all households in the municipal area are living in informal informal structures.

➢ The 2016 count of informal structures in three **informal settlements precincts**, Enkanini and Zone O in Kayamandi and Langrug, established an increase in numbers since 2011 equivalent to a 5% annual growth rate. Thus, the combined number of informal structures increased from nearly seven thousand (6 895) in 2011 to nine thousand (8800) in 2016.

➢ Beside informal precincts, there are households living in **informal backyard structures** are Mooiwater in Franschhoek, Kylemore, Kayamandi, Cloetesville and Klapmuts. A survey estimated that 5,6% (or 2 439 units) of all dwellings in the municipal area are informal informal structures in backyards being home to indigent households constituting about 77% of the households living in these informal structures. The average indigent households living in backyard structures consist of five or more persons per household causing **overcrowding**. In Franschhoek, informal structures in backyards constitute about 11% of all dwellings in the town.

- Projects for affordable housing: Cloetesville and Idas Valley and La Motte are prioritized to provide semi-subsidized housing i.e. GAP and FLISP. GAP and/or affordable housing is needed in Mooiwater, Franschhoek, Cloetesville, along Adam Tas, Klapmuts and Jamestown, whilst medium density housing is required in Mooiwater and Cloetesville.

(d) Provision of tenure by creating new innovative development opportunities

Provision of opportunities by the municipality according to:

- Protect existing identity and create precincts with new identify: Adam Tas Corridor, north of Kayamandi.
- Maintain identity overall for example projects implemented in Kylemore, Jamestown and Klapmuts.
- Grow rural and settlement identity for example project implemented and to be implemented: Meerlust, La Motte and Maasdorp.
- Projects/programme for the indigent and those in need of fully subsidised housing where the greatest need exists namely in Stellenbosch and Franschhoek.
- Projects/programme to address overcrowding, backyarders and informal structures in Stellenbosch, Klapmuts, Franschhoek and Kylemore representing about 17% of all households.
- Projects/programmes providing for the provision of partially subsidised opportunities i.e. GAP and FLISP in Cloetesville, La Motte, Mooiwater, Franschhoek, in Adam Tas Corridor, Klapmuts and Jamestown.

The application of the four strategies contribute to Stellenbosch IHSP's vision: "***All income groups in all Stellenbosch settlements live responsibly, in safety and have security of tenure according to municipal capabilities."*** The IHSP vision in turn contributes to Stellenbosch SDF's vision: *"We envisage a municipal area even more special than it is today; a place of natural beauty, rich in the way it preserves and exposes elements of history and culture, its produce from the land, the quality of its institutions, and the mindfulness and innovations of its people."*

6.2 Conclusion

The public participation process will also include but not be limited to presenting the draft IHSP to all wards. Dedicated timeslots will be arranged with the Ward Councillors and Ward committees in a logical, clustered manner.

6.3 Previous / Relevant Council Resolutions:

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-06-14: ITEM 7.5.2

(a) that the draft Integrated Human Settlements Plan (IHSP) be approved for public participation; and

(b) that after the comments from external and internal stakeholders are received, the draft Integrated Human Settlements Plan be submitted to Council for approval.

38TH COUNCIL MEETING: 2020-10-28: ITEM 11.4.1

RESOLVED (majority vote)

(a) that a new Integrated Human Settlement Plan (IHSP) be compiled that adheres to the "Guidelines for the Preparation of Municipal Human Settlement Plans" as proposed by the Western Cape Government: Department Human Settlements, subject to funding being made available; and

(b) that a new Integrated Human Settlements Plan (IHSP) be developed that aligns housing development with the long-term vision as envisaged in the approved Integrated Development Plan and the Municipal Spatial Development Framework.

The following Councillors requested that their votes of dissent be minuted:

Cllrs FT Bangani-Menziwe (Ms); DA Hendrickse; LK Horsband (Ms); C Moses (Ms); RS Nalumango; N Sinkinya (Ms); P Sitshoti (Ms) and LL Stander.

6.4 Risk Implications

This report has the following risk implications if not implemented:

- Land grabbing will continue impacting negatively on security of landowners.
- informal settlements will expand impacting negatively on attractiveness (and sense of place) of Stellenbosch as a settlement and tourism destination.

6.5 Comments from Manager: Spatial Planning

The Department: Spatial Planning has previously submitted a list of queries with respect to the previous Integrated Human Settlements Plan. As far as we could ascertain those queries were adequately addressed in the amended Integrated Human Settlements Plan that was submitted recently leading to an acceptable level of alignment with the Municipal Spatial Development Framework. No further comment is thus necessary.

6.6 Public Participation Process

The Department: Housing Development advertised the draft Integrated Human Settlements Plan for public inputs/comments in accordance with Council's policy. The official notice was published in the newspaper (Eikestadnuus) (**ANNEXURE 1**) on 3 August 2023 and on the municipal website (**ANNEXURE 2**) on 4 August 2023, soliciting public inputs/comments. The closing date for inputs/comments was 6 October 2023.

One comment was received from a coalition that included the Stellenbosch Interest Group; Kylemore Community Development Forum; Raithby Ratepayers Association and Jamestown Heritage (attached as **ANNEXURE 3**).

In collaboration with the services provider, below are the feedback on the inputs/comments received and its categorisation:

ISSUE 1:

As a **coalition of community representative groups (Stellenbosch Interest Group; Kylemore Community Development Forum; Raithby Ratepayers Association and Jamestown Heritage)** we wishto express our disappointment on the draft IHSP for not recognizing the devastating process of gentrification on the historic rural hamlets on Stellenbosch, more specifically, Pniel, Johannesdal, Kylemore, Jamestown and Raithby. The concept/process of gentrification is not mentioned once inthe draft IHSP. Gentrification as a process is a reality and needs to be addressed by means of a by-law that would serve to protect vulnerable communities (specifically the historical rural hamlets).

RESPONSE 1:

Noted, thank you for the contribution.

The selling of land in private ownership earmarked for residential development cannot be controlled by an IHSP, even where the Municipality has an interest in such land. Hence a recommendation will be included in the IHSP that reads: It is recommended that gentrification is investigated and that the necessary instruments (including policy) get developed to address the occurrence thereof.

ISSUE 2:

Large scale residential developments (high-income) are planned for Raithby, Kylemore and Johannesdal, whilst massive IRDP and FLISP mixed use, community and residential infilldevelopments (1400 sites in total) are imminent in Jamestown.

RESPONSE 2:

No changes to IHSP, only relevant sections included in section to follow.

In **Raithby**, a total of 10.37ha of land has been earmarked for mixed-use (page 85), community and residential infill development by the private sector.

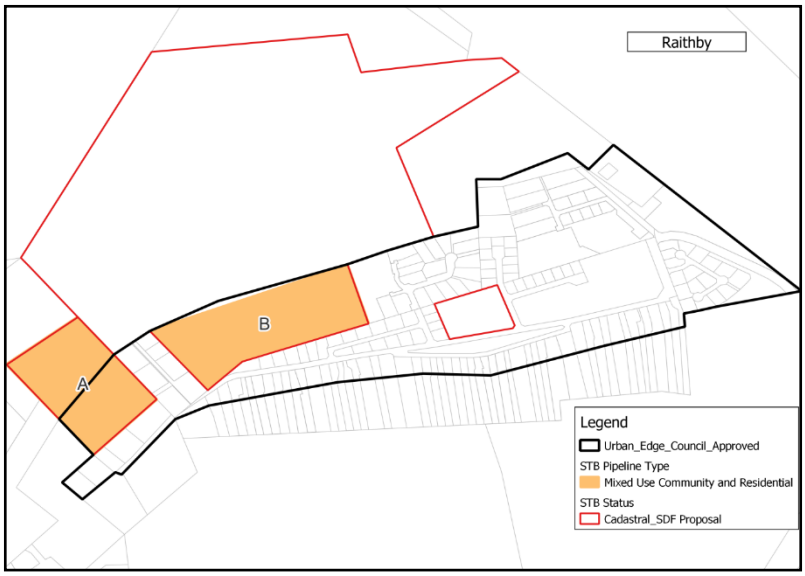


Figure 1: Raithby available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Erven 298 (MSDF)	Raithby	Mixed Use, Community and Residential Infill	A	4.8	280	Private	20
Erven 152 (MSDF)	Raithby	Mixed Use, Community and Residential Infill	B	5.57	325	Private	20

Table 1: Raithby available land for Residential Development

In **Johannesdal**, a total of 5.89ha of land has been earmarked for residential infill development opportunities by the private sector (page 83.)

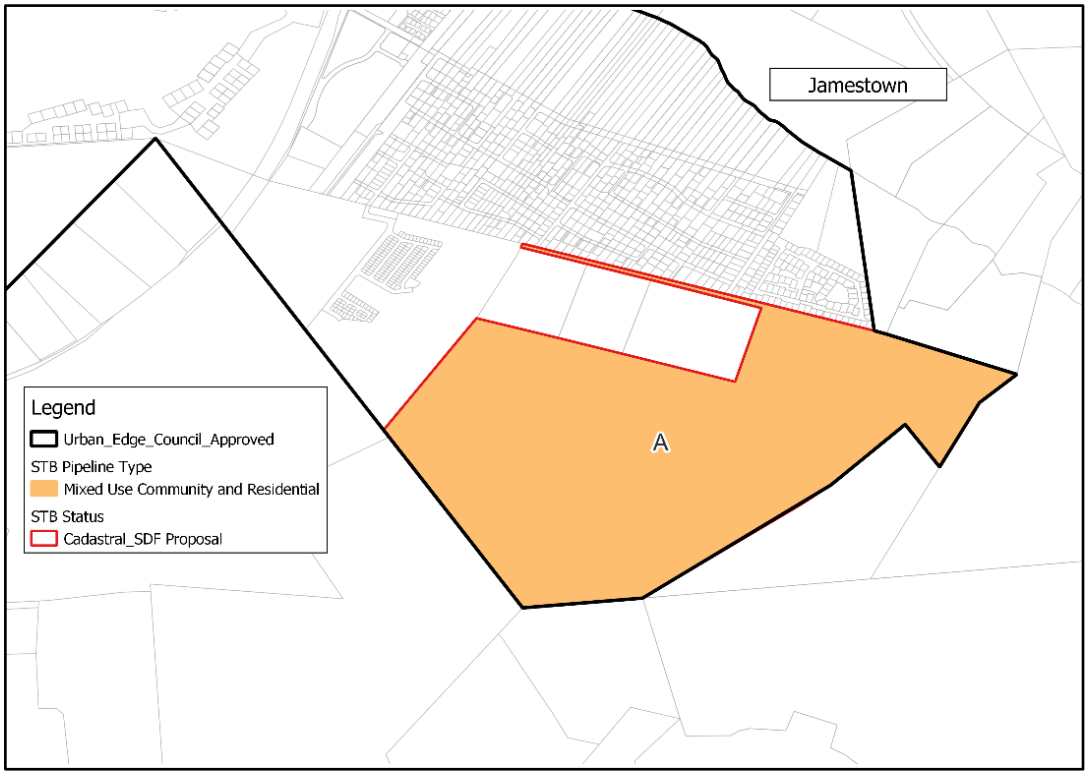


Figure 2: Jamestown MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/527	Jamestown	Mixed Use, Community and Residential Infill IRDP/FLISP, PHDA	P	A	±88.89	5185	Stb Mun	21

Table 2: Jamestown available land for Residential Development

Kylemore: 14,13ha has been earmarked for residential infill development opportunities: Mixed-use, community and residential infill development (IRDP) (page 83).

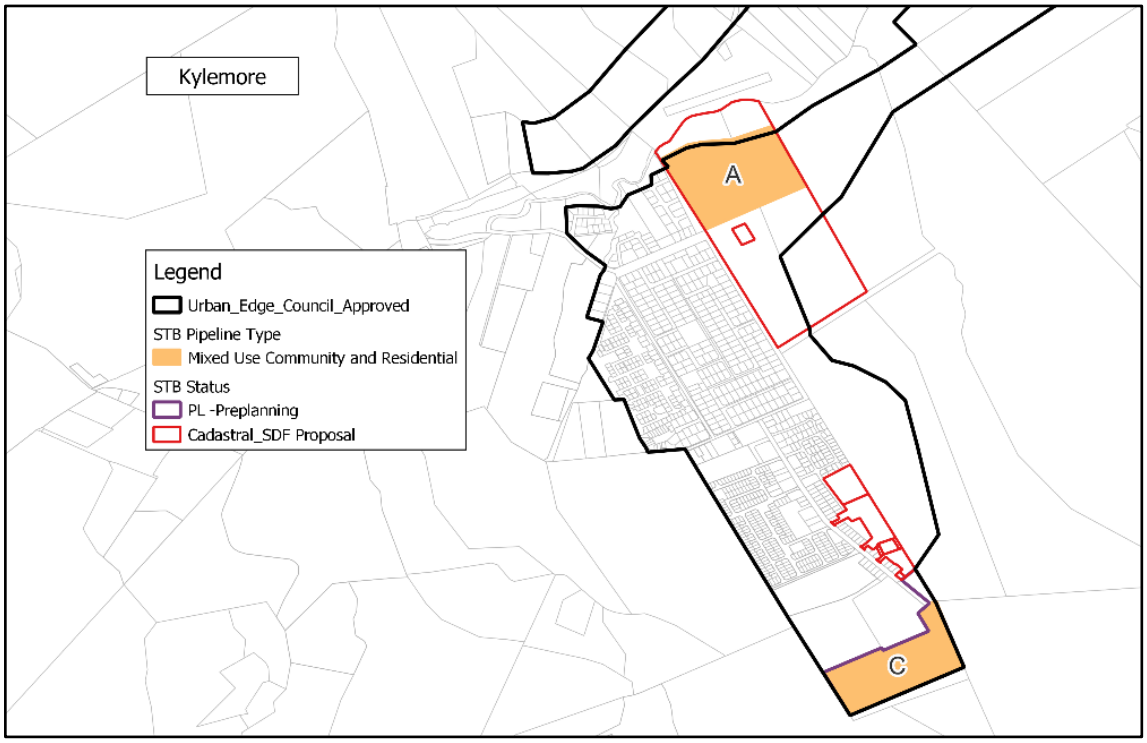


Figure 3: Kylemore MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/1/153 & 7/153 (MSDF)	Kylemore	Mixed Use, Community and Residential Infill		A	7.94	463		4
Erven 64	Kylemore	Mixed Use, Community and Residential Infill IRDP	PP	C	6.19	600 service sites	Priv/Pub	4

Table 3: Kylemore available land for Residential Development

In **Jamestown**, a total of 88.89ha of developable land has been earmarked for mixed-use, community and residential infill development. Mixed-use, Community and Residential Infill IRDP/FLISP, PHDA (page 77).

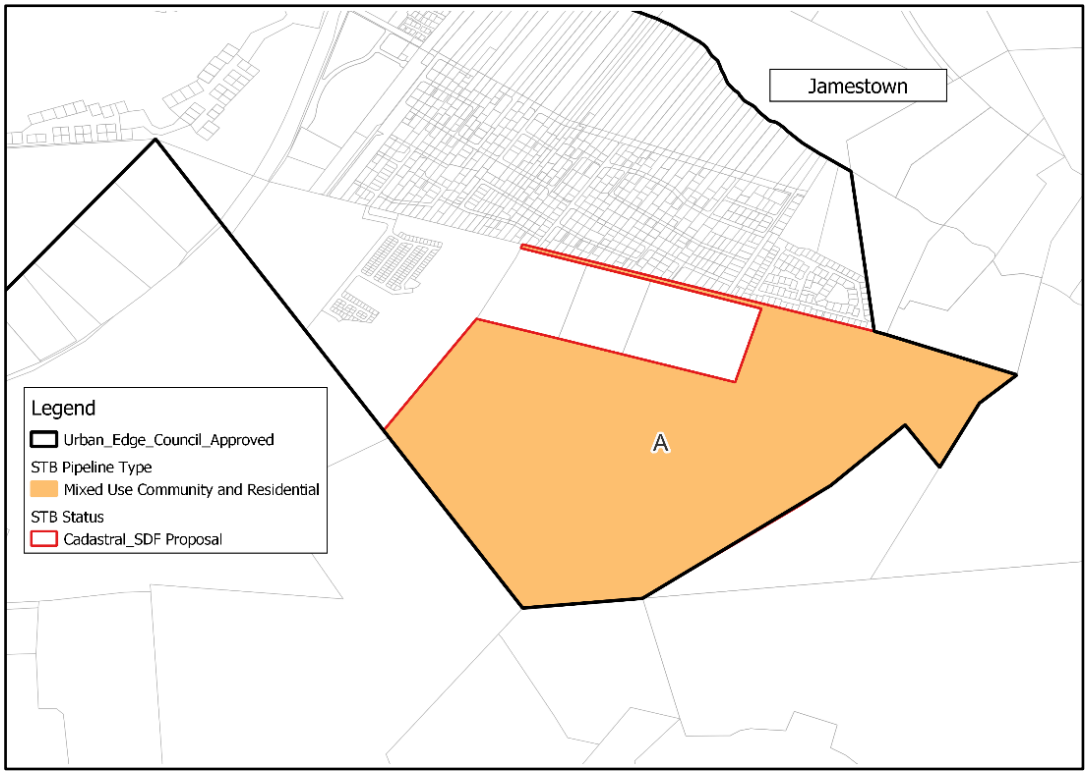


Figure 4: Jamestown MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/527	Jamestown	Mixed Use, Community and Residential Infill IRDP/FLISP, PHDA	P	A	±88.89	5185	Stb Mun	21

Table 4: Jamestown available land for Residential Development

ISSUE 3:

In the discourse on gentrification, there are typically three general types of **indirect displacement**. Indirect economic displacement refers to the growing affordability pressures that long-time residents experience as a result of rising housing costs, while community displacement takes place because of changes in place identity and neighbourhood governance. Changes in community and commercial services can lead to feelings of 'out-of-placeness' of long-time residents, which is referred to as neighbourhood resource displacement.

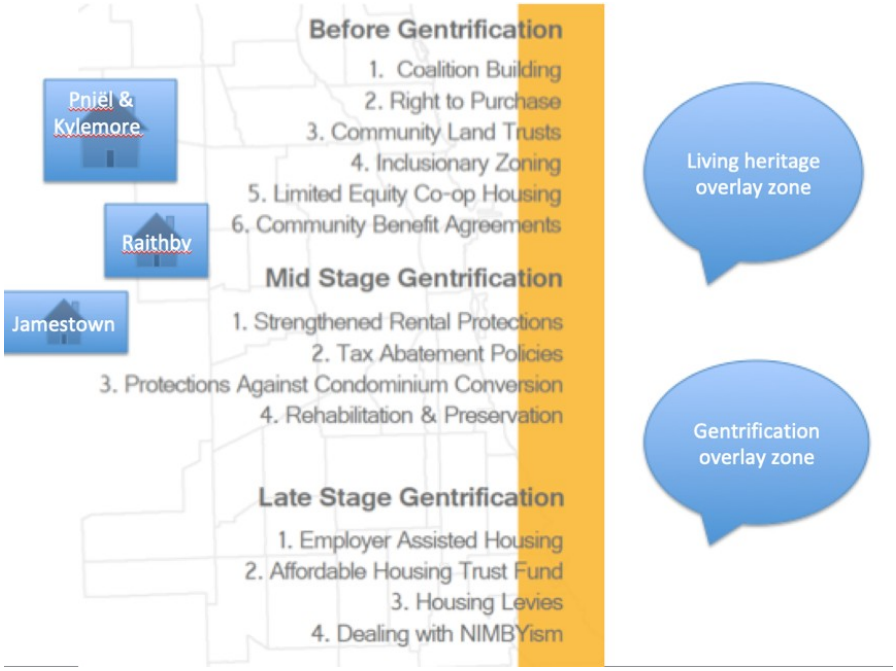
RESPONSE 3:

Well noted.

ISSUE 4:

The research over the past three years of Prof Ronnie Donaldson at Stellenbosch University has without doubt shown that gentrification is a reality that needs to be managed.

The figure below shows international best practice of how to manage gentrification, based on the phase within which a place is at the time of implementation of management strategies/bylaws. The blue balloon's are suggestions for Stellenbosch: a case for incorporating intangible heritage as part of what we propose, a management gentrification overlay zone for these hamlets.



RESPONSE 4:

A recommendation will be included in the IHSP that reads: It is recommended that gentrification is investigated and that the necessary instruments (including policy) get developed to address the occurrence thereof.

The findings of such an investigation should be included in the MSDF and inform the next revision of the IHSP.

ISSUE 5:

It is known truism that there is a shortage of well-located available land in the Stellenbosch LM. Hence, developers are constantly exploring new opportunities to procure land that was previously not considered for development as residential development trends are driven by market forces. New-build residential developments inevitably take the form of gated developments as it is more cost-effectively built compared to the same number of single dwellings and it is marketed as a must-have to secure one's person and possessions. The result is a perpetuation of socio-economic divides and a transformation of the built environment of the hamlets. In addition to new-build developments, older houses are being bought at high prices (the exorbitant cost is driven by demand), renovated, increases in value and then has a knock-on effect on the property prices in its sphere of influence. Internationally, there are examples of strategies for combatting the pressures of gentrification. The strategies that could be implemented in the contexts of the Stellenbosch hamlets is to be identified, workshopped with residents (and the municipality) with a view to implementation. The identified strategies can be implemented in different phases of the gentrification process as the gentrification process in Jamestown is more pronounced than in Pniel and Raithby; the latter two hamlets at the beginning stage of the process.

RESPONSE 5:

Well noted.

ISSUE 6:

We urge the municipality to incorporate some of the following suggested strategies in the human settlement plan (details of strategies can be obtained from prof Donaldson at Stellenbosch University):

(1) **Pre-gentrification strategies:**

- Community “right to purchase”
- A community land trust
- Mandatory inclusionary zoning
- Zoning mechanisms can also be used to establish ‘displacement-free zones’ (DFZs)

(2) Mid-stage anti-gentrification strategies:

- Rental protection for tenants
- Tax abatement policies
- Preservation and rehabilitation of heritage buildings

RESPONSE 6:

These Strategies will be explored as part of the recommendation to investigate gentrification and developing the necessary tools to address the occurrence thereof.

ISSUE 7:

A few questions come to mind: with the unbridled growth of gated developments in the municipal area would inclusionary zoning and gated developments be polar opposites? Can one have inclusionary zoning within gated developments which are by their nature, exclusionary? Should gated developments be prohibited from areas at risk of gentrification?

RESPONSE 7:

Noted and likely proposals should be explored as part of the recommendation to investigate gentrification and developing the necessary tools to address the occurrence thereof.

ADDITIONAL COMMENTS TO THE DRAFT IHSP

ISSUE 8:

On page vi it is indicated that GAP housing is needed in Jamestown, and not in the other hamlets listed above. Why not? What criteria/study was used to come to this

conclusion?

RESPONSE 8:

The identification of settlements in need of GAP housing is set out on page 12 of the IHSP. This section (3 and 3.1) page 12 states: "*Household income determines the house typology and programme and housing category*". Income was the only criteria applied according to the directives from Provincial Department of Infrastructure (Human Settlements branch).

Considering the relevant Wards (Kylemore Ward 4, Pniel Ward 4, Raithby Ward 20 and Jamestown Ward 21) graph 4 on page 12 illustrates the need for GAP housing in all three wards.

Page vi refers to required (demand) and should be read together with the entire section on pages iii – vi. The demand was obtained from the Annual Review of Stellenbosch Municipal Housing Pipeline 2022 -2025, and only Kylemore and Jamestown are listed on the demand database.

ISSUE 9:

The settlement-type classification on page 7 needs re-classification (also Table 5). The importance of the historic origin of the rural hamlets of Pniel, Jamestown, Kylemore and Raithby needs to be acknowledged as this is at the core of protecting the living heritage (intangible heritage) of these hamlets.

RESPONSE 9:

The following sections in table 5 on page 7 were changed as follows:

Settlement Classification

Settlement	Identity	Economy	Locational Advantage
Stellenbosch Surroundings			
Jamestown	Residential settlement & historic strawberry farming.	Place of residence.	Within a pristine valley amidst the vineyards.
Settlements in Dwarsrivier Valley			
Johannesdal & Pniël	Tourism Destinations & Cultural Centres.	Agriculture.	Along a mountain pass in Pristine Dwarsrivier Valley.
Kylemore			
Settlement on Somerset Plain			
Raithby	Rural settlement retains 19th century Mission Town structure.	Rural residential & small scale intensive agri-cultivation (strawberries).	At the foot of Helderberg Mountains. Intersects with Winery Road which provides access to Old Main Road and the R44.

Settlement Classification changed to acknowledge historic origin of the rural hamlets of Pniel, Jamestown, Kylemore and Raithby:

Settlement	Identity	Economy	Locational Advantage
Stellenbosch Surroundings			
Jamestown	Historic rural settlement & strawberry farming.	Place of residence.	Within a pristine valley amidst the vineyards.
Settlements in Dwarsrivier Valley			
Johannesdal & Pniël	Historic rural settlements & Cultural Centres.	Agriculture and Tourism Destinations	Along a mountain pass in Pristine Dwarsrivier Valley.
Kylemore			
Settlement on Somerset Plain			
Raithby	Historic rural settlement to retain its 19th century Mission Town structure.	Rural residential & small scale intensive agri-cultivation (strawberries).	At the foot of Helderberg Mountains. Intersects with Winery Road which provides access to Old Main Road and the R44.

It should be noted that all inputs/comments received have been amended accordingly via track changes (see attached **ANNEXURE 4**) within the draft Integrated Human Settlements Plan

The final Integrated Human Settlement Plan for Council approval is attached as **ANNEXURE 5**.

6.7 Financial Implications

The financial implications are in accordance with the approved Provincial Department of Infrastructure's Business Plan and approved Municipal budget.

6.8 Legal Implications

The recommendations in this report aid compliance with content and public participation requirements as per the Provincial Department of Infrastructure guidelines for Integrated Human Settlement Plans and Municipal Policies.

6.9 Staff Implications

No staff implications.

ANNEXURES

ANNEXURE 1: Publication of notice in newspaper
ANNEXURE 2: Screenshot of notice as advertised on the municipal website.
ANNEXURE 3: Comment received.
ANNEXURE 4: Track changes to the draft Integrated Human Settlements Plan
ANNEXURE 5: Final Integrated Human Settlements Plan.

FOR FURTHER DETAILS CONTACT:

NAME	***Lester van Stavel***
POSITION	***Manager: Housing Development***
DIRECTORATE	***Planning & Economic Development, Integrated Human Settlements***
CONTACT NUMBERS	***021 808 8462***
E-MAIL ADDRESS	***Lester.vanstavel@stellenbosch.gov.za***
REPORT DATE	

ANNEXURE 1

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STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

PUBLIC NOTICE:

PUBLIC COMMENT ON THE DRAFT INTEGRATED HUMAN SETTLEMENTS PLAN

NOTICE NUMBER: 109/2023

Council approved the draft Integrated Human Settlements Plan (IHSP) for the period 2022 – 2027 on 27 June 2023, in accordance with the Provincial Department of Infrastructure (Branch Human Settlements) (previously known as Provincial Department of Human Settlements) guidelines and aligned with the Integrated Development Plan (IDP) and Municipal Spatial Development Framework (MSDF), for public participation.

The National Housing Act 107 of 1997 requires that all municipalities must plan to facilitate the delivery of housing opportunities as part of their overall plan and/or development through an Integrated Human Settlements Plan. This plan is linked to the housing pipeline and housing programmes that should be implemented within its area of jurisdiction.

The draft Integrated Human Settlements Plan is a chapter of the Integrated Development Plan (IDP) and therefore outlines the Human Settlements contribution to the Municipality's five-year Integrated Development Plan (2022 – 2027).

You are hereby invited to submit written comments on the draft IHSP by electronic mail to the Manager: Housing Development at admin.housingdevelopment@stellenbosch.gov.za on or before **6 October 2023.**

The draft IHSP is available on the Stellenbosch Municipality's website (www.stellenbosch.gov.za) and hard copies will be available for scrutinising at the local libraries as reflected in the table below:

Area	Address
Groendal Library	Stiebeuel Street, Franschhoek
Franschhoek Library	9 Reservior Street, Franschhoek
Pniel Library	Main Road, Pniel
Idas Valley Library	33 Sonnebloem Street, Idas Valley
Plein Street Library	Plein Street, Central, Stellenbosch
Kayamandi Library	Hani Road, Kayamandi
Cloetesville Library	Lang Street, Cloetesville
Klapmuts Library	Merchant Street, Klapmuts
Jamestown Library	Pajaro Street, Jamestown

It should be noted that the Municipality may refuse to accept any comments/objection received after the closing date.

For any enquiries or request for more information on the process may be directed to the Manager: Housing Development at admin.housingdevelopment@stellenbosch.gov.za and/or 021 808 8756 during office hours..

PUBLIEKE KENNISGEWING:

PUBLIEKE KOMMENTAAR OOR DIE KONSEP GEÏNTEGREERDE MENSLIKE NEDERSETTINGSPLAN

KENNISGEWING NOMMER: 109/2023

Die Raad het die konsep Geïntegreerde Menslike Nedersettings Plan (GMNP) vir die tydperk 2022 – 2027 op 27 Junie 2023 goedgekeur, in ooreenstemming met die Provinsiale Departement van Infrastruktuur (Tak Menslike Nedersettings) (voorheen bekend as Provinsiale Departement van Menslike Nedersettings) riglyne en in lyn met die Geïntegreerde Ontwikkelings Plan (GOP) en Munisipale Ruimtelike Ontwikkeling Raamwerk (MROR).

Die Nasionale Behuisingswet 107 van 1997 vereis dat alle munisipaliteite moet beplan om die beskikbaarstelling van behuisingsgeleenthede te fasiliteer as deel van hul beplanning en/of ontwikkeling van die Geïntegreerde Menslike Nedersettings Plan. Hierdie plan is gekoppel aan die behuisingspyplyn en behuisingsprogramme wat binne die regsgebied van die Munisipaliteit uitgerol moet word.

Die konsep Geïntegreerde Menslike Nedersettings Plan is 'n hoofstuk van die Geïntegreerde Ontwikkelings Plan (GOP) en skets dus die Menslike Nedersettings bydrae tot die Munisipaliteit se vyfjaar Geïntegreerde Ontwikkelings Plan (2022 – 2027).

U word hiermee uitgenooi om skriftelike kommentaar oor die konsep Geïntegreerde Menslike Nedersettings Plan (GMNP) per elektroniese pos aan die Bestuurder: Behuisingsontwikkeling by admin.housingdevelopment@stellenbosch.gov.za op of voor **6 Oktober 2023.**

Die konsep Geïntegreerde Menslike Nedersettings Plan (GMNP) is beskikbaar op die Stellenbosch Munisipaliteit se webwerf (www.stellenbosch.gov.za) en harde kopieë sal beskikbaar wees ter insae by die plaaslike biblioteke soos uiteengesit in die tabel hieronder:

Area	Adres
Groendal Library	Stiebeuelstraat, Franschhoek
Franschhoek Library	Reserviorstraat 9, Franschhoek
Pniel Library	Hoofweg, Pniel
Idas Valley Library	Sonnebloemstraat 33, Idasvallei
Plein Street Library	Pleinstraat, Sentraal, Stellenbosch
Kayamandi Library	Haniweg, Kayamandi
Cloetesville Library	Langstraat, Cloetesville
Klapmuts Library	Merchantstraat, Klapmuts
Jamestown Library	Pajarostraat, Jamestown

Daar moet kennis geneem word dat die Munisipaliteit kan weier om enige kommentaar/beswaar wat na die sluitingsdatum ontvang word, te aanvaar.

Vir enige navrae of versoeke vir meer inligting oor die proses kan 'n versoek gerig word aan die Bestuurder: Behuisingsontwikkeling by admin.housingdevelopment@stellenbosch.gov.za en/of 021 808 8756 gedurende kantoor ure.

ANNEXURE 2



AUG 4, 2023 | STUART GROBBELAAR

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NOTICE for public comment on the Draft Integrated Human Settlements Plan 2022 – 2027

Attached Files

Notice for comment on amended IHSP new.pdf DOWNLOAD

Important Pages

- Documents
- Tenders
- Formal Quotations
- RFQ under R30 000
- Planning Portal
- Traffic Department

ANNEXURE 3

4 October 2023

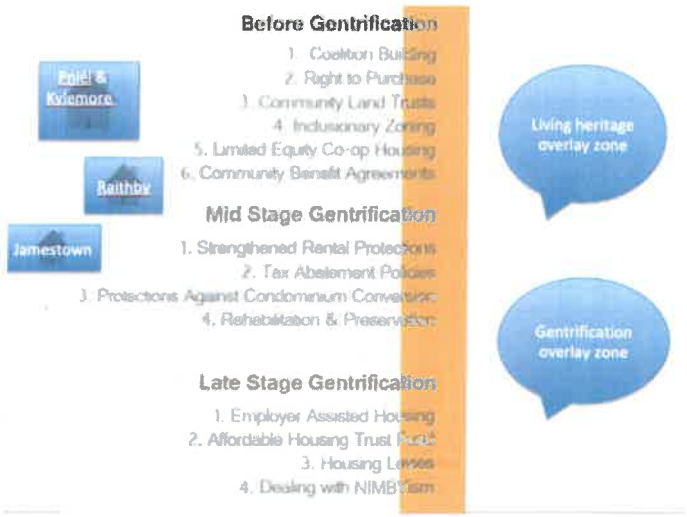
Manager: Housing Development
Stellenbosch Municipality
Admin.housingdevelopment@stellenbosch.gov.za

PUBLIC COMMENT ON THE DRAFT INTEGRATED HUMAN SETTLEMENTS PLAN (HSP)

As a coalition of community representative groups (*Stellenbosch Interest Group; Kylemore Community Development Forum; Raithby Ratepayers Association and Jamestown Heritage*) we wish to express our disappointment on the draft HSP for not recognizing the devastating process of gentrification on the historic rural hamlets on Stellenbosch, more specifically, Pniel, Johannesdal, Kylemore, Jamestown and Raithby. The concept/process of gentrification is not mentioned once in the draft HSP. Gentrification as a process is a reality and needs to be addressed by means of a by-law that would serve to protect vulnerable communities (specifically the historical rural hamlets).

Large scale residential developments (high-income) are planned for Raithby, Kylemore and Johannesdal, whilst massive IRDP and FLISP mixed use, community and residential infill developments (1400 sites in total) are imminent in Jamestown. In the discourse on gentrification, there are typically three general types of **indirect displacement**. *Indirect economic displacement* refers to the growing affordability pressures that long-time residents experience as a result of rising housing costs, while *community displacement* takes place because of changes in place identity and neighbourhood governance. Changes in community and commercial services can lead to feelings of 'out-of-placeness' of long-time residents, which is referred to as neighbourhood *resource displacement*.

The research over the past three years of prof Ronnie Donaldson at Stellenbosch University has without doubt shown that gentrification is a reality that needs to be managed. The figure below shows international best practice of how to manage gentrification, based on the phase within which a place is at the time of implementation of management strategies/bylaws. The blue balloon's are suggestions for Stellenbosch: a case for incorporating intangible heritage as part of what we propose, a *management gentrification overlay zone* for these hamlets.



It is known truism that there is a shortage of well-located available land in the Stellenbosch LM. Hence, developers are constantly exploring new opportunities to procure land that was previously not considered for development as residential development trends are driven by market forces. New-build residential developments inevitably take the form of gated developments as it is more cost-effectively built compared to the same number of single dwellings and it is marketed as a must-have to secure one's person and possessions. The result is a perpetuation of socio-economic divides and a transformation of the built environment of the hamlets. In addition to new-build developments, older houses are being bought at high prices (the exorbitant cost is driven by demand), renovated, increases in value and then has a knock-on effect on the property prices in its sphere of influence. Internationally, there are examples of strategies for combatting the pressures of gentrification. The strategies that could be implemented in the contexts of the Stellenbosch hamlets is to be identified, workshopped with residents (and the municipality) with a view to implementation. The identified strategies can be implemented in different phases of the gentrification process as the gentrification process in Jamestown is more pronounced than in Pniel and Raithby; the latter two hamlets at the beginning stage of the process.

We urge the municipality to incorporate some of the following suggested strategies in the human settlement plan (details of strategies can be obtained from prof Donaldson at Stellenbosch University):

(1) Pre-gentrification strategies:

- *Community "right to purchase"*
- A *community land trust*
- *Mandatory inclusionary zoning*
- *Zoning mechanisms can also be used to establish 'displacement-free zones' (DFZs)*

***(2)* Mid-stage anti-gentrification strategies:**

- *Rental protection for tenants*
- *Tax abatement policies*
- *Preservation and rehabilitation of heritage buildings*

A few questions come to mind: with the unbridled growth of gated developments in the municipal area would inclusionary zoning and gated developments be polar opposites? Can one have inclusionary zoning within gated developments which are by their nature, exclusionary? Should gated developments be prohibited from areas at risk of gentrification?

Additional comments on the draft housing plan:

- On "page vi" it is indicated that GAP housing is needed in Jamestown, and not in the other hamlets listed above. Why not? What criteria/study was used to come to this conclusion?

- The settlement-type classification on page 7 needs re-classification (also Table 5). The importance of the historic origin of the rural hamlets of Pniel, Jamestown, Kylemore and Raithby needs to be acknowledged as this is at the core of protecting the living heritage (intangible heritage) of these hamlets.

Kind regards.

Stellenbosch Interest Group:
Patricia Botha (084 328 5569; interestgroupstellenbosch@gmail.com)

Kylemore Community Development Forum:
Eva Williams (079 258 4857)

Raithby Ratepayers Association:
Deon Henricks (072 841 0613; deon@melvinstransport.com)
Jamestown Heritage:

Chrisben February (083 406 1102; chrisbenjf@hotmail.com)

ANNEXURE 4

Settlement	Identity	Economy	Locational Advantage
Elsenburg	Institute of Learning & Research.	Education.	Just of R44 and accessible from N1 and R304.
Koelenhof	Rural Hamlet.	Residential.	R304/ M23 Intersection.
Muldervlei	Former Railway station.	Agriculture.	Access to N1, Old Paarl Road and R304.
Settlements along Baden Powell			
Lynedoch	Sustainability & rural settlement.	Agriculture.	Abutting the R310, Access to N2.
Vlottenburg	Rural agricultural processing node at railway station.	Wine production.	On the R310 and railway line.
Spier	Wine farming.	Wine production & Tourism.	Abutting the R310.
Settlements in Dwarsrivier Valley			
Johannesdal & Pniël Kylemore	~~Tourism Destinations~~ ~~Historic rural settlements~~ & Cultural Centres.	Agriculture and Tourism Destinations.	Along a mountain pass in Pristine Dwarsrivier Valley.
Lanquedoc	Farm Worker village.	Agriculture.	Pristine Dwarsrivier.
Grt Drakenstein	Wine growing area.	Agriculture.	Adjacent to Drakenstein.
Settlement on Somerset Plain			
Raithby	~~Rural settlement retains Historic rural settlement to retain its~~ 19th century Mission Town structure.	Rural residential & small scale intensive agri-cultivation (strawberries).	At the foot of Helderberg Mountains. Intersects with Winery Road which provides access to Old Main Road and the R44.

Table 5: Role, economic base and locational advantage of Stellenbosch Settlements (Source: Stellenbosch MSDF 2019)

Towns with regional roles and locational advantages, i.e., Stellenbosch, and Klapmuts, have the highest potential for future growth and to sustain such growth. Whilst Franschhoek has a regional role and locational advantage, the potential for future growth and to sustain such growth is contained. As such towns are according to national and provincial policy ideal for subsidised housing developments, Kylemore has absorbed the surplus housing need of Franschhoek. According to the above table, Stellenbosch and Klapmuts, should be priority settlements for future settlement development and in particular subsidized housing.

Settlement Growth Potential

The Western Cape Growth Potential Study of Towns in the Western Cape (2014) identified Stellenbosch as having a very high growth potential and identified Pniël/ Kylemore as having high growth potential.

Key: L= Low, M= Medium, H=High, VH=Very High	Human Capital	Economic	Physical or Natural	Infra-structure	Institutional	Combined
Stellenbosch/ Jamestown (W5-17, 22/ 21)	VH/H	VH/VH	M/M	VH/VH	M/VH	**VH**
Franschhoek (W1 & 2)	VH/L	VH/M	M/VH	VH/H	M/M	**M**
Klapmuts (W18)	VH/L	VH/M	M/H	VH/VH	M/L	**M**
Pniël/ Kylmore (W4)	VH/M	VH/M	M/VH	VH/VH	M/M	**H**

Table 6: Stellenbosch Municipality: Growth potential per settlement

The above table provides the scores for Stellenbosch settlements with the exception of settlements in Ward 3 (Wemmershoek, Lanquedoc, Meerlust)

ANNEXURE 5



INTEGRATED HUMAN SETTLEMENT PLAN 2022 - 2027

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Prepared by CK RUMBOLL & PARTNERS

Tender B/SM 58/21: Scope of Work:

The formulation of the Stellenbosch Municipality's Integrated Human Settlement Plan (IHSP) should be undertaken in a phased approach that is informed by constructive consultation.

It is a municipal priority that the Stellenbosch Municipality's Integrated Human Settlement Plan (IHSP) be compiled in line with the Western Cape Government: Department of Infrastructure' "Guidelines for the preparation of Municipal Human Settlement Plans".

It is furthermore a requirement that the above IHSP be aligned with the Stellenbosch Municipality's Integrated Development Plan and Spatial Development Framework.

1.1. The IHSP should contain the following processes:

1. Pre-Planning Process
2. Analytical and strategy planning Processes
3. Approval and Review Processes

1.2. Content within the IHSP should address the following:

1. Legal and policy framework
2. Human settlement status assessment
3. Demographic assessment
4. Assessment of municipal-specific housing need
5. Key human settlement challenges
6. Municipal IHSP vision statement
7. Objectives and strategies in response to challenges
8. IHSP project portfolio
9. IHSP implementation pipeline
10. Enabling actions

1.3. Additional Policies, Strategies, Plans Rapid Review

Applicable policies, by-laws and plans for consideration are as follows:

a) Housing pipeline
b) Emergency housing assistance policy
c) Allocation strategy
d) Housing Demand Database
e) Informal settlement strategy
f) Inclusionary housing strategy

1.4. Legislative Public Participation Process and Public Engagement Plan

A public engagement process plan to be submitted as part of the compilation of the IHSP. The public engagement process to include meetings, presentations, workshops, on-site visits, social media options, roadshows.

1.5. Summary of IHSP

A user-friendly, illustrative and easy text summary on the IHSP to be developed.

1.6. GIS

Provide GIS data, in a shape-file format which is compatible and can integrate with the software of Stellenbosch Municipality. Housing projects to be categorized as follows, but is not limited to:

- Per ward,
- Per town,
- Per housing typology (IRDP, FLISP, GAP, etc.)
- Urban/rural ('bosdorpe')
- Per financial year
- Per phase e.g. planning phase, construction phase, hand over.

1.7. MSDF/Urban edge and housing project anomalies

Certain housing projects as prioritized in the approved housing pipeline, are not aligned with the approved Spatial Development Framework and accompanying urban edge. It will be required to consider alternative options/ideas/strategies to strategically address these anomalies.

1.8. Re-prioritization of the draft Human Settlement Development Grant (HSDG) business plan targets and budgets

The prioritization of the housing pipeline to be in compliance with the human settlements and housing delivery legislation, policy and prescripts. Criteria must be developed to test the compliance of the latest national and provincial prescripts for each housing project for incorporation into the housing pipeline.

Executive Summary

Tenure Security, settlement making strategy and regulatory alignment

Stellenbosch Municipality is committed to the following principles to deliver on their settlement making mandate:

MSDF Focus Area	IHSP Principles	IHSP Implication
Valley of Possibility	Equal access	Require well located land
Safe Valley	Place Identify	Provide for amenities & safe communal spaces
Dignified Living	Well-being & individual capability.	Secured tenure (title or rental)
Good Governance and compliance	Corporate capabilities	Secured funds & services
Green & sustainable valley	Resource frugal	Healthy ecological infrastructure

These principles are aligned with the principles of the municipal commitment as reflected ***Stellenbosch Spatial Development Framework, 2019*** and in the 5-year ***Stellenbosch Integrated Development Plan, 5th generation (2022 – 2027)*** as part of the municipal wide strategy, priorities, financial implications and implementation thereof. It reflects and guides the delivery of its all-encompassing development strategy including settlement making and delivery of housing (Stellenbosch Municipality, 2017).

The IHSP sets out, amongst other matters, the requirements that individual projects still need to fulfil to be project ready to qualify for funding. Projects that are ready or near ready are included in the municipal Housing Pipeline which are reviewed annually to effectively articulate the Municipality project list, targets and budget allocations towards fulfilling in the housing demand and ensures that Provincial Department of Infrastructure requirements for funding can be met (Stellenbosch Municipality Housing Pipeline, 2023).

The Provincial Department of Infrastructure must ensure that delivery targets are met and grant funds are spent in accordance with national and provincial policy. Funds are only released to municipalities on receipt of funding applications consistent with funding conditions and included in the municipal IDP and IHSP and Housing Pipeline spanning over ten years reflected in five-year periods. Municipal Housing Pipeline is an integral component of the Provincial Department of Infrastructure Business Plan.

Settlements selected to provide for tenure security and Growth Potential

The Stellenbosch municipal area has 3 main and several smaller settlements and the IHSP is presented accordingly:

- Major towns (incl. Stellenbosch, Klapmuts, and Franschhoek).
- Small settlements in Franschhoek Valley (incl. La Motte and Wemmershoek).
- Small settlements in the Dwarsrivier Valley (incl. Groot Drakenstein, Pniël, Lanquedoc, Johannesdal and Kylemore).
- Small settlements along the R304 (incl. Muldersvlei and Koelenhof).
- Small settlements along Baden Powell Drive (incl. Vlottenburg, Lynedoch and Spier).
- Raithby.

Stellenbosch accommodates 70% of the urban population of the Stellenbosch Municipality. Franschhoek and Klapmuts together only accommodate 20% of the Stellenbosch Municipality's urban population, with the remainder spread throughout the smaller villages and hamlets. The location of the urban population is aligned with Stellenbosch being ranked as having a very high growth potential and Pniël/ Kylemore as having high

growth potential according to The Western Cape Growth Potential Study of Towns in the Western Cape (Western Cape Province, 2014).

Key: L= Low, M= Medium, H=High, VH=Very High	Human Capital	Economic	Physical or Natural	Infra-structure	Institutional	Combined
Stellenbosch/ Jamestown	VH/H	VH/VH	M/M	VH/VH	M/VH	**VH**
Franschhoek	VH/L	VH/M	M/VH	VH/H	M/M	**M**
Klapmuts	VH/L	VH/M	M/H	VH/VH	M/L	**M**
Pniël/ Kylemore	VH/M	VH/M	M/VH	VH/VH	M/M	**H**

A total of 40.4% or 33 544ha of the land in Stellenbosch Municipality is owned by either government or Stellenbosch Municipality. The rest of the land, approximately 50 316ha, is privately owned. Of the 40%, Stellenbosch Municipality owns 4 219.4ha of urban and rural land spread out in fragments across the entire municipal area. The tradability of this land, is by choice, low as the Municipality prefers leasing rather than selling the land. As the supply side is controlled, house prices are high in Stellenbosch town (Stellenbosch Municipal SDF, 2019).

Estimated need and land requirements

The need for housing is projected as per Stellenbosch MSDF, and is separated between indigent and other (excluding privately funded):

- In 2016 the estimated need for fully subsidized houses was **11 618**. 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**. Should the current rate of delivery persist, **7 805** units would have been added by 2036, thus still resulting in a significant backlog of fully subsidized houses.
- In 2016 the estimated need for partially subsidized houses and including a variety of unit types smaller than **80m²** and aimed at various markets, such as GAP housing, flats and townhouses, and stand-alone units was **15 042**. The estimated unfulfilled need by 2036, assuming no supply of these semi subsidized units is added, is **23 106.**
- By **2036** the **total need** for subsidized housing is **40 953**

The greatest need for fully subsidized housing exists in Stellenbosch and Franschhoek. Cloetesville and La Motte are prioritized to provide semi-subsidized housing i.e., GAP and FLISP.

The rate of housing delivery during the 2018 – 2021 MTREF period (466 units) and post the current MTREF period (8 166) is not meeting demand. The housing backlog will thus increase, as well as the number of informally housed households. To date Government provided a total of 1 891 subsidised opportunities over the 10-year period ended 2015/16. An estimated cumulative addition to the inventory of only 7 805 houses by the year 2036 may materialize, leaving a significant backlog or social need for housing confirmed as 17 847 opportunities associated with households in the lowest income category. The housing demand waiting list comprises some 18 263 applicants. The 2017 – 2022 5-year project pipeline had to deliver 1 570 opportunities (9.95% of the waiting list demand) and planned to deliver 7 506 serviced sites (47.6% of the waiting list demand) and 6 584 units (41.7% of the waiting list demand) until to 2036. Historically some of the backlog was addressed in La Motte (Bosdorp), Jamestown, Klapmuts and Kylemore. In some settlements established by government departments, for example, Department of Forestry and Water Affairs, houses were built but ownership

was not transferred i.e., La Motte, Jonkershoek, Lanquedoc, Maasdorp, Meerlust and Wemmershoek (Stellenbosch Municipality Housing Pipeline, 2023).

The historic land take up, by 2015, constitutes 481ha, whilst the urban development strategy proposes a different take up based on:

- Market preference for certain land-uses in specific locations (trends).
- Positioning strategies (ignoring backlogs and surpluses in infrastructure provision and availability of developable land stock).
- understanding of the role of various settlements in SM and their respective projected growth rates and overall demand for land for indigent housing.

The ratio for the proposed allocation of indigent housing is a 7:2:1 spread between Stellenbosch, Franschhoek and Klapmuts. The ratio is based on the percentage of the urban population these settlements are home to. (Stellenbosch Municipal SDF, 2019).

The MSDF provides according to the Urban Development Strategy for the following hectares land within the urban edge:

Land	Stellenbosch	Franschhoek	Klapmuts	Other
Currently available (UDS 2018)	633	131	146	
Historically Gross Land Use taken-up (All uses) by 2015	271 (60%) incl. Jamestown	82 (20%)	56h (10%)	72 (16%)
2021 indigent housing requirement	100	52	14	
2026 cumulative indigent housing requirement	112	65	17	
Balance (negative)	250	(-16)	73	

Table: Land requirements as per Urban Development Strategy & growth rate

The UDS required 741ha to 1 339ha of land in 2036 according to the low and high growth projections respectively. The MSDF 2019 and Housing Pipeline Annual Review 2023 earmark 1 667ha of land for the provision of housing. Land for future growth is evidently more than enough to accommodate the indigent housing need and market driven development. Of note is Distell, owner and user of the Adam Tas and Bergkelder land holdings, intends to relocate its operations to a centralized facility in Klapmuts (north of the N1). This land will then become available.

Estimated demand

The housing demand waiting list comprise some 18 263 applicants (Stellenbosch Pipeline, 2023) that is more than the 2036 supply estimate of 17 847 opportunities.

The middle to high income housing demand was projected to be 1 850 units in 2016 (Urban Econ's Stellenbosch Market Assessment, 2016). The student accommodation demand was recorded as 4 200 beds in 2016 (Urban Econ's Stellenbosch Market Assessment, 2016).

Cloetesville, Idas Valley, Kayamandi, and Jamestown; all within a 5km of radius of Central Stellenbosch make up 45% (7 035) of the total subsidized (BNG) housing need in Stellenbosch Municipality. Neither Idas Valley nor Cloetesville, has extensive land options to accommodate the current demand whilst land adjacent to Kayamandi, and a greenfield development, has been included in the Adam Tas Corridor.

Nearly three quarters or "74% (11 615) of the applicants has been on the waiting list for longer than 10 years, [a quarter] 24% (3 818) of which are currently on the waiting list for more than 20 years. Cloetesville (84%) and Idas Valley (88%) have the highest proportion of applicants on the waiting list for 10 years or more. Given the current profile of those on the waiting list for

less than 10 years, it is evident that housing demand will be driven by applicants from Klapmuts and Kayamandi" as the majority of applicants are from these two settlements.

"Those older than 40 years and on the waiting list for more than 10 years make up 8 390 (53%) of all applicants. More than 50% of Kylemore/ Pniël, Jamestown, Idas Valley and Franschhoek's housing demand have applicants that are older than 40 years and have been on the waiting list for more than 10 years." (Stellenbosch Municipal SDF, 2019, p. 39)

Tenure alternatives

Besides informal settlements at Kayamandi and Langrug, overcrowding and informal structures are present in Stellenbosch settlements as per the table below.

Ward	Informal dwelling	Backyard dwelling	Total	Backlog %
Stellenbosch	Kayamandi	Kayamandi	2087/ 7035	11.6% of total (29.7% of 39.2%)
Stellenbosch	Cloetesville, Smartie Town	Cloetesville, Idas Valley, Jamestown		39.2%
Franschhoek	Langrug	Langrug	1113	6%
Klapmuts			936	5%
Kylemore				
Total	8 800	2 439	4 136/ 11 239	17 965

About 17% of all households in the municipal area are living in informal informal structures. A recent count of informal structures in three **informal settlements precincts**, Enkanini and Zone O in Kayamandi and Langrug, established an increase in numbers since 2011 equivalent to a 5% annual growth rate. In other words, the combined number of informal structures in informal settlements in the municipal area increased from nearly seven thousand (6 895) in 2011 to nine thousand (8 800) in 2016.

Besides informal precincts, there are households living in **informal backyard structures** in [1] Mooiwater, Franschhoek, Kylemore, Old location in Kayamandi, Cloetesville and Klapmuts. A survey estimated that 5,6% (or 2 439 units) of all dwellings in the municipal area are informal structures in backyards. About 77% of the households living in these informal structures are indigent and have a monthly income of less than R3 500 (2011). Many households living in backyard structures and not being connected to services consist of five or more persons per household causing **overcrowding**. In Franschhoek, informal structures in backyards constitute about 11% of all dwellings in the town.

To address the challenge of housing and security of tenure the following settlement projects are being implemented:

	Settlement	Type
1	Erf 3229 Mooiwater	Subsidized
2	Idas Valley	Subsidized
3	The Steps and Orlean Lounge, Cloetesville	Rectification
4	ISSP Kayamandi Zone O (711)	UISP

Table: Current projects

A list of projects (Pipeline) over the next 3 years follows being part of the approved and gazetted 2022/2023 HSDG and ISUPG Business of Provincial Department of Infrastructure.

[1] Ward 1 - Mooiwater, Franschhoek, Ward 4 - Kylemore, Ward 13 - Old location, Ward 14 - Zone I, O and M in Kayamandi, Ward 16 - Cloetesville

The following social housing and formalising and upgrading of existing settlement projects are at preplanning stage. Once the feasibility studies are completed and the terms of reference advertised, a development agency has to be appointed to implement the projects.

	Social Housing	
1	Farms 81/2 and 81/9, Kayamandi	Social Housing
2	Lapland Precinct, Stellenbosch	Social Housing
3	Teen-die-Bult Precinct, Stellenbosch	Social Housing
	Formalising and Upgrading of Existing Settlements	
1	Erf 2183 Klapmuts, La Rochelle	Subsidized
2	Langrug, Franschhoek	Subsidized
3	Enkanini Informal Settlement	Subsidized
4	Kayamandi Centre	Subsidized
5	Maasdorp Village, Franschhoek	Bosdorp
6	Five housing projects in Kayamandi	Town Establish
7	3460 Meerlust, Franschhoek (200)	Bosdorp
8	Jonkershoek	Bosdorp

To accommodate people temporarily (TRAs) serviced land is required in[2] Langrug and Smartie Town, Cloetesville. Langrug as TRA will be limited as development will not be allowed where the slope is too steep and at Mooiwater where structures are at risk of flooding. Smartie Town will be relocated to Ward 17, which is still part of Cloetesville. TRAs could be formalized in Kayamandi North (to be determined) and Klapmuts (proposed immediately south or west of Klapmuts).

As individuals residing on farms represent likely a 5% of the waiting list, the approach for providing subsidised housing with the support of farmers (private sector) should be pursued. The same approach should be followed for providing housing for retired or retiring farm workers. Initiatives by government and the private sector include Simonsig, having been identified to establish agri-villages, whilst Elsenburg is an example of an established agri-village.

Workers involved in Forestry or in Water Management and of a particular income category, are in need of housing too. Hence the formalization of settlements such as Maasdorp, Meerlust, and La Motte are examples of rural settlements that are vested to accommodate government workers and former government workers. Provision of housing in these settlements should be limited to workers that can prove their employment history. Whilst Jonkershoek is in the same category, its conservation worthiness pre-empts settlement making and those whose rights have vested need to be provided with alternative accommodation or long-term lease (Stellenbosch Municipality Housing Pipeline, 2023).

The following projects are either at Pre-planning and/or Planning stage. Pre-planning is the inception stage where land was identified, feasibility studies have been conducted and SDPs may have been completed. During Planning stage land use applications are considered and land use approval has been obtained. There are twelve (12) projects in this stage.

[2] Ward 2 - Langrug and Ward 16 - Smartie Town, Cloetesville

	Pre-planning and / or Planning	
1	Erf 7001 Stellenbosch, Cloetesville ("Soek-mekaar")	GAP
2	Jamestown Development: Phase 2 & 3	Subsidized & GAP
3	Northern Extension, Kayamandi	Mixed Use
4	Erf 64 Kylemore	Subsidized & GAP
5	Erven 412, 217 and 284 Groendal, Franschhoek	Subsidized
6	Portion of Erf 7271 Cloetesville, Stellenbosch.	Plot-plan & GAP
7	Erven 6300, 6847, 6886 Cloetesville, Stellenbosch.	Plot-plan or GAP/ FLISP
8	Erf 8776 Cloetesville, Stellenbosch.	GAP/ FLISP
9	Erf 6705 Cloetesville, Stellenbosch.	GAP/ FLISP
10	La Motte Old Forest Station	Bosdorp
11	Droë Dyke	Catalytic
12	Jamestown Development: Phase 4	Mixed Use

Most mixed-use zones are Brownfields developments. Catalytic projects such as Adam Tas corridor is a mixture of both and Kayamandi Northern Extension is a Greenfields development.

Subsidized housing is required in[3] Langrug and La Motte, Wemmershoek, Lanquedoc and Meerlust, Jonkershoek and Hostels and Flats, Kayamandi. Upgrading of municipal flats was identified for Cloetesville. Settlements in need of Social Housing are Franschhoek and Mooiwater and settlements in need of Housing for Senior Citizens are in Kayamandi. Housing for farmworkers (agri-villages) is needed as is housing in the Bosdorpe including La Motte, Maasdorp, Meerlust and Jonkershoek.

GAP and/or affordable housing is needed in Mooiwater, Franschhoek, Cloetesville, Along Adam Tas, Klapmuts and Jamestown, whilst Medium Density housing is required in Mooiwater and Cloetesville.

Municipal Infrastructure SWOT

The need for water resources and infrastructure is very high in Franschhoek, Stellenbosch and Klapmuts. The need for sewerage infrastructure in Stellenbosch is at capacity. Electricity volumes are overloaded at Kayamandi and Cloetesville, Stellenbosch and upgrades are required as are upgrades required to unlock the catalytic projects planned along Adam Tas.

Infrastructure Status Quo in settlements																				
Ward	1	2	2	3	4	4	5-6	7-11	12-15	16-17	18	19	19	19	20	20	20	20	21	22
	Fh	LM	Wh	Lq	J/ P	Ky	IV	St	Ka	Cl	Kl	Eb	Ko	Mu	Ld	Vb	Sp	R	Ja	B/D
Elect									IS											
Water	IS			IS	IS	IS	IS	IS	IS	IS	IS		IS					IS		
SEW				C	C	C	C	C	C	C			Nc	Nc				A		
Combined Need				H	H	H	H	H	VH	H										

A – Adequate (Sufficient, spare capacity), C – At capacity, no spare capacity, IS – insufficient/ overload, UGR – upgrade required; N – new gear/ storage required, Nc – non-compliant e.g. – Septic Tanks, H – High. VH – Very High

Table: Stellenbosch Infrastructure Status Quo

[3]Ward 2 - Langrug and La Motte, Ward 3 - Wemmershoek, Lanquedoc and Meerlust, Ward 5 - Jonkershoek and Ward 13 - Old Location, Ward 14 - Zones I, O, M, Ward 15 - Hostels and Flats, Kayamandi, Ward 16 & 17 – Cloetesville, Ward 19 – Elsenburg, Ward 11 – Adam Tas, Ward 18 – Klapmuts, Ward 21 – Jamestown, Ward 1 – Mooiwater and Ward 17 - Cloetesville

- The modal split in Stellenbosch Municipality is as follows: light vehicles: 87%; minibus taxis: 7,5%; bus: 4,5%; heavy vehicles: 1,5% (rail information is not available in the RMP)as 60% of SM's households do not have access to a car, and are dependent on unsupported informal public transport or travel on foot.
- Some 3 200 persons travel into town during the highest peak hour per day and 70% of all trips entering Stellenbosch town are by private car.
- Approximately 80% of the workforce employed in the municipal area live in the town of Stellenbosch and make trips of less than 5km in distance. 95% of all NMT trips within the Stellenbosch town are made by low-income residents.
- Scheduled passenger trains in the Stellenbosch area run over a total rail line distance of 18km, and trains stop at seven stations in the municipal area (Lynedoch, Spier, Vlottenburg, Stellenbosch town, Koelenhof, Muldersvlei and Klapmuts). Franschhoek, La Motte and Wemmershoek are alongside the Franschhoek line which is no longer in operation.
- Public bus services are limited. There are 28 scholar bus contracts within the Municipality, transporting up to 4 263 scholars.
- According to the Transport Register there are 43 routes operated by mini-bus taxis. Currently, 114 mini-bus taxis have been surveyed and 157 operating licences have been issued. The majority of routes are operating at above 75% service capacity.

Social Amenities (Public facilities) are categorized according to five to six broad functions: education, health, recreation, culture, administration / civic and social and classed according to hierarchical categories (higher, middle, lower-order and mobile facilities). There appears to be an adequate number of facilities within reach of the majority of households to meet the educational and health care needs of settlements, but challenges relate to operational and household affordability as well as the capacity of these facilities (e.g., overcrowded schools in poorer neighbourhoods).

Accordingly, the adjacent table outlines the amenities that are lacking as identified by the community instead of a norm assessment of amenities. Of note is that amenities are mainly required in the bigger settlements (Stellenbosch Municipality Housing Pipeline, 2023).

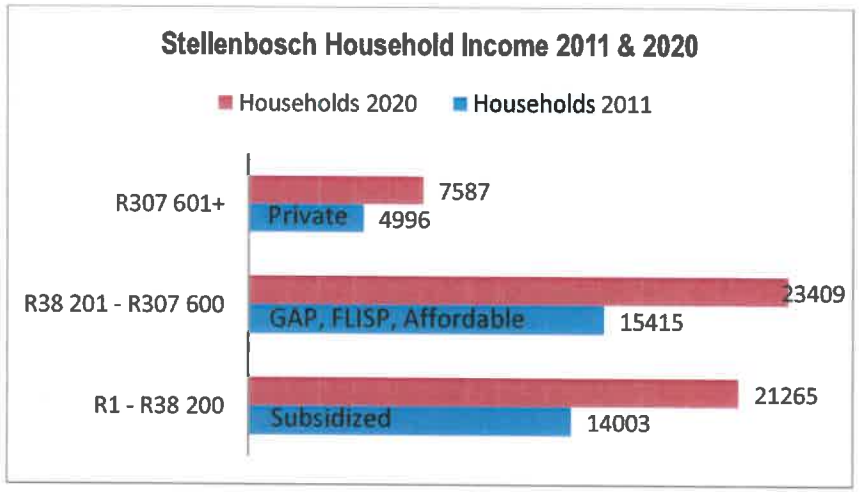
Ward needs related to amenities

Ward	1	2	2	3	4	4	5	6	7-11	12-15	13	14	15	16-17	18	19	19	19	20	20	20	20	21	22
	Fh	Lm	Wh	Lq	J & P	Ky	IV		S	Ka				CI	KI	Eb	Ko	Mv	Ld	Vb	Sp	R	Ja	B/D
Edu.										ECD	OAH, CH, HR				HS PS				LL				C	
Culture									HB		CH								C					
Civic							IO									CI, MC – U								
Social		ZL – b					S-U, CM Links			CE					EC									
Recre.	GP -M	EW P					SP	U-Nb Fb TC, RF		SP	SP, RC	SP	SP	PPs		Rec C			SG				PP	PP & GP-U

C – Clinic; CE- centre for elderly, CM – community markets, CH – Civic Hall, EC – educational centre, EWP – Eco and water park, Fb – Football, GP – Gym park, HB – Historic buildings, HR – Hall of Remembrance, HS – High School, PS – Primary School, IO – Improve operations, Nb– Netball, Rb – Rugby, RC – Recreation Clinic, OAH – Old Age Home; SG – Sportsground, S- Stalls, SP – Swimming Pool; PP(s) – Play park(s), T – Tennis, ZL – Zoned land: b - business, F – Field, U – Upgrade, M – Maintain, M – Mobile

Tenure (rental vs. ownership)

The ratio of households owning (paid off and bonded), renting or occupying houses rent free is 1:1:1 (1.18: 1: 0.96). Nearly a third (30% or 8 707) of 29 023 households (Stats, 2011) rented housing whilst another third (29%) occupied housing rent-free. Overall, just more than a third (35.6%) of the population in Stellenbosch municipal area, owned their properties. The municipal specific housing need has been illustrated as Households per Typology (Income Category) in the graph to follow and it is highly likely that the distribution of income has changed and households with an income of less than R3 500 has increased with 7 262 families over and above the population growth rate (StatsSA, 2011).



Provision strategies

The objective of the Housing Pipeline is to tabulate the housing programmes administered and managed by the Municipality which includes:

- the provision of enhanced serviced sites;
- the upgrading of informal settlements;
- access to affordable housing (Subsidized/ BNG);
- Social Housing (Stellenbosch was approved as restructuring town, 2017);
- the IRDP enables the development of well-located, socially diverse projects that provide a mix of income groups and land uses; and
- Financed Linked Individual Subsidy Programme (FLISP) - for those within the GAP-market to acquire existing properties or to buy a serviced site.

The implementation of housing projects in the Municipality is executed by the Department: Project Management Unit (PMU). The Department: Housing Development hands over projects to the PMU for implementation after obtaining all the required development rights. Projects have to be included in the Housing Pipeline to be implemented (StatsSA, 2011).

Stellenbosch IHSP's vision: ***"All income groups in all Stellenbosch settlements live responsibly, in safety and have security of tenure according to municipal capabilities."*** contributes to Stellenbosch MSDF's vision: *"We envisage a municipal area even more special than it is today; a place of natural beauty, rich in the way it preserves and exposes elements of history and culture, its produce from the land, the quality of its institutions, and the mindfulness and innovations of its people.*

The approach followed aligns with the MSDF proposals.

- Align provision of tenure with respecting nature, being resource frugal and growing ecological infrastructure (core capabilities) strategy and secure promulgation (gazette) of IHSP priorities
- Align provision of tenure with economic development
- Provide different tenure options:
  - Serviced sites
  - Social housing (outside restructuring zones)
  - Restructuring Zones
  - High Density (3 story walk-ups)
  - Subsidised Housing (700 in Business Zone)
  - UIS (un-serviced sites)
  - GAP
  - FLISP
- And provide for different and special groups: Military Veterans, Back Yarders, the Elderly, Persons with disabilities, child headed households and persons longest on the waiting list.

Priority Human Settlement Housing Development Areas (PHSHDAs or PHDAs in short) identified by the National Housing Development Agency (NHDA) are areas where the development of residential and community uses is deemed a priority in accordance with municipal IDPs and Provincial SDFs and which cannot be addressed in the current arrangement of existing housing programmes. PHDAs are specifically applicable to certain circumstances of "priority", such as upgrading or redevelopment of precincts for housing to low-income earners in urban areas.

Areas that are referred to as Priority Areas in the IHSP are seen as localities within a municipal area that have been identified and approved by a municipality as being areas where focused efforts should be targeted to achieve local and/or municipal objectives in human settlement development. It is possible that such areas would be included in or coincide with designated PHDAs.

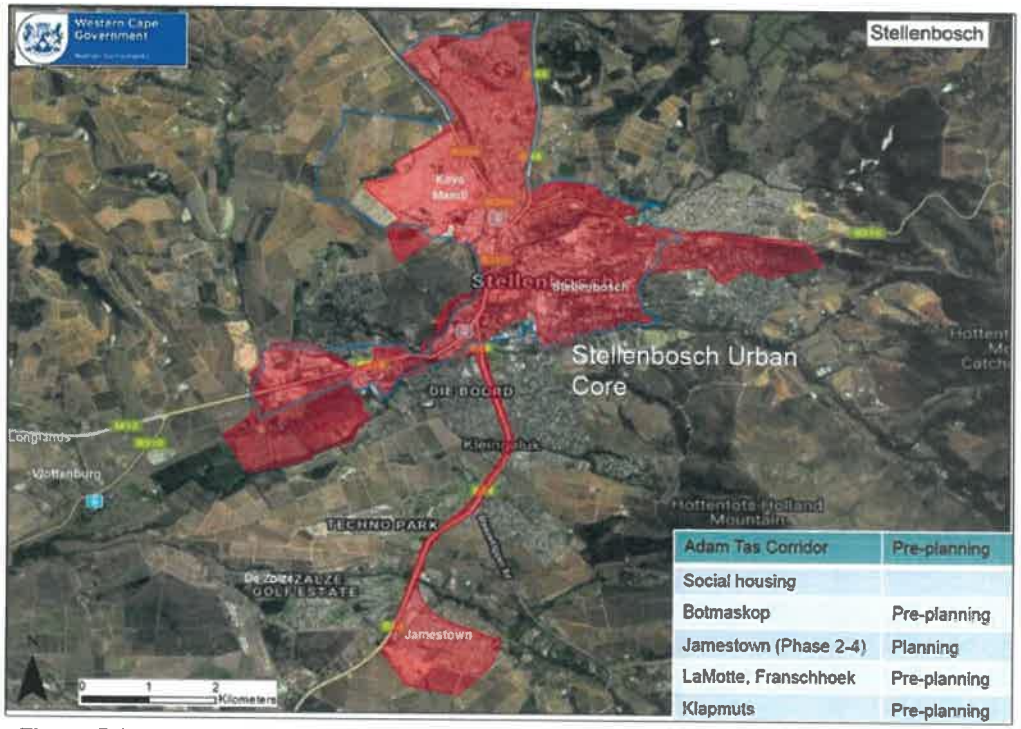


Figure: Priority Human Settlements and Housing Development Areas (PHSHDA)

The "Stellenbosch Urban Core PHSHDA was formally gazette on 15 May 2020 (Government Gazette No. 43316) and consists of the neighbourhoods of Jamestown, Kayamandi and Central Stellenbosch (see figure 1). To date the National Housing Development Agency (NHDA) with assistance from the Provincial Department of Infrastructure have undertaken a Status Quo Analysis in preparation for the drafting of the Stellenbosch PHSHDA Development Plan (Stellenbosch Municipal SDF, 2019).

The Upgrading informal settlements through applying the following broad objectives assist with integration:

- In-situ upgrading of informal settlements;
- Upgrade informal settlements by the provision of basic services;
- Develop emergency housing sites geared to accommodate evictees;
- Undertake demographic surveys of identified informal settlements;
- Facilitate tenure security in informal settlements;
- Manage the provision of services and development programmes to informal settlements.

There are incremental developments in Franschhoek at Langrug and Mooiwater as well as in Stellenbosch at Kayamandi and Cloetesville. These areas are on the housing pipeline to be assisted through the Upgrading of Informal Settlement Programme (UISP) funding model. The UISP creates serviced stands within informal settlements, and beneficiaries must apply for housing construction and transfer of ownership assistance through other housing programmes. There are four phases: Stage 1: UISP initiation, Stage 2: Interim access to share basic services, Feasibility Assessment and Planning and Construction Readiness. Stage 3: Construction of Enhanced Serviced Sites and TRA Facilities. Stage 4: Housing consolidation.

Three spatial transformation priorities should be pursued:

a) Prioritise provision of housing and security of tenure for an additional earmarked target group besides Military Veterans, Back Yarders, the Elderly, Persons with disabilities and child headed households:
   - Those on waiting list for 10 years and more (since 2012 and before): Special projects have to take priority and include infill or redevelopment projects. Such projects have to be fast tracked.

b) Prioritise the formalization of Bosdorpe Meerlust, Maasdorp and La Motte. Where possible the formalization should follow the location of existing structures.

c) Prioritise together with the National Housing Development Agency (NHDA), the transformation of Jonkershoek Bosdorp into a resort with short- and long-term accommodation. Initial beneficiaries and other can either lease long-term or exercise a settlement option elsewhere.

Projects to take these priorities forward should be included in the Housing Pipeline and form part of the revision of the Housing Pipeline (Stellenbosch Municipality Housing Pipeline, 2023).

Different spatial transformation strategies including mixed use, integration and restructuring zones, densification and intensification and catalytic projects are applied in larger settlements such as Stellenbosch, Franschhoek and Klapmuts whilst in the smaller settlements limited strategies i.e., mixed use, densification and activity streets are applied. Mixed use is limited and neighbourhood business and amenity nodes. Integration zones were delineated in Stellenbosch and Klapmuts. The land around the intersection of R44, R304 and R310 and towards the CBD of Stellenbosch is earmarked as a restructuring zone. In Stellenbosch, Franschhoek and Klapmuts

densification and intensification are applied in mixed use precincts, restructuring zone and upgrading of informal settlements.

To optimize use of services and amenities, spatial transformation is achieved through:

Densification targets are applied and which are more appropriate in some towns such as Stellenbosch, Franschhoek and Klapmuts whilst the unique character of smaller settlements is being protected. In 2015 the average density in Stellenbosch was 8,17 dwelling units per hectare, with Franschhoek only slightly higher at 10,22 units and Klapmuts falling between these two at 9,94 (densities vary significantly between neighbourhoods within settlements).

The current densities remain below 10du/ha within the urban edge. As for every 1.5ha been built-up, there is 1ha of vacant land in the towns of Stellenbosch, Klapmuts and Franschhoek as the overall built-up/ vacant ratio is 5.4:3.5. Yet, almost 70% of all 2019 submitted strategic land-development applications had a peripheral location (i.e., contributing to urban sprawl with associated costs), and even more (89%) of these applications were Greenfields developments.

The split in housing typologies is: dwelling houses (74%), flats (17%), other residential buildings (6%), and townhouses (3%). Hence rezoning (high & medium density) and subdivisions and second dwellings should be promoted and could accommodate back yard dwellers. Overlay zones can be delineated to allow second dwelling units on single residential plots where services capacity is adequate. Guidelines, standards and conditions compliant with different legislation, the MSDF and related policies can form part of an overlay zone. Consideration should be given to the implementation of second service meters and prohibition of a double subsidy to the landowner.

Restructuring and integration of settlement precincts can be achieved through functional integration making use of rezoning and densification and reinforcement (mixed-use) and development located in "within walking distance" (norm: 20 minutes/1 kilometre) to social amenities and business nodes.

Or restructuring of towns can be achieved through socio-economic integration by positioning social amenities and infrastructure centrally for sharing by various communities, providing a variety of housing types for different income (social gradient) groups and development that facilitates different property values between adjacent areas.



Stellenbosch Municipality was approved as a Restructuring Town in March 2017, by the National Minister of Human Settlements. Social Housing

Institutions (SHI's) and/or Other Development Agency (ODA's) will be appointed to give effect to the Municipality's social housing programme to generate and operate rental housing stock.

The rental stock or social housing contributes to spatial restructuring by increasing densities and compacting growth thereby ensuring that the poor are not pushed out to marginal locations at the edge of the city.

Well-managed social housing projects have a low internal (to the project) crime rate, and contribute to stabilizing external (to the project) crime-ridden environments, hence its contribution to "revitalization of neighbourhood" initiatives. It provides a sense of belonging and security.

Catalytic projects

Catalyst projects are a combined public and private initiative that are planned and designed to cause a corresponding and complementary development reaction on surrounding properties. The project magnitude stimulates redevelopment of underdeveloped properties or major rehabilitation of underutilized buildings. Adam Tas Corridor comprises the most strategically located 400ha land in Stellenbosch town being the large industrial precinct including Cape Sawmills and Distell. Conceptually, a linear new district within Stellenbosch is envisaged adjacent to and straddling (in places) Adam Tas Road, the R44, and railway line. Overall, development should be mixed, high density and favour access by pedestrians and cyclists (Stellenbosch Municipality, et al., 2021). 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. Remote parking facilities and bridging to enable integration across the corridor to access adjacent areas will form part of the intended development (Stellenbosch Municipal SDF, 2019).

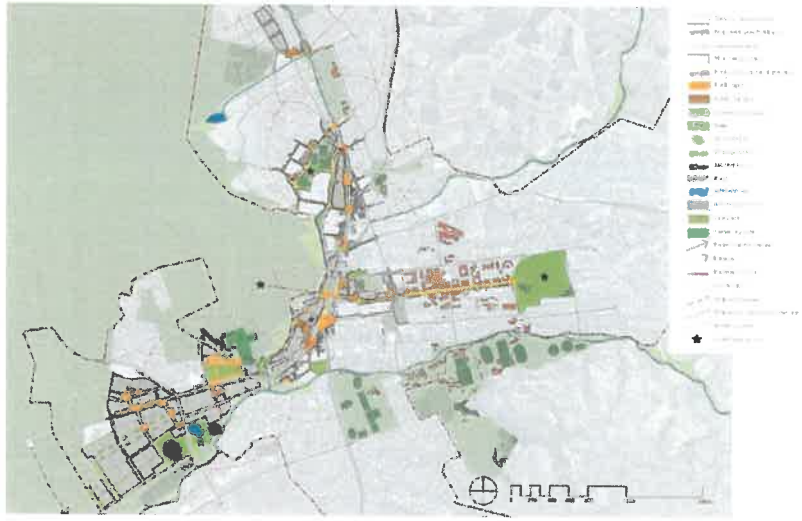
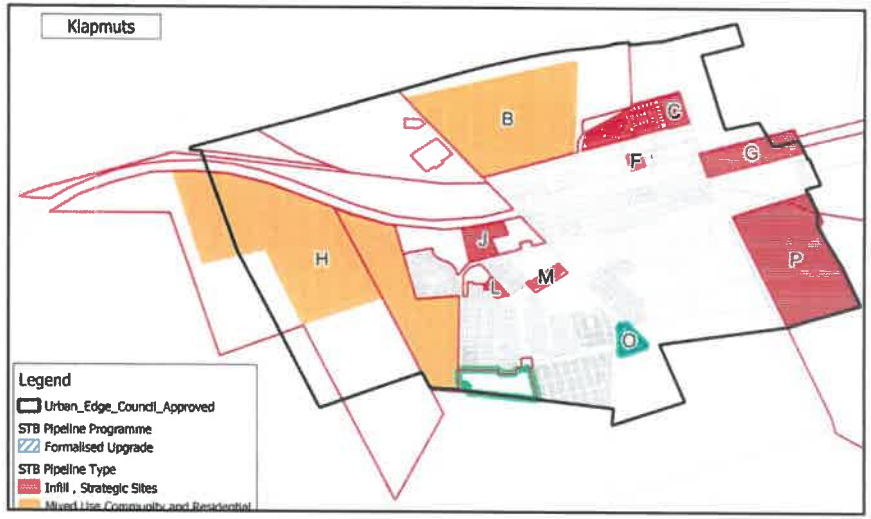


Figure: Catalytic Development, Adam Tas Corridor

The proposed Adam Tas Corridor development, stretching for 5km along the R310 and R44 along the foot of Papegaaiberg from the disused Cape Sawmills site in the west to Kayamandi and Cloetesville in the north, will enhance the western edge and the barrier/ severance effect of the R44 and the railway line. It includes the Steinhoff owned disused Cape Sawmills 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 (Stellenbosch Municipality, et al., 2021). A range of housing types, in the form of apartments, should be provided, accommodating different income groups and family types.

At **Klapmuts**, mixed-use development is proposed on Farm 736/RE, located in Drakenstein Municipality. This proposed development in Klapmuts North aims to unlock economic activity with an emphasis on job creation. Whilst in the south, the development of an "innovation precinct" or "smart city" is driven by private sector led institutional arrangements, any significant new residential development has to ensure that housing stock provides for a range of income groups. Land abutting Klapmuts could be considered for settlement development. The anticipated development becomes catalytic of nature as significant change to access and mobility provision is required simultaneously. The improved linkages between Klapmuts North and South, specifically along Groenfontein Road and a possible NMT crossing over the N1 is proposed. The feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, flexible service better integrated into the urban realm should be explored. Alternatively, a regular bus service should be explored serving the same route. (Stellenbosch Municipal SDF, 2019).



Scheduled projects over 5 years

A schedule of project types per settlement follows. Most of these projects are earmarked to be executed within the next 5 years, but some runs over a longer period of time.

Types of Housing Instrument	Integrated Residential Development Programme (IRDP) (State subsidies)	Upgrading Informal Settlement Programmes UISP & Emergency Housing	Finance Linked Individual Subsidy Programme (FLISP)	Rental Stock/ Social Housing	Rural or Bosdorp of Water Affairs Housing
Stellenbosch	X	X	X	X	
Franschhoek	X	X	X		
Klapmuts		X			
Jamestown (SS)	X		X		
Jonkershoek (SS)	X		X		X
La Motte (Wiesiesdraai) (FV)	X		X		X
Wemmershoek (FV)					
Koelenhof (R304)	X				X
Vlottenburg (BP)	X				
Kylemore (DV)	X				
Lanquedoc (DV)					X

Provision Linked to a list of funding requirements per financial year

The Housing Pipeline below provides the land assembly and release (Readiness) schedule and planning permission schedule (Sustainability) for identified land parcels for Stellenbosch. Sustainability Criteria scores are generated from completing a Layout Plan Checklist.

Abbreviations: PTRU-Possible Temporary Relocation Units; TE-Township Establishment; LS-Large Scale; LI-Land Invasion; ES-Environmental Sensitivity; SS-Steep Slopes; BEW-Bulk Earth Works; ATC-Adam Tas Corridor; WS-Water Supply; BC-Bulk Capacity; CD-Community Dynamics; DC-Design Concept; CC-Community Challenges; BSP-Bulk Service Provision; UE-Urban Edge; C Coop-Community Cooperation.

	Project Readiness								Project Sustainability			
No.	Land Obtained & Erf/ Ptn No	EIA ROD	Bulk Capacity	Land Use Approvals	DHS Approval	Council Approval	Risks/ Issues	Readi-ness Score	Geotech Conditions	Sustain-ability Criteria	Strategic Alignment	Planning Conditions
29) Idas Valley Erf 9445	Yes	Yes	Yes	Yes	Yes (PIRR)	Yes	C Coop, LI	Current	Suitable		N/A	Yes
31) ISSP Kayamandi Zone O (711)	Yes, Erf 2991	Yes	Yes	Yes	Yes (PIRR)	Yes	LI, C Coop	Current	Suitable		Yes	Yes
33) Watergang Phase 2C	Yes, Erf 3603	Yes	Yes	Yes	Yes	Yes	Cost	Current	TBD		N/A	Yes
2) 3694 Erf 7001 Cloetesville (360) IRDP	Yes, Erf 7001	No	Yes	No	Yes (PID)	Yes	FLISP Beneficiaries	4	Suitable		Yes	Yes
17) La Rochelle Klapmuts (Erf 2183)	Yes, Erf 2183	Yes	Yes	No	No	Yes	Small Scale, LI	4	Suitable		Yes	Small Site
19) 3258 ISSP Kayamandi Centre (1000)	Yes, Various	No	Yes	No	Yes (PID)	Yes	LS, decanting required	4	Suitable		Yes	Yes
21) Erven 1080 – 1112 Kayamandi	Yes, Erven 1080-1112	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		Yes	TBD
22) Red Bricks Hostels	Yes, Erven 112, 114, 115, 116	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		TBD	TBD
23) Erven 1123 – 1154 & 1113	Yes	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		TBD	TBD
24) Erven 513-522, 66, 67, 69 and a Ptn of Erf 523	Yes	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		TBD	TBD
25) Mpelazwe: Erf RE/288	Yes	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		TBD	TBD
32) 3259 ISSP Kayamandi Enkanini (1300)	Yes, Various	Yes	Yes	Yes	Yes (PFR)	Yes	LS, Decanting	4	SS, Cost		Yes	Yes

No.	Project Readiness								Project Sustainability			
	Land Obtained & Erf/ Ptn No	EIA ROD	Bulk Capacity	Land Use Approvals	DHS Approval	Council Approval	Risks/ Issues	Readi-ness Score	Geotech Conditions	Sustain-ability Criteria	Strategic Alignment	Planning Conditions
1) 3269 Jamestown Development: Phases 2 – 4	Yes, Ptn RE/527 & 7/527	No	TBD	No	Yes (PID)	Yes	LS	3	Suitable		Yes	Yes
4) Northern Extension, Kayamandi	Yes, Various	No	TBD	No	Yes (PID)	Yes	LS, LI	3	Mostly Suitable, SS		Yes	Yes
18) 3256 Franschhoek Langrug (1900)	Yes, Erven 959-1120 and 2901	No	TBD	No	Yes (PID)	Yes	Decanting required	3	Suitable, but SS		Yes	Yes
26) 3460 Meerlust, Franschhoek (200)	Yes, Farm 1006/1	No	TBD	No	Yes (PID)	Yes	Location & Small Scale	3	TBD		Potential TBD	TBD
3) 2053 (20) Erf 64 Kylemore (171) IRDP	No, Erf 64	No	Yes	No	No	Yes	Land not Municipal Owned	2	Suitable		Yes	Yes
5) Erven 412, 217 and 284 Groendal	Yes, Erven 412, 217 & 284	No	TBD	No	No	Yes	TBD	2	TBD		Yes	TBD
12) La Motte Old Forest Station	No, Farm 1339, 1158 &1158/1	No	TBD	No	Yes (PID)	Yes	Land not Municipal Owned	2	Suitable		Yes	Yes
14) Farms 81/2 & 81/9	Yes, Farms 81/2 & 81/9	No	TBD	No	No	Yes	Various	2	Not Suitable		Yes	TBD
20) Maasdorp Village, Franschhoek	No, Farm 1041/3 & 1041/7	Yes	No	No	No	Yes	Cost	2	Suitable		Yes	TBD
6) Ptn of Erf 7271	Yes, Ptn Erf 7271	No	TBD	No	No	Yes	ES, Cost	1	Soil condition & water table adds to cost		Yes	TBD
7) Erven 6300, 6847 & 6886	Yes, Erven 6300, 6847 & 6886	No	TBD	No	No	Yes	ES, Cost	1	Soil condition & water table adds to cost		Yes	TBD
8) Erf 8776	Yes, Erf 8776	No	TBD	No	No	Yes	Cost	1	Soil condition & water table adds to cost		Yes	TBD
9) Erf 6705	Yes, Erf 6705	No	TBD	No	No	Yes	Soil Cond impact costs	1	Soil Cond impact costs		Yes	TBD

No.	Project Readiness								Project Sustainability			
	Land Obtained & Erf/ Ptn No	EIA ROD	Bulk Capacity	Land Use Approvals	DHS Approval	Council Approval	Risks/ Issues	Readiness Score	Geotech Conditions	Sustain-ability Criteria	Strategic Alignment	Planning Conditions
10) Erf 8915	Yes, Erf 8915	No	TBD	No	No	Yes	SS, Poor Soil, insufficient Infrastructure	1	SS		Yes	TBD
11) Erven 6668 & 7181	Yes, Erf 6668 & 7181	No	TBD	No	No	Yes	BEW required	1	Poor Soil, BEW required		Yes	TBD
13) Droë Dyke	No, Ptn Farm RE/284, 183/17, RE Ptn 35 of 183, 283/8, RE/283 & 281	No	No	No	No	Yes	Scale & Dependence on ATC	1	TBD		Yes	Yes
16) Teen-die-Bult Precinct	Yes, Farm 180, Erven 2728, 3481-3486	No	TBD	No	No	No	Construction on top of existing units	1	TBC		Yes	TBD
28) Erf 3229 Mooiwater, Franschhoek TRA	Yes	No	Yes	Yes	Yes	Yes	Decanting, invasion	1	Suitable		Not indicated	Yes
15) Lapland Precinct	No, Erven 2149, 6590, 2608, 2609, 6659 & 9106	No	TBD	No	No	Yes	Relocation of prison, construction on top of existing units	0	TBC		Yes	TBD
27) Jonkershoek	No, Various	No	No	No	No	Yes	Conservation status, BSP Constraints	0	TBD		Potential TBD	TBD
30) The Steps and Orlean Lounge	N/A	N/A	Yes	N/A	N/A	Yes	C Coop, Decanting	N/A	Suitable		Yes	N/A

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LIST OF ABBREVIATIONS

Abbreviation	Definition
AADD	Average Annual Daily Demand
ATC	Adam Tas Corridor
BC	Bulk Capacity
BEW	Bulk Earth Works
BL	Backlog
BNG	Breaking New Ground
BP	Baden Powell
BSP	Bulk Service Provision
CBD	Central Business District
CC	Community Challenges
CD	Community Dynamics
CH	Civic Hall
CM	Community Markets
CPI	Consumer Price Index
CR	Clean Rivers
CRR	Community Residential Rehabilitation
CoCT	City of Cape Town
CV	Cloetesville
DC	Design Concept
DD	Droë Dyke
DHS	Department of Human Settlements
DORA	Division of Revenue Act Allocations
DoPW&I	Department of Public Works and Infrastructure
DV	Devon Valley
DW	Drinking Water
EC	Eastern Cape
EC	Elderly Centre
ECD	Early Childhood Development
EE	Emergency Exits
EHP	Emergency Housing Programme
EIA	Environmental Impact Assessment
EPWP	Expanded Public Works Programme
ES	Environmental Sensitivity
EWP	Eco and Water Park
FLISP	Financed Linked Individual Subsidy Programme
FU	Formalising and Upgrading of Existing Settlements
FV	Franschhoek Valley
GAP	Affordable Housing
GDP	Gross Domestic Product
GP	Gym Park
HB	Historic Buildings
HR	Hall of Remembrance
HS	Human Settlement
HS	High School
HSDG	Human Settlement Development Grant
IHSP	Integrated Human Settlement Plan
IDP	Integrated Development Plan
IF	Infill Projects
IO	Improve Operations
IS	Implementation Stage
IRDP	Integrated Residential Development Programme
ISSP	Informal Settlement Support Programme
ISUPG	Informal Settlements Upgrading Partnership Grant
ITN	Integrated Transport Network

IUDF	Integrated Urban Development Framework
IV	Idas Valley
IZS	Integrated Zoning Scheme
JV	Jonkershoek Valley
KM	Kayamandi
LDA	Land Development Agency
LED	Local Economic Development Plan
LI	Land Invasion
LM	La Motte
LS	Large Scale
LSDF	Local Spatial Development Framework
MSDF/ SDF	Municipal Spatial Development Framework
MTREF	Medium Term Revenue and Expenditure Framework
MU	Mixed Use
MVA	Megavolt-amperes
NDoHS	National Department of Human Settlements
NDP	National Development Plan
NHDA	National Housing Development Agency
NMT	Non-Motorized Transport
NSDF	National Spatial Development Framework
OAH	Old Age Homes
ODA	Other Development Agency
PC	Pedestrian Crossing
PDoI	Provincial Department of Infrastructure
PHDA	Priority Housing Development Areas
PHSHDA	Priority Human Settlement Housing Development Areas
PID	Project Initiation Document
PIRR	Project Implementation Readiness Report

PL	Pipeline
PMO	Project Management Office
PMU	Project Management Unit
PP	Projects in Pre-Planning
PP	Play Park
PFR	Project Feasibility Report
PRV	Pressure-Reducing Valve Maintenance and Zone
PS	Provincial Strategy
PS	Primary School
PSDF	Provincial Spatial Development Framework
PT	Public Transport
PTRU	Provincial Resource Unit
PTRU	Possible Temporary Relocation Units
RC	Recreation Clinic
RMP	Roads Master Plan
ROD	Record of Decision
RR	Refuse Removal
RSA	Republic of South Africa
SA	South Africa
SANS	South African National Building Standards
SB	Stellenbosch
SC	Senior Citizens
SDBIP	Service Delivery and Budget Implementation Plan
SDG	Settlement Development Grant
SDP	Site Development Plan
SEW	Sewerage
SFA	Strategic Focus Areas
SG	Surveyor General

SG	Sports ground
SH	Social Housing
SHI	Social Housing Institute
SL	Serviced Land
SM	Stellenbosch Municipality
SP	Somerset Plain
SP	Swimming Pool
SPLUMA	Spatial Planning Land Use Management Act
SPP	Special Presidential Package
SRA	Special Rating Areas
SS	Stellenbosch Surroundings
SS	Secondary School
SW	Storm Water
SWOT	Strengths, Weaknesses, Opportunities and Threats
TBC	To Be Confirmed
TBD	To Be Determined
TE	Township Establishment
TR	Taxi Rank
TRA	Temporary Relocation Area
TWD	Total Water Demand
UAW	Unaccounted for Water
UDS	Urban Development Strategy
UE	Urban Edge
UGR	Upgrade Required
UIS	Unserviced Sites
UISP	Upgrading Informal Settlement Programme
USDG	Urban Settlement Development Grant
WCG	Western Cape Government
WS	Water Supply
WTP	Water Treatment Plant
WWTP	Waste Water Treatment Plant
ZL	Zoned Land

Human Settlement Planning & Development Context

Chapters 1 - 5

1 Human Settlement Planning & Development Context

Stellenbosch Municipality settlement making approach is

(i) Align provision of tenure with respecting nature, being resource frugal and growing ecological infrastructure (Good governance, compliance, Green Sustainable Valley).

(ii) Provision of tenure is aligned with economic drivers and development (Valley of Possibility).

(iii) Provision of tenure include different tenure options and cater for different and special groups. (Dignified Living)

(iv) Provision of tenure secure place identity (Safe Valley).

1.1 IHSP Legal and Policy Frameworks

The following national, provincial and local laws and frameworks apply to the Supply-side of this mandate:

Stellenbosch IHSP Strategy	*Provision of tenure informed by Big Picture strategy (corporate capabilities)*
Social Housing Act	Defines functions of spheres of government, specifically municipalities.
Housing Act	Local government functions – securing land, infrastructure and services.
Municipal Systems Act	Requires forward planning: IDP & Sector plans – IHSP.
Municipal Finance Act	Requires budget for human settlement making – implement projects.
SPLUMA (2013)	Good administration: Sector Inputs & Integrated development Approach I Efficiency: Optimise existing Resources & Infrastructure.
IDP (2017-2022) (Strategic Focus Areas - SFA)	SFA 5: Good Governance & Compliance: Balance between nonpaying and paying households. All resources are harnessed sustainably.

Table 1: HS supply legislation and frameworks

Concerning the Need and Demand side of the Mandate the following international, national, provincial and local laws and policies apply to Stellenbosch human settlement planning and strategies (Stellenbosch Municipality, 2017):

Stellenbosch IHSP Strategy Acts & Policies	*Provision of tenure include different tenure options and cater for different and special groups.*	*Provision of tenure is aligned with economic drivers & development.*
SDGs 2016	Sustainable Cities & Communities.	Reduce inequality.
RSA Constitution	Citizen's right to housing.	
SPLUMA (2013)	Spatial Justice: Improve Access to Land; Security of Tenure. Resilience: Protect Communities against impact of Economic & Environmental Shock.	Spatial Sustainability: Develop in Sustainable Locations; Equitable Land Markets.
BNG (2004):	Promoting ownership; Accelerate housing delivery.	Housing delivery through integrated sustainable human settlements.
NDP (2011)	Improving Infrastructure.	Inclusive and integrated rural economy; Reversing spatial effects of apartheid; Building safer communities.
IUDF (2016)	Efficient land governance & management.	Integrated urban planning - sustainable human settlements.
Living Cape (2017)	Housing and land.	Social and economic services; Networked infrastructure; Communities and social fabric.
PSDF	***PS3***: Land uses to regenerate and revitalize settlements; Functional integration and mixed uses. ***PS5***: Align Housing delivery with Integration and Social Housing Restructuring Zones.	***PS1***: Smart growth & enhance the sense of place: efficient use of land, contain urban sprawl, prioritise infill, intensification and redevelopment in settlements.
IDP (2017-2022) (Strategic Focus Areas - SFA)	SFA 4: Dignified Living: Whole spectrum of government subsidized housing; Same quality of service for all; All and poor access quality basic services.	SFA 1: Valley of Possibility: Safe, healthy, livable and sustainable communities and neighbourhoods; Increase access to urban amenities, work, schools, clinics, parks, etc.
MSDF (2017 2022) Policies	Strategy 4: Clarify and respect the different roles and potentials of settlements in SM and maintain the identity of each.	Strategy 5: Ensure a balance approach to transport in SM that appropriately serves regional mobility needs and local level accessibility improvements.

Table 2: HS need and demand legislation and frameworks

The detail of the legal mandate of municipalities is outlined in the section to follow

1.2 Legal Mandate of the Municipality

According to the ***Local Government Municipal Finance Act, Act 56 of 2003,*** national and provincial governments must support local municipalities, providing necessary funding commitments and information to plan ahead. Similarly, municipalities' mandate to spend money on capital projects is permissible only if:

- The money for the project has been appropriated in the capital budget;
- The project has been approved by Council and;
- The sources of funding have been considered, are available and have not been committed for other purposes.

The Act requires a prudent budget and fiscal management from municipalities. Thus, National Treasury monitors municipal budget compliance i.e., revenue collection, borrowing and expenditure.

The above legislation results in channelling the funding for human settlement making from the national government via the provincial government to municipalities. Municipalities implement the various projects to affect the constitutional right of South African citizens and to give effect to the Social Housing Act, Act 107 of 1997. The Social Housing Act allocates the following functions to the different levels of government (Republic of South Africa, 2008):

Levels:	Functions:
National Government	▪ Create & uphold an enabling environment & institutional capacity. ▪ Fund the Regulatory Authority & determine norms & standards. ▪ Institute and fund social housing: capital & institutional grants.
Provincial Government	▪ Protection of customers. ▪ Facilitate sustainability & mediate conflict. ▪ Monitor projects, administer grants & social housing programme.
Local Government	▪ Facilitate social housing delivery. ▪ Encourage development of new, upgrade existing or convert existing non-residential stock. ▪ Provide access to land, buildings, infrastructure and services. ▪ Identify restructuring zones and allow social housing institutions to acquire stock managed according to performance agreements.
Communities	Asset management: ▪ Responsible ownership incl. payment of levies and taxes. ▪ Home maintenance (own resources). ▪ Home improvements (own resources). ▪ Succession.

Table 3: Spheres of Government: Settlement Making Responsibilities

The Provincial Department of Infrastructure (PDoI) must ensure that delivery targets are met and grant funds are spent in accordance with national and provincial policy. Funds are only released to municipalities on receipt of funding applications consistent with funding conditions and included in the municipal IDP and IHSP and Housing Pipeline spanning over ten years reflected in five-year periods. Municipal Housing Pipeline is an integral component of the PDoI' Business Plan.

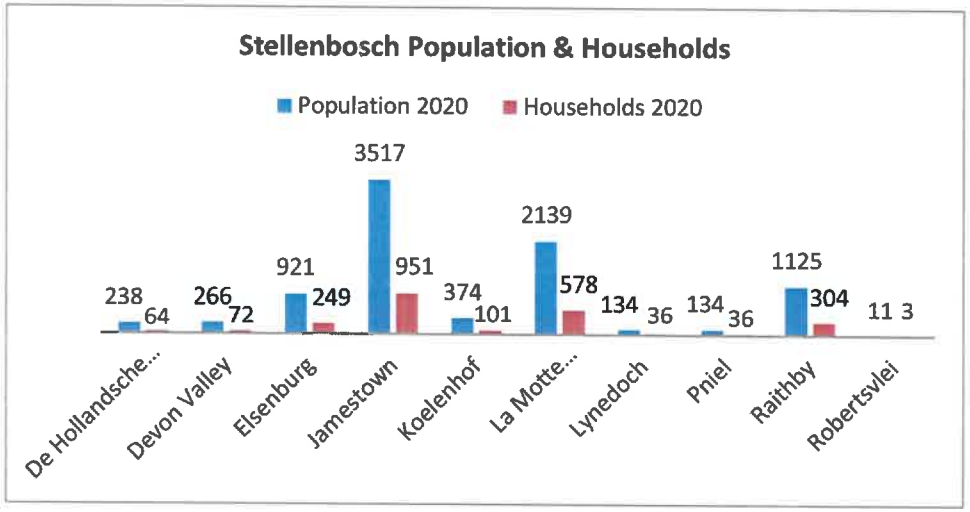
The IHSP sets out the requirements that individual projects still need to fulfil to be project ready to qualify for funding. Projects that are ready or near ready are included in the municipal Housing Pipeline which are reviewed annually to effectively articulate the Municipality project list, targets and budget allocations towards fulfilling the housing demand and ensures that Provincial Department of Infrastructure requirements for funding can be met.

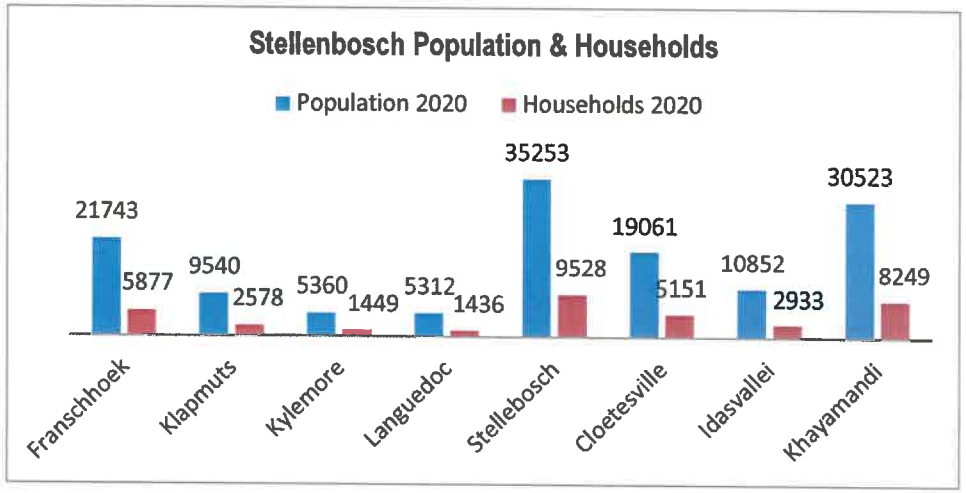
The 5-year ***Stellenbosch Integrated Development Plan, 5th generation (2022 – 2027)*** includes the municipal wide strategy, priorities, financial implications and implementation thereof (Stellenbosch Municipality, 2017). It reflects and guides the delivery of its all-encompassing development strategy including settlement making and delivery of housing.

2 Demographic Assessment

2.1 Need: Current Stellenbosch population and per settlement

Current population

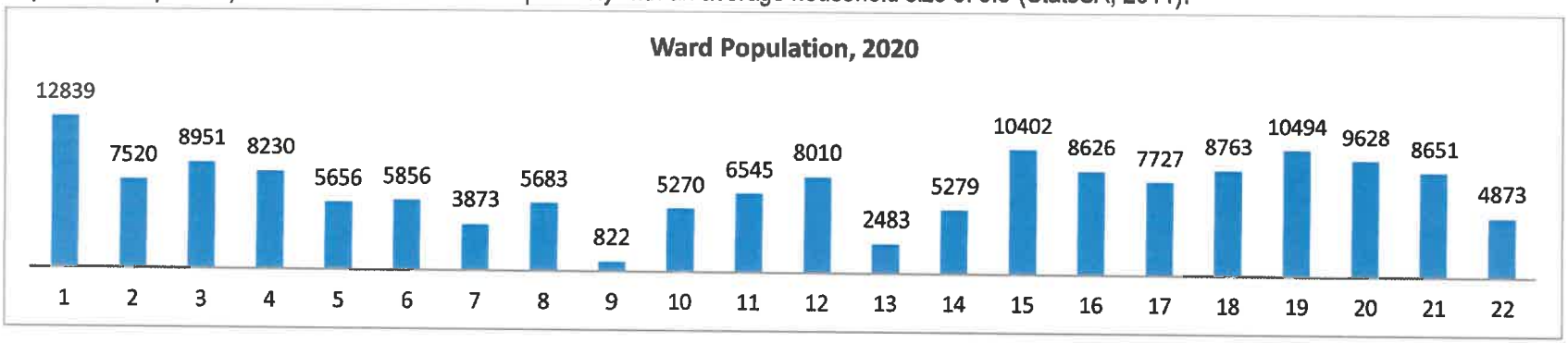




Graph 1: Stellenbosch Population & Households, 2020

The population in 2020 was estimated at 192 879 people as per the Stellenbosch Socio-Economic Profile 2020 and in 2011 there was 155 733 actual people as per Stats SA (StatsSA, 2011).

Current (2020) households (see graph below): In 2019, there are 49 332 actual households and in 2020, 52 261 estimated households according to the population growth over the same period with an average household size of 3.7 people. In 2011 and 2001 there were 43 420 (47 130 as per Census 2011 mapped on Wazimap https://wazimap.co.za) and 29 023 households respectively with an average household size of 3.3 (StatsSA, 2011).



Graph 2: Population per Ward - 2020

2011 Population

A total number of 43 420 households were living in the municipal area in 2011. Out of the total population of 155 733 people, 119 291 (76,6%) lived in urban areas while 36 442 (23,4%) resided in rural areas. (StatsSA, 2011). The community profile of Stellenbosch, (including population total and growth rate from Stats SA 2001, Stats SA 2011 & Stellenbosch Socio-Economic Profile 2020) is tabulated below:

		2011	2020
Population 2011 I 2020	Total Population	155 733	192 879
	Population Growth Rate	2.65%	2.71%
	15-64 years of age	87 631 (72.3%)	
Households 2011 I 2020	Number of Households	43 420	49 332
	Average Household Size	3.3	3.7
	Female-Headed Households	(34.6%)	
	Housing Owned / Paying off	(35.6%)	
	Formal Dwellings	(75.1%)	(73.4%)

Table 4: Stellenbosch Population and Households 2011 (Source: StatsSA, 2011)

Historic population growth rates:

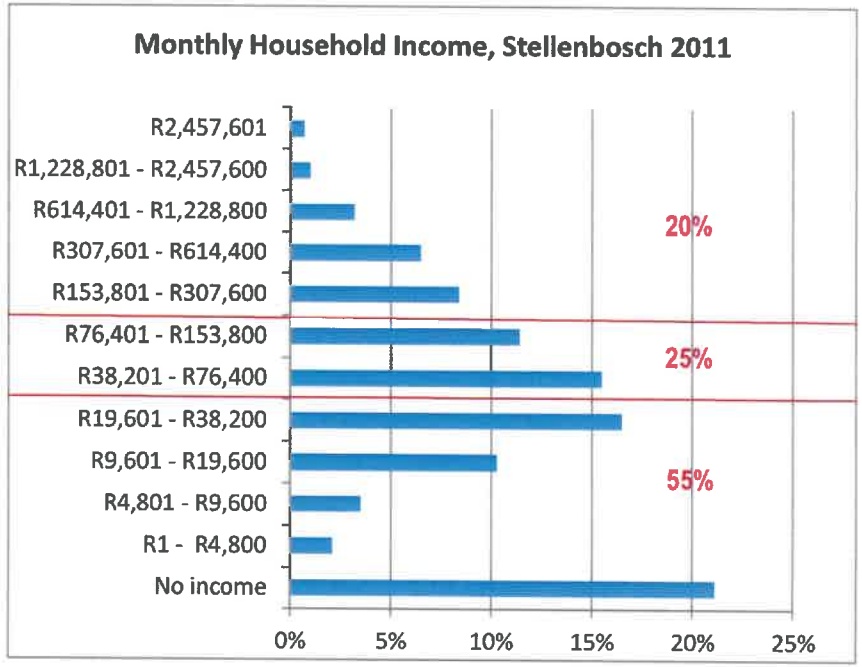
The growth rate from 2011 to 2020 was 2.65% over the nine-year period. Applying the same growth rate until 2031, the population would increase from 155 733 in 2011 to 251376. The Stellenbosch population increased by 23.8% from 155 733 residents in 2011 to 192879 residents in 2020, an average annual growth of 2.71% for those nine years.

The highest growth rates are estimated (not evident) in wards 12, 13, 14, 15, (Kayamandi) with 7.33%, 2 (Groendal, Langrug) with 8.2% and 18 (Klapmuts) with 7.72% of which all are urban-based.

2.2 Need: Estimated future population-based on established population growth rate segmented by household income profile

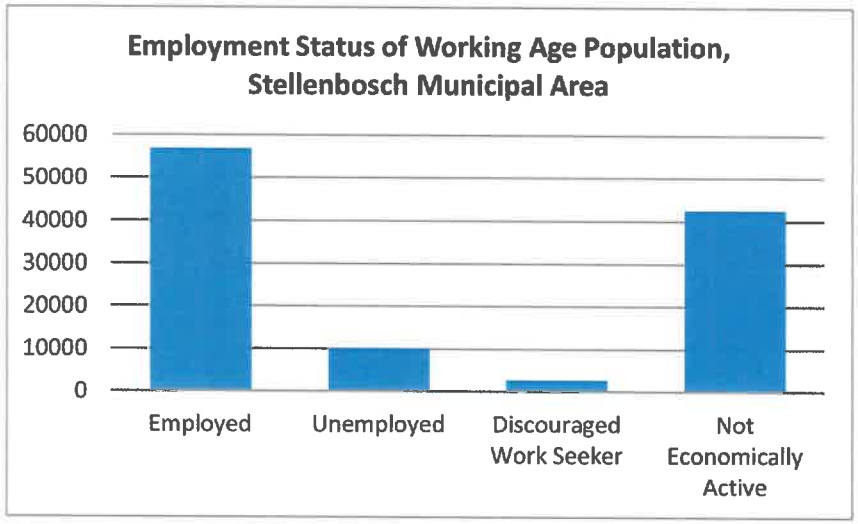
Income (Socio-Economic Assessment)

According to StatsSA, 2011 more than half (49.8% or 24 226) of the households within the municipal area earned R3 500 and less per month and qualify for subsidized housing and indigent services provision.



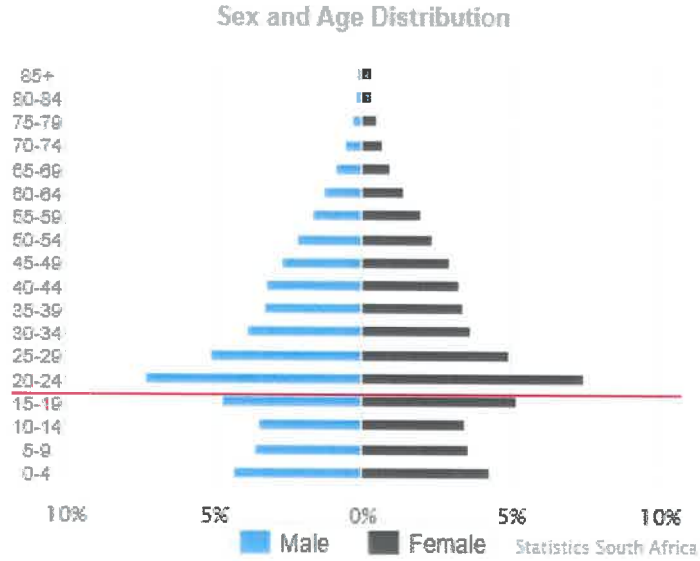
Graph 3: Monthly Household Income, Stellenbosch (StatsSA 2011)

More than half (51%) of the working-age (15 -64) Stellenbosch population are employed, 39% are not economically active while 9% are unemployed and 2% are discouraged work-seekers. The unemployment rate is 15.2% according to StatsSA, 2011 and the youth unemployment rate is 21.5%.



Graph 4: Stellenbosch Municipal Area, Employment Status of Working Age Population (StatsSA 2011)

Future population-based on marriageable-age population growth trends: The figure to follow provides a bird's eye view of the marriageable-age population and as a result the indicative population growth in Stellenbosch settlements for the longer term (fifteen years). These internal growth rates highlight that Kayamandi, Klapmuts and Langrug most likely will experience an increase in population. Note that more than a third (34.6%) of the households in Stellenbosch is female-headed households (StatsSA, 2011).



3 Human Settlement Status Assessment

3.1 Urban Settlements

The Stellenbosch municipal area has 3 main and several smaller settlements (Stellenbosch Municipal SDF, 2019):

- Major towns (incl. Stellenbosch, Klapmuts, and Franschhoek).
- Small settlements in Franschhoek Valley (incl. La Motte and Wemmershoek).
- Small settlements in the Dwarsrivier Valley (incl. Groot Drakenstein, Pniël, Lanquedoc, Johannesdal, and Kylemore).
- Small settlements along the R304 (incl. Muldersvlei and Koelenhof).
- Small settlements along Baden Powell Drive (incl. Vlottenburg, Lynedoch, and Spier).
- Raithby.

Settlement identity and economy

The economy of the Stellenbosch municipal area is diversified with the four main sectors contributing to the economy being manufacturing, financial and property services, agriculture and wholesale and retail trailed by Government services as the fifth biggest contributor.

Each settlement has a role, an economic base and locational advantages:

Settlement	Identity	Economy	Locational Advantage
Stellenbosch (incl. Cloetesville, Idas Valley, Kayamandi)	A historic and University town with a strong commerce sector and an array of social amenities.	Education and private social amenities.	Within Eerste River Valley, drives tourism & agriculture. Primary Settlement. Regional Service and Tourism Centre. Place of residence.
Franschhoek	A historic settlement serving as Tourism and Culture centre.	Tourism and Wine production.	Within pristine Franschhoek valley drives tourism. Primary settlement. Secondary service centre, Place of residence.
Klapmuts	Residential settlement to become a potential regional logistics/ warehousing/ manufacturing hub.	Manufacturing, logistics & ware-housing & residential opportunity.	At intersection with N1 and regional north/ south movement routes. Primary settlement. Place of residence.
Stellenbosch Surroundings			
Jamestown	Historic rural settlement & strawberry farming.	Place of residence.	Within a pristine valley amidst the vineyards.
Jonkershoek	Forestry settlement.	Agriculture, Forestry & Conservation.	Within a pristine valley.
Devon Valley	Winelands bliss.	Winelands.	Within a productive agricultural valley.
Franschhoek Valley			
La Motte (Wiesiesdraai)	Forestry & Water Affairs Settlement.	Rural node and settlement.	Easily accessible but removed from R45.
Robertsvlei	Agricultural valley.	Rural Node.	Entrance to La Motte, Valley and Berg River Dam.
Wemmershoek	Water Affairs Settlement.	Rural Settlement.	Gateway to Franschhoek Valley, at confluence of Berg & Franschhoek rivers & R45/ R303 intersection.
Settlement along R304			
Elsenburg	Institute of Learning & Research.	Education.	Just of R44 and accessible from N1 and R304.

Settlement	Identity	Economy	Locational Advantage
Koelenhof	Rural Hamlet.	Residential.	R304/ M23 Intersection.
Muldervlei	Former Railway station.	Agriculture.	Access to N1, Old Paarl Road and R304.
Settlements along Baden Powell			
Lynedoch	Sustainability & rural settlement.	Agriculture.	Abutting the R310, Access to N2.
Vlottenburg	Rural agricultural processing node at railway station.	Wine production.	On the R310 and railway line.
Spier	Wine farming.	Wine production & Tourism.	Abutting the R310.
Settlements in Dwarsrivier Valley			
Johannesdal & Pniël	Historic rural settlements & Cultural Centres.	Agriculture and Tourism Destinations.	Along a mountain pass in Pristine Dwarsrivier Valley.
Kylemore			
Lanquedoc	Farm Worker village.	Agriculture.	Pristine Dwarsrivier.
Grt Drakenstein	Wine growing area.	Agriculture.	Adjacent to Drakenstein.
Settlement on Somerset Plain			
Raithby	Historic rural settlement to retain its 19th century Mission Town structure.	Rural residential & small scale intensive agri-cultivation (strawberries).	At the foot of Helderberg Mountains. Intersects with Winery Road which provides access to Old Main Road and the R44.

Table 5: Role, economic base and locational advantage of Stellenbosch Settlements (Source: Stellenbosch MSDF 2019)

Towns with regional roles and locational advantages, i.e., Stellenbosch, and Klapmuts, have the highest potential for future growth and to sustain such growth. Whilst Franschhoek has a regional role and locational advantage, the potential for future growth and to sustain such growth is contained. As such towns are according to national and provincial policy ideal for subsidised housing developments, Kylemore has absorbed the surplus housing need of Franschhoek. According to the above table, Stellenbosch and Klapmuts, should be priority settlements for future settlement development and in particular subsidized housing.

Settlement Growth Potential

The Western Cape Growth Potential Study of Towns in the Western Cape (2014) identified Stellenbosch as having a very high growth potential and identified Pniël/ Kylemore as having high growth potential.

Key: L= Low, M= Medium, H=High, VH=Very High	Human Capital	Economic	Physical or Natural	Infra-structure	Institutional	Combined
Stellenbosch/ Jamestown (W5-17, 22/ 21)	VH/H	VH/VH	M/M	VH/VH	M/VH	**VH**
Franschhoek (W1 & 2)	VH/L	VH/M	M/VH	VH/H	M/M	**M**
Klapmuts (W18)	VH/L	VH/M	M/H	VH/VH	M/L	**M**
Pniël/ Kylmore (W4)	VH/M	VH/M	M/VH	VH/VH	M/M	**H**

Table 6: Stellenbosch Municipality: Growth potential per settlement

The above table provides the scores for Stellenbosch settlements with the exception of settlements in Ward 3 (Wemmershoek, Lanquedoc, Meerlust) and 20 (Vlottenburg, Raithby, Lynedoch, Eikendal, Faure) that are not assessed in the Growth Potential Study (Western Cape Province, 2014).

The Study considered five indices which among others include:

- ***Human Capital Index***: level of education, income and employment.
- ***Economic Index:*** average per capita income, change in economic diversity, Gross Value Added and number of businesses per person.
- ***Physical Index***: rainfall, presence of groundwater, grazing capacity and growth in area cultivated.
- ***Infrastructure Index***: access to municipal services and transport.
- ***Institutional Index:*** the innovative potential of a settlement (Western Cape Province, 2014).

The above ratings correlate with the regional roles and locational advantages and confirm Stellenbosch including Jamestown have very high growth potential score. Pniël/Kylemore and Franschhoek are confirmed as Tourism Destinations and Culture Centres and have high and medium growth potential scores respectively. Klapmuts is confirmed as economic hub and have medium growth potential.

Number and spatial distribution of residential units

According to the approved MSDF, 2019 the current ratio of built-up versus vacant land within the urban edge in the towns of Stellenbosch, Klapmuts and Franschhoek is 5.4:3.5. For every 1ha of vacant land there is just slightly more than 1.5ha been built up.

The density of different topologies of residential units per Stellenbosch settlement is tabulated below (Stellenbosch Municipal SDF, 2019):

Town	Low			Medium			High		
V = Vacant; D = Developed	Total	D	V	Total	D	V	Total	D	V
Franschhoek									
Klapmuts									
Stellenbosch Surroundings									
Jamestown									
Jonkershoek									
Devon Valley									
Franschhoek Valley									
La Motte (Wiesiesdraai)									
Robertsvlei									
Wemmershoek									
Settlement along R304									
Koelenhof									
Muldervlei									
Settlements along Baden Powell									
Lynedoch									
Vlottenburg									
Spier									
Dwarsrivier Valley Settlements									
Johannesdal									
Pniël									
Kylemore									
Lanquedoc									
Groot Drakenstein									
Somerset Plain Settlement									
Raithby									

Table 7: Distribution of Residential Typologies

The Spatial distribution of Stellenbosch settlements is illustrated in the figures below.

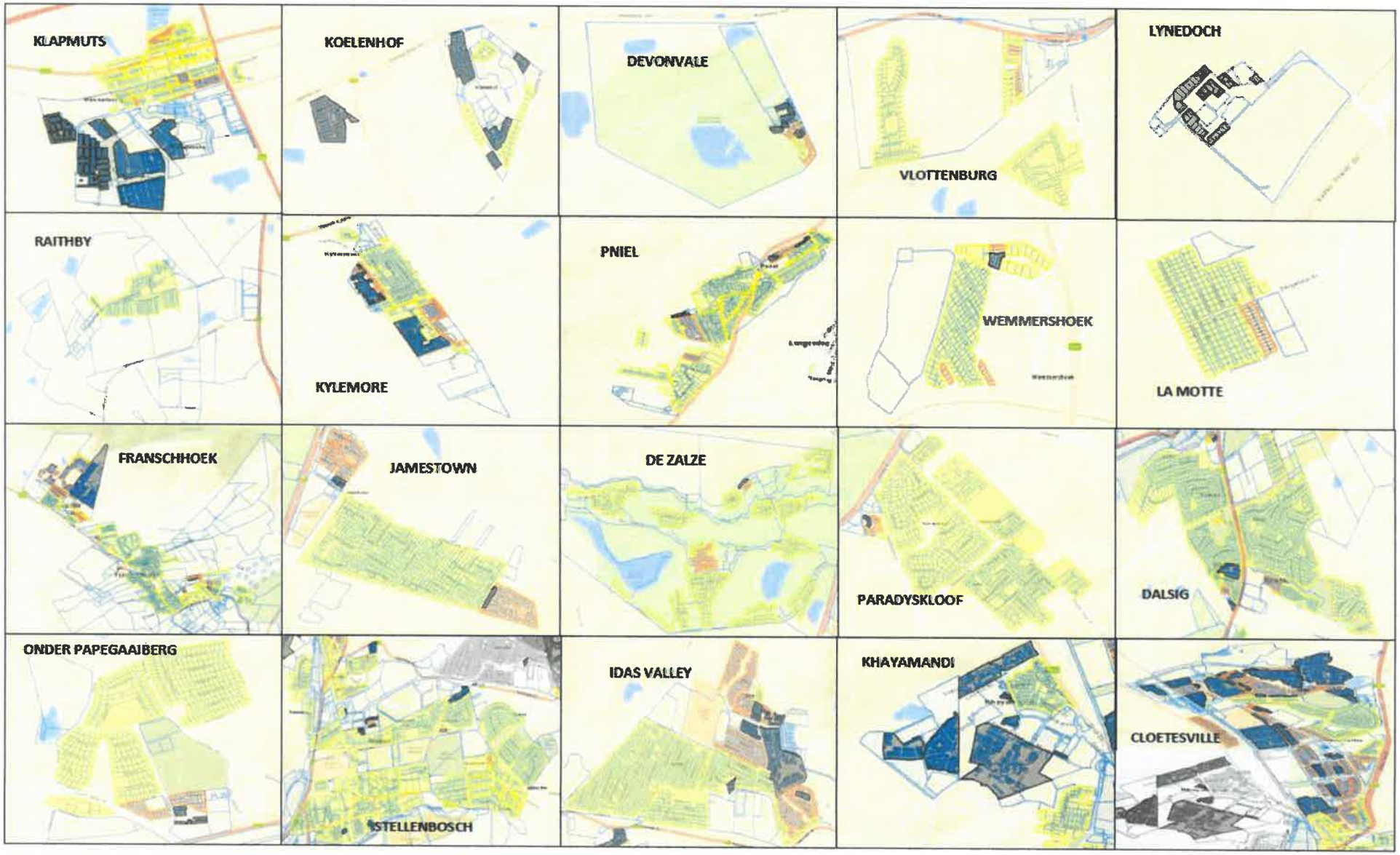


Figure 1: Stellenbosch settlements' Density maps

Regional, Neighbouring Municipal and Rural Trends and Developments

Regional developments that do and will impact on the role of Stellenbosch settlements and their growth potential are:

a) Adam Tas Corridor (ATC).
b) Development of Klapmuts.
c) Alternative rail service along Baden Powel – Adam Tas – R304.
d) the upgrade of the R45 (linking the Winelands to the N2).

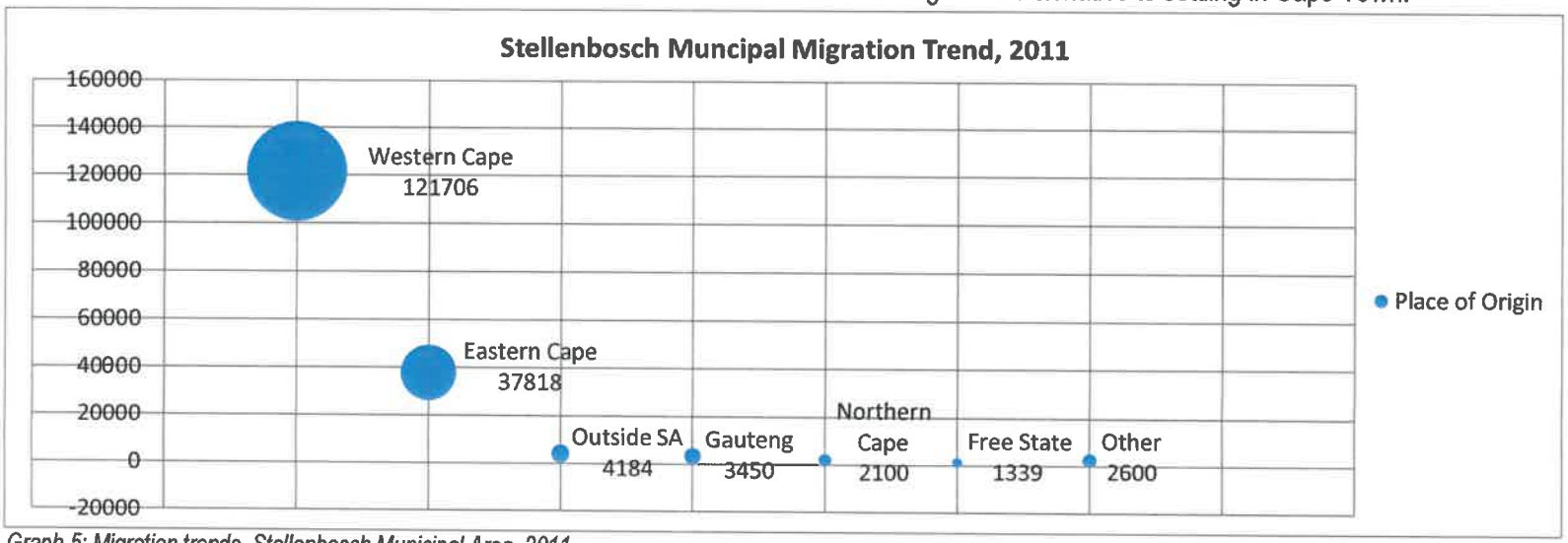
These developments and neighbouring municipal trends cause migration. On average 70% of the population of Stellenbosch Municipality are from the Western Cape, 22% originate from Eastern Cape and 4% from Gauteng, Northern Cape and Free State whilst 2% of the population are from outside South Africa.

The majority of inhabitants from other provinces have settled in Franschhoek, Kayamandi and Klapmuts.

There are 2 805 agricultural households in rural Stellenbosch (StatsSA, 2011) representing 6.5% of the total Stellenbosch households.

Despite the majority of farms practising intensive agricultural cultivation, the migration trends of agricultural households urbanising are likely low since most farmworkers urbanised since the early 2000s. Jamestown, Klapmuts and La Motte/ Langrug/ Groendal/ Kylemore are the preferred settlements for farmworkers to relocate.

Other rural households in the primary economic sector originating from the 'Bosdorpe' migrate to these former settlements. Hence there is a need for settlements such as Maasdorp, Meerlust and Jonkershoek to be formalised. Surrounding municipalities i.e., Cape Metropole (WC 70%, EC 19%) has a high migration rate unlike Drakenstein (WC 89%, EC 7%), Breëde Valley and Overberg (WC 77%, EC 15%), which may result in Stellenbosch absorbing some of those households. Stellenbosch, in particular, is a place of periphery living as an alternative to settling in Cape Town.



Graph 5: Migration trends, Stellenbosch Municipal Area, 2011

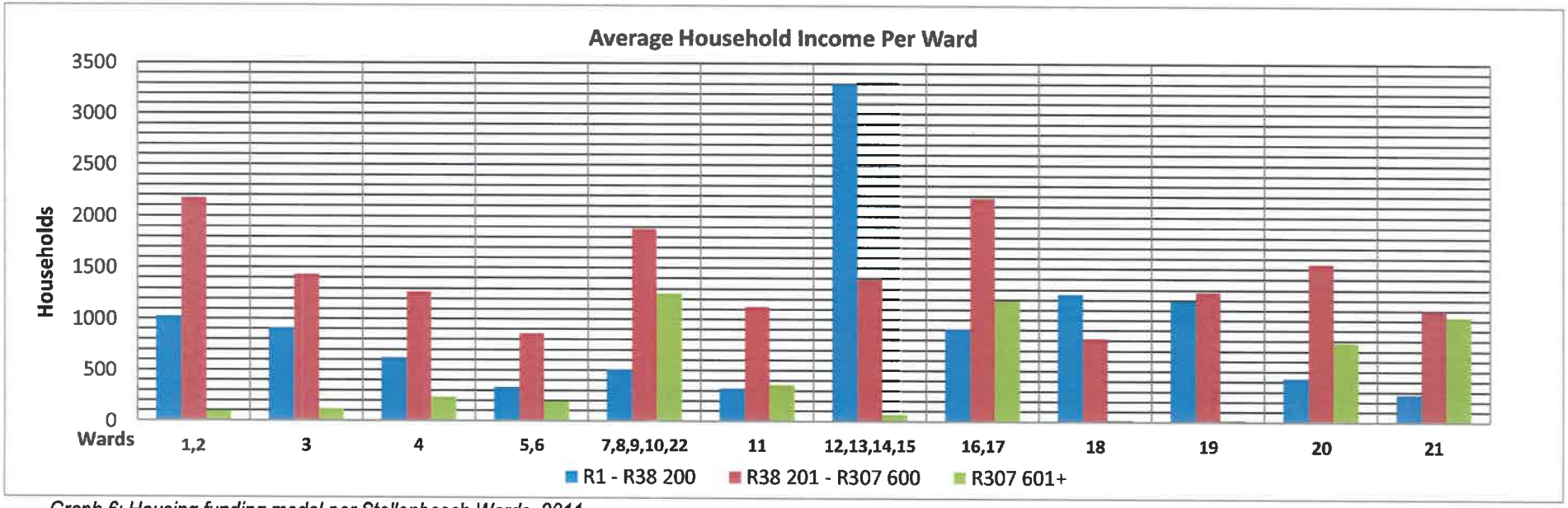
IDP Settlement Needs (per Ward)

Prioritising needs in each ward, resulted in the following settlement making related needs as per the table to follow and include broadly different housing typologies, basic services, ownership, recreational facilities, educational facilities, facilities for the elderly, a clinic, improved mobility – motorised and non-motorised and safety and security (Stellenbosch Municipality, 2017)

Ward	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Towns	Franchhoek	La Motte	Languedoc	Kylemore	Idas Valley		Stellenbosch					Kayamandi				Cloetesville		Klapmuts	Koelenhof	Raithby	Jamestown	Bo - Dalsig
Need																						
Housing	1	2	3	4	5						11		13	14	15	16	17	18	19	20	21	
Backyard Dwellers	1			4									13	14				18				
Farmworkers																			19			
Senior Citizens Centre												12										
Old age Home													13	14								
Basic Services			3			6					11	12		14				18				22
Title		2																				
Invasions											11											
Zoned business land		2																				
Services for informal markets					5																	
Recreational Facilities		2				6				10 (ug)						16			19	20	21	22
Swimming pool			3									12	13	14	15							
Multipurpose Centres																						
School																		18				
High School																			19			
Crèches												12									21	
Clinic																			19	20		
Initiation Site													13									
Cemetery																		18				

Household Income trends

Household income determines the house typology and programme and housing category: Only Wards 5 & 6 (Idas Valley) and 18 (Klapmuts) have fewer than 1 000 households earning an income that qualify for GAP housing. Wards 1 & 2 (Franschhoek and Franschhoek Valley, and 16 & 17 (Cloetesville) have more than 2 000 households earning an income that qualify for GAP housing. Wards 7, 8, 9, 10 & 22 (Stellenbosch) and Ward 20 (Lyndoch, Vlottenburg and Spier) have more than 1 500 households earning an income that qualify for GAP housing. Wards 12, 13, 14 & 15 (Kayamandi) have more than 3 000 households with an income qualifying for fully subsidized housing, whilst ward 18 (Klapmuts) and ward 19 (Koelenhof and Muldersvlei) and 1 & 2 (Franschhoek & Franschhoek Valley) have all a 1 000 and more households that qualifies for fully subsidized housing. Ward 3 (Lanquedoc and Groot Drakenstein) and Wards 16 & 17 (Cloetesville) have slightly less than a 1 000 households that qualifies for fully subsidized housing (StatsSA, 2011).



Graph 6: Housing funding model per Stellenbosch Wards, 2011

3.2 Informal Settlements: Assessment & Categorization

Besides informal settlements at Kayamandi and Langrug, overcrowding and informal structures are present in Stellenbosch settlements. The table below sets out the distribution of households accommodated in non-primary dwellings i.e., secondary to the main dwelling unit / alternative forms of accommodation/ informal structures per ward within the Stellenbosch Municipal area.

Ward	Informal dwelling	Backyard dwelling	Total	Backlog%
Stellenbosch	Kayamandi (Wards 12, 13, 14 & 15)	Kayamandi (Wards 13, 14)	2087/ 7035	11.6% of total (29.7% of 39.2%)
Stellenbosch	Cloetesville, Smartie Town	Cloetesville, Idas Valley, Jamestown	7035	39.2%
Franschhoek	Ward 1, Langrug	Ward 1, Langrug	1113	6%
Klapmuts	Ward 18	Ward 18	936	5%
Kylemore		Ward 4		
Total			4 136	17 965

Table 8: Non-Primary/ Alternative Forms of Accommodation per Ward

About 17% of all households in the municipal area are living in informal structures. A recent count of informal structures in three **informal settlements precincts**, Enkanini and Zone O in Kayamandi and Langrug, established an increase in numbers since 2011 equivalent to a 5% annual growth rate. In other words, the combined number of informal structures in informal settlements in the municipal area, increased from nearly seven thousand (6 950 in 2011 to nine thousand (8 800) in 2016 (StatsSA, 2016).



Figure 2: Enkanini

Beside informal precincts, there are households living in **informal backyard structures** in[4] Mooiwater, Franschhoek, Kylemore, Old location, Zone I, O and M in Kayamandi, Cloetesville and Klapmuts. A recent survey estimated that 5,6% (or 2 439 units) of all dwellings in the municipal area are informal structures in backyards. About 77% of the households living in these informal structures are indigent and have a monthly income of less than R3 500 (2011). In addition, there is also the possibility of **overcrowding** because many households living in backyard structures consist of five or more persons per household. In Franschhoek, informal structures in backyards constitute about 11% of all dwellings in the town. Backyard structures are informal

[4]Ward 1 - Franschhoek, Ward 4 - Kylemore, Ward 13 - Old location, Ward 14 - Zone I, O and M in Kayamandi, Ward 16 - Cloetesville

accommodation that is secondary to the main dwelling on the property, however it is unlikely they are connected to services.
Subsidized housing is required in[5] Langrug and La Motte, Wemmershoek, Lanquedoc and Meerlust, Jonkershoek and Old Location, Zones I, O, M, Hostels and Flats, Kayamandi.

Upgrading of municipal flats was identified for Cloetesville.

Settlements in need of Social Housing are Franschhoek and Mooiwater and settlements in need of Housing for Senior Citizens are Old Location, Zones I, O, M Kayamandi.

GAP or Affordable Housing is needed in Mooiwater, Franschhoek, Landida in Idas Valley, Cloetesville, Along Adam Tas, Klapmuts and Jamestown, whilst Medium Density housing is required in Mooiwater and Cloetesville.

Land for development is required in Wards 4, 5, 11, 16 & 20 and land that is serviced in Wards 2 and 16 (StatsSA, 2016).

3.3 Inhabitants in Temporary Residence

From time to time the need arises to accommodate people living in the Stellenbosch that became displaced or households who are settled in areas at risk. To accommodate such people, serviced land is required to accommodate Langrug and Smartie Town, Cloetesville. Langrug as Temporary Relocation Area (TRA) is earmarked to being upgraded and relocation of informal structures will be limited to where the slope is too steep to allow development or at Mooiwater where structures are at risk of flooding being built by a freshwater dam. Smartie Town will be relocated to Ward 17, which is still part of Cloetesville. Thus, Stellenbosch Municipality does not have an official Temporary Relocation Area, but rather have incremental developments. These areas are on the housing pipeline to be assisted through the UISP funding model. Temporary Relocation Area (TRA) should be formalized in Kayamandi North (to be determined) and Klapmuts (proposed immediately south or west of Klapmuts).

Alternatively, allow for a percentage of land earmarked for service sites in each pipeline, to become available as Temporary Relocation Area. This approach could negate dedicated Temporary Relocation Areas within the municipality becoming a permanent home to some inhabitants.

3.4 Settlements: Agri Villages and Bosdorpe

3.4.1 Workers in Agriculture

As individuals residing on farms represent likely a 5% of the waiting list, the approach for providing subsidised housing with the support of farmers (private sector) should be pursued. The same approach should be followed for providing housing for retired or retiring farm workers. Simonsig have been identified to establish agri-villages, whilst Elsenburg is an example of an established agri-village (StatsSA, 2016).

3.4.2 Workers in Forestry or Water Management

Workers involved in Forestry or in Water Management and of a particular income category, are in need of housing too. Hence the formalization of settlements such as Maasdorp, Meerlust & La Motte is examples of rural settlements that vested to accommodate government workers and former

[5]Ward 2 - Langrug and La Motte, Ward 3 - Wemmershoek, Lanquedoc and Meerlust, Ward 5 - Jonkershoek and Ward 13 - Old Location, Ward 14 - Zones I, O, M, Ward 15 - Hostels and Flats, Kayamandi, Ward 16 & 17 – Cloetesville, Ward 19 – Elsenburg, Ward 11 – Adam Tas, Ward 18 – Klapmuts, Ward 21 – Jamestown, Ward 1 – Mooiwater and Ward 17 - Cloetesville

government workers. Provision of housing in these settlements should be limited to workers that can proof their employment history. Whilst Jonkershoek are in the same category, its conservation worthiness pre-empt settlement making and those who rights have vested need to be provided of alternative accommodation or long-term lease.

3.5 Current projects

The following settlements projects are being implemented:

	Settlement	Type
1	Erf 3229 Mooiwater	Subsidized
2	Idas Valley	Subsidized
3	The Steps and Orlean Lounge, Cloetesville	Rectification
4	ISSP Kayamandi Zone O (711)	UISP

Table 9: Current projects

A list of projects (Pipeline) over the next 3 years follows being part of the PDoI approved and gazetted 2023/2024 HSDG and ISUPG Business Plan.

3.6 Land identified for Mixed Use, Greenfields & Brownfields

The following social housing and formalising and upgrading of existing settlements projects are at preplanning stage. Once the feasibility studies are completed and the terms of reference advertised, a development agency has to be appointed to implement the projects.

	Social Housing	
1	Farms 81/2 and 81/9, Kayamandi	Brownfields
2	Lapland Precinct, Stellenbosch	Brownfields
3	Teen-die-Bult Precinct, Stellenbosch	Brownfields
	Formalising and Upgrading of Existing Settlements	
1	Erf 2183 Klapmuts, La Rochelle	Brownfields
2	Langrug, Franschhoek	Greenfields
3	Enkanini Informal Settlement	Brownfields
4	Kayamandi Centre	Brownfields
5	Maasdorp Village, Franschhoek	Brownfields
6	Five housing projects in Kayamandi	Town Establish
7	3460 Meerlust, Franschhoek (200)	Brownfields
8	Jonkershoek	Brownfields

Table 10: Social housing and formalising and upgrading of existing settlements Projects

The following projects are either at Preplanning and or Planning stage. Preplanning is the inception stage where land was identified, feasbility studies have been conducted and SDPs may have been completed. During Planning stage land use applications are considered and land use approval has been optained. There are thirteen (13) projects in this stage (Stellenbosch Municipality Housing Pipeline, 2023).

	Preplanning and / or Planning	
1	Erf 7001 Stellenbosch, Cloetesville ("Soek-mekaar")	Brown
2	Jamestown Development: Phase 2 & 3	Green
3	Northern Extension, Kayamandi	Green
4	Erf 64 Kylemore	Brown & Green
5	Erven 412, 217 and 284 Groendal, Franschhoek	Brown
6	Portion of Erf 7271 Cloetesville, Stellenbosch	Brown
7	Erven 6300, 6847, 6886 Cloetesville, Stellenbosch	Brown
8	Erf 8776 Cloetesville, Stellenbosch	Brown
9	Erf 6705 Cloetesville, Stellenbosch	Brown
10	La Motte Old Forest Station	Brown
11	Droë Dyke	Green
12	Jamestown Development: Phase 4	Green

Table 11: Project in planning or pre-planning phase

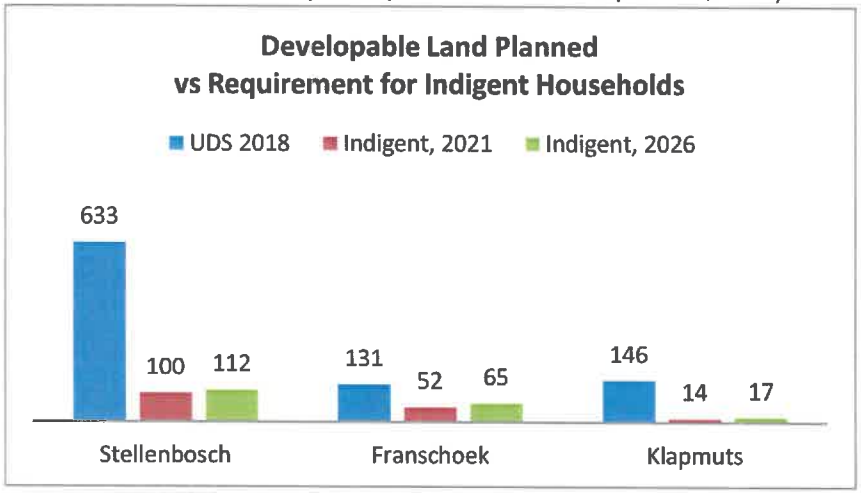
Most mixed-use zones are Brownfields developments. Catalytic projects such as Adam Tas corridor is a mixture of both and Kayamandi Northern Extension is a Greenfields development.

3 YEAR DELIVERY PLAN 20 January 2023 Business Plan 2023/24 - 2025/26 HSDG & ISUPG	PROGRAMME	2023/2024			2024/2025			2025/2026		
Average Site Cost (R'000)	60	SITES SERVICED	HOUSES BUILT	FUNDING R '000	SITES SERVICED	HOUSES BUILT	FUNDING R '000	SITES SERVICED	HOUSES BUILT	FUNDING R '000
Average Unit cost (R'000)	158									
Stellenbosch		178	110	R41 046	468	68	R44 249	5000	300	R77 400
Kayamandi Watergang Northern Extension (2000)	**IRDP**			0	100	0	6 000	100	100	21 800
Vlottenburg Longlands (106 incr to 144) IRDP	**IRDP**									
ISSP Kayamandi Zone 0 (711)	**ISUPG**		110	17 380		68	10 744		100	15 800
Stellenbosch Jamestown Phase 2 - 4 (1016) IRDP					100	0	6 000	100	100	21 800
Stellenbosch Droë Dyke (1000 - TOD)	**IRDP**			1 400			3 425			
Cloetesville (380) FLISP	**IRDP**			1 300				100	0	6 000
Kylemore (600)	**IRDP**			833			2 000			
La Motte Forest Station (442)	**IRDP**			1 500				100	0	6 000
ISSP Kayamandi Town Centre (1000) UISP	**ISUPG**	0		0	100		6 000	100		6 000
ISSP Kayamandi Zone 0 (711) UISP	**IRDP**	178		13 350	168		10 080	0		0
Klapmuts La Rochelle (109)	**ISUPG**			283						
Langrug Franschhoek Mooiwater (236)	**ISUPG**	0		5 000						

Table 12: Stellenbosch housing pipeline 2023 – 2026, Summary (Stellenbosch Municipality Housing Pipeline, 2023)

3.7 Land Asset Register and mapping

The graph to follow summarises the extent of land required for residential development in the indigent category in 2021 and by 2026 according to the provision of land planned in the Stellenbosch MSDF in the three major settlements for the next 20 years. (Stellenbosch Municipal SDF, 2019).



Graph 7: Developable Land vs. Land required for Indigent Households

The land belonging to Stellenbosch municipality and in particular the vacant land should be added to the mapping of land earmarked for housing once the vacant land study has been completed. A vacant land study has been initiated by Stellenbosch municipality in 2021.

3.8 Human Settlement sustainable SWOT assessment

The SWOT analysis will assess the socio-economic aspects, environment, municipal infrastructure, finance and administration to establish the strengths, weaknesses, opportunities and threats that Stellenbosch as a region has to ensure access to decent shelter.

Environmental SWOT

Stellenbosch is privileged to have extensive Nature Reserves and conservation areas. Strong focus is on maintaining these reserves and curb settlement expansion posing a threat to conservation areas. Linking these assets to be part of the open space system of settlements enhances the attraction of Stellenbosch settlements to inhabitants and tourists. However, this asset is threatened by climate change and urbanization that change the micro-climate, as per the matrix below.

Opportunities	Threats
▪ World economy: tourism. ▪ World nature conservation initiatives.	▪ Climate change. ▪ Urbanization & Poverty. ▪ Agricultural production.
Strengths	**Weaknesses**
▪ Water Sources/ Courses. ▪ Mountain and Valley conservation belt.	▪ Agricultural cultivation expansion. ▪ Decline of Forests. ▪ Pollution of water courses.

Box 1: Environmental SWOT analysis

Socio-economic SWOT

The box below provides an overview of the socio-economic Strengths, Weaknesses, Opportunities and Threats:

Opportunities	Threats
▪ Access value chains (Cape Town). ▪ Education & Research (University of Stellenbosch & College). ▪ World economy.	▪ Economic globalization. ▪ Exporting scarce resources. ▪ Climate change. ▪ Urbanization & poverty. ▪ Intermittent service (due to protests & land invasions).

Strengths	Weaknesses
▪ Settlements: Growth towns – service centres. • Highest economic contributors to Employment & GDP: Finance & business services, Wholesale & catering & accommodation and Manufacturing. • Export Economy.	▪ Land demand and shelter: Housing. ▪ Low levels of income & unemployment. ▪ School drop-outs. ▪ Lack of infill development and cost of services (Almost 70% of land-development applications had a peripheral location and 89% are Greenfields developments).

Box 2: Socio-economic SWOT analysis

In the approved MSDF, 2019 and updated MSDF, 2023 the following zoned land trends have been observed:

- The office development market in the municipal area has been relatively flat over the five years up to 2019 compared to the highs of 2005-2010.
- The retail property development market in the municipal area is highly sporadic in nature with several spikes in building activity interspersed with short- to medium-term troughs.
- Trends in the industrial property development market in the municipal area are hard to discern, with some years showing a substantial spike in building activity compared to previous years and other years showing very little (or no) building activity.

The settlements of Stellenbosch and Klapmuts are in need of commercial and industrial zoned land over and above what has been provided for in the approved Stellenbosch MSDF 2019. Franschhoek does have a similar need. (Stellenbosch Municipal SDF, 2019).

According to the principles driving the IDP, the location of residential developments would have to be within walking distance of economic opportunities. The proximity of commercial and industrial zoned land is determined by applying a 200m radius. The need for commercial and industrial zoned land has been considered both the Kayamandi Northern Extension and in the Adam Tas Corridor, located in the west of Stellenbosch. Commercial land is included in both development proposal north and south between of Klapmuts. Commercial land is well-spread in Franschhoek and strategic off-site locations should be considered to address the need for industrial land. (Stellenbosch Municipality, 2017).

Franschhoek, Stellenbosch and Klapmuts have informal trading zones and sites:

- The informal trading site zones in Stellenbosch are distributed and located across the CBD, Idas Valley, Cloetesville and Kayamandi and along the R45.
- In Klapmuts there are existing sites (at traffic light intersection and along R45 and Merchant Street) and some proposed sites.
- In Franschhoek there are several existing sites (CBD) and new sites proposed in Groendal and Mooiwater.

New sites are proposed in Jamestown, Kylemore, Pniël and Vlottenburg. These informal trading zones are either located within the business area and along activity streets or along higher order roads.

The need for rural land uses enhancing economic development is magnified by the spheres of influence of the Cape Metropole and being located in the Winelands District. The proposed Adam Tas and Kayamandi Northern Extension and development proposed in Klapmuts being located along the N1, should bring about some Economic Agglomeration and capitalises on Stellenbosch's locational advantage as a place of innovation (With finance, insurance, real estate and business services contributing 21.6%) and a place

of beauty (Whole sale and retail trade, catering and accommodation contributing 20.7%). and manufacturing (contributing 16.4%).

Municipal Infrastructure SWOT

The need for water resource and infrastructure is very high in Franschhoek, Stellenbosch and Klapmuts. The need for sewerage infrastructure in Stellenbosch is at capacity. Electricity volumes are overloaded at Kayamandi, Stellenbosch and upgrades are required as is upgrades required to unlock the catalytic projects planned at Adam Tas. (Stellenbosch Municipality, 2019) (Stellenbosch Municipality WMP, 2019).

Infrastructure Status Quo in settlements										
Ward	1	2	2	3	4	4	5-6	7-11	12-15	16-17
	Fh	LM	Wh	Lq	J/ P	Ky	IV	St	Ka	Cl
Elect									IS	
Water	IS			IS	IS	IS	IS	IS	IS	IS
SEW				C	C	C	C	C	C	C
Comb				H	H	H	H	H	VH	H
Ward	18	19	19	19	20	20	20	20	21	22
	Kl	Eb	Ko	Mu	Ld	Vb	Sp	R	Ja	B/D
Elect										
Water	IS		IS					IS		
SEW			Nc	Nc				A		
Comb										

A – Adequate (Sufficient, spare capacity), C – At capacity, no spare capacity, IS – insufficient/ overload, UGR – upgrade require; N – new gear/ storage required, Nc – non compliant e.g. – Septic Tanks, H – High, VH – Very High

Table 13: Stellenbosch Infrastructure Status Quo

The following threats, strengths and weaknesses related to infrastructure were identified.

Opportunities ▪ World class NMT & Public Transport system.	**Threats** ▪ Expensive potable water.
Strengths ▪ Infrastructure/ Roads (R45).	**Weaknesses** ▪ Upgrade of infrastructure - future development. ▪ Housing backlog (11 618 in 2016; 17 847 in 2036). ▪ Low levels of income & dependency on Municipal support.

Box 3: Infrastructure SWOT analysis

Municipal Finance SWOT

Stellenbosch Municipality has excellent spending and collection abilities as per IDP. The municipality has obtained a clean audit for the 20/21 financial year and was rated sustainable during the annual Municipal Financial Sustainability Index ratings by Ratings Africa. The financial profile, a part of the Municipal Financial Sustainability Index considered the operating performance, liquidity management, debt governance and budget position of the Municipality. Stellenbosch Municipality is thus able to deliver housing to those in need of shelter. (Stellenbosch Municipality, 2017).

Social Amenities (Public facilities) are classed according to hierarchical categories (higher, middle, lower-order and mobile facilities) depending on the size of the area that they serve and according to the function that they serve. There are five to six broad functions: education, health, recreation, culture, administration /civic and social. For the same purpose Stellenbosch settlements are classified according to their populations ('000):

- 100 000 – 350 000 Large towns/ regional service centres
- 60 000 – 100 000 small to medium towns/ regional service centres
- 25 – 60 isolated regional service centres: Stellenbosch.
- 5 – 25villages.
- ≤5 remote villages.

There appears to be an adequate number of facilities within reach of the majority of households to meet the educational and health care needs of SM, but challenges relate to operational and household affordability as well as the capacity of these facilities (e.g., overcrowded schools in poorer neighbourhoods).

Accordingly, the table below outline the amenities that are lacking as identified by the community instead of a norm assessment of amenities. Of note is that amenities are mainly required in the bigger settlements.

Ward needs related to amenities																							
Ward	1	2	2	3	4	4	5	6	7-11	12-15	13	14	15	16-17	18	19	19	19	20	20	20	20	21	22
	Fh	Lm	Wh	Lq	J/p	Ky	IV		S	Ka				Cl	Kl	Eb	Ko	Mv	Ld	Vb	Sp	R	Ja	B/D
Edu.										ECD	OAH, CH, HR				HS PS				LL				C	
Culture									HB		CH								C					
Civic							IO									Cl,M C - U								
Social		ZL – b					S-U, CM Links			CE					EC									
Recre.	GP -M	EWP					SP	U-Nb Fb TC, RF		SP	SP, RC	SP	SP	PPs		Rec C			SG				PP	PP& GP- U

C – Clinic; CE – centre for elderly, CM – community markets, CH – Civic Hall, EC – educational centre, EWP – Eco and water park, Fb – Football, GP – Gym park, HB – Historic buildings, HR – Hall of Remembrance, HS – High School, PS – Primary School, IO – Improve operations, Nb– Netball, Rb – Rugby, RC – Recreation Clinic, OAH – Old Age Home; SG – Sportsground, S- Stalls, SP – Swimming Pool; PP(s) – Play park(s), T – Tennis, ZL – Zoned land: b - business, F – Field, U – Upgrade, M – Maintain, M – Mobile

Table 14: : Social Amenities required in Stellenbosch Settlements

In addition, the RSEP (Regional Socio-Economics Projects) programme assists to address the need for social amenities. Hence the development of an outdoor gym and playpark in Cloetesville and the formalisation of the taxi rank, paved pedestrian pathways and 15 LED market stalls in the Kayamandi/Stellenbosch integration zone (Kayamandi Gateway Taxi Rank project).Co-funding for further detailed planning of the Adam Tas Corridor (ATC) has also been made available by the RSEP programme.

Public and Mass private transport is limited whilst more than half (60%) of households in Stellenbosch do not have access to a car. Approximately 12% of all traffic within the Stellenbosch Municipality area is buses and mini-bus taxis compared to CoCT with approximately 36% public and mass transport usage. There are 28 scholar bus contracts within the Municipality, transporting up to 4 263 scholars. According to the Transport Register there are 43 routes operated by mini-bus taxis. Currently, 114 mini-bus taxis are in use and 157 operating licences have been issued. Scheduled passenger trains in the Stellenbosch area stop at seven stations including Lynedoch, Spier, Vlottenburg, and Stellenbosch town, Koelenhof, Muldersvlei and Klapmuts. The Franschhoek line which, is no longer in operation Franschhoek, had stops at La Motte and Wemmershoek.

The majority (95%) of all NMT trips within the Stellenbosch town are made by low-income residents. (Stellenbosch Municipality, 2017).

Municipal Admin SWOT

The IDP fulfils the planning stage of performance management while performance management fulfils the implementation, management, monitoring and evaluation of the IDP process to realise the developmental role of local government.

The Stellenbosch Municipal budget attaches money to the IDP objectives and this is monitored through the service delivery and budget implementation plan (SDBIP). The budget makes the implementation of the IDP possible and the IDP provides the strategic direction for the budget.

Risk Management is a systematic process to identify, evaluate and address risks on a continuous basis before such risks can impact negatively on the service delivery capacity of the Stellenbosch Municipality. When properly executed risk management provides reasonable assurance that the institution will be successful in achieving its goals and objectives. In the Stellenbosch Municipality, risk management is fully integrated with the IDP having the following risk reduction strategies and links to the strategic outcomes:

- Provide an advocacy platform for all through the Municipal Advisory Forum.
- Provide innovate thinking to achieve goals.
- Develop community participation programmes.
- Develop multi-disciplinary relationships.
- Veld fires, shack fires and floods are posing the highest risk.

(Stellenbosch Municipality, 2017).

3.9 Institutions involved in housing delivery (different market sectors)

Subsidized housing is delivered by securing the services of an implementation agent whilst private housing for first time homeowners is delivered by the private sector. There is not as yet an implementation agent delivering GAP housing whilst the National Housing Development Agency (NHDA) facilitates the provision and management of rental stock.

3.10 SWOT assessment summary

Stellenbosch is an enabling region as it holds opportunities to grow its economy driven by agricultural and conservation diversification, intensification and innovation. The availability of land to provide for tenure and shelter is a Strength. Whilst protecting the character of place of some settlements, opportunity to recreate character and redistribute densities to support economic agglomeration and economic mobility exists. Being part of the export value chain (agriculture and tourism), having access to good schools, a university and several recreation and sports amenities are adding to the Opportunities.

Threats include land invasions at Langrug Franschhoek, Jonkershoek and Ward 12, Kayamandi and most settlements being burdened with informal housing and back yard dwellers. Weakness of rural settlements such as La Motte, Wemmershoek and Lanquedoc included access to value chains and location. Catalytic projects like Adam Tas and Klapmuts will bring about the upgrading of infrastructure that is require

Ward	1	2	2	3	4	4	5-6	7-11	12-15	16-17	18	19	19	19	20	20	20	20	21	22
	Fh	LM	Wh	Lq	J/ P	Ky	IV-Jo	St	Ka	Cl	Kl	Eb	Ko	Mu	Ld	Vb	Sp	R	Ja	B/D
Road Infrastructure				W								W								
Access Value Chains (Domestic)		W	W	W								W								
Economic Contribution (GDP & employment), Export scarce resources/ world economy	S				S		S	S	S	S	S	S	S				S		S	S
Growth Potential	O				O	O	O	O	O	O	O									
Need for Indus land & informal trading spaces											O									
Agri Diversity: Intensive, Extensive, Conservation	O	O	O, C	O, C	O, C	O, C	I				O, E, C	O, E, C	O, C	O, E, C	O, E, C	O, C	O, C	O	O, C	
Regulate spatial distribution, Mix Use (MU)	O						O	O	O	O	O						O		O	O
Land & Housing Demand & Informal Housing	T	T		O		O	O	O	O	O	O	O							O	
Migration vs Most Stable	T								T		T									
Low income: Unemployment/ Indigent	T						T		T	T	T									
Urbanization & Poverty, Dependency on subsidies, Current Projects	T					T	T			T	T									
Informal (Inf), Back Yarders (BY), Temporary Relocation Area (TRA)	T, Inf	T, BY		T, BY		T, BY		T, BY, Inf	T, BY	T, BY	T, BY	T, BY	T, BY	T, BY	T, BY	T, BY			T, BY	
Education: University crèches School dropouts, lack of crèches	S					S	S	S	S	S	S								S	S
Recreation & Community Amenities	O					O	S	S	S	S	O								O	S
Upgrade Infrastructure Potable water	O					O	O	O	O	O	O								O	O
Water Sources / Courses Climate change	O	O	O	O	O	O	O	O	O	O	O	O						O	O	O
Land Cover/ Mountains	O	O	O	O	O	O	O	O	O	O	O	O							O	O
World Nature conservation Initiatives	O	O	O	O	O	O	O	O	O	O	O	O						O	O	O

S – Strength, O – Opportunity, W – Weakness, T – Threat, I – Intensive, E – Extensive, C – Conservative, Inf – Informal, BY – Back Yarders, TRA – Temporary Relocation Area

Table 15: Key Stellenbosch Human Settlement Strengths, Opportunities, Weaknesses and Threats

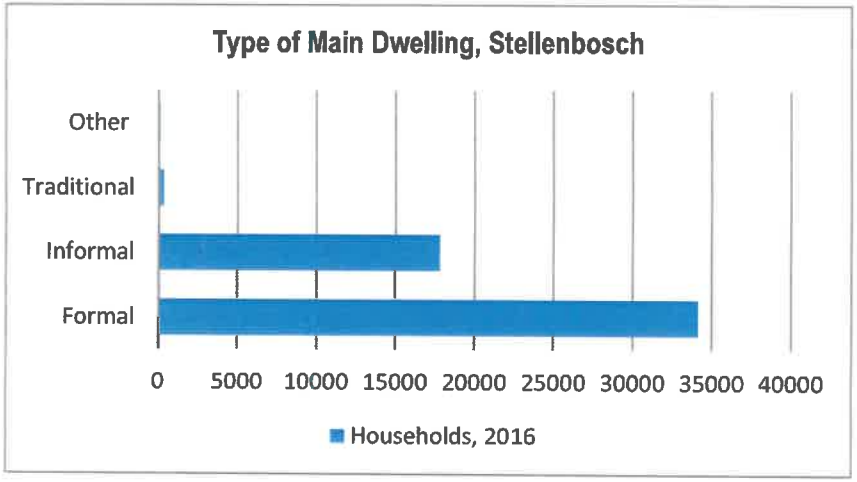
4 Municipal-Specific Housing Demand

Formal and Informal dwelling structures

The majority of households in SM currently reside in formal dwellings (65,1%) whilst 34,9% of the households resided either in informal (17 829), traditional (366), and "other" (107) dwellings in 2016. (Stellenbosch Municipality Housing Pipeline, 2023) (Stellenbosch Municipal SDF, 2019).

The annual average household growth rate between 2011 and 2016 was 0,9% or 1 791 households per annum. With only an additional 1 447 formal dwellings recorded over this period, the number of households informally housed has increased faster than the provision of formal dwellings. The proportion of formal households declined from 75,1% to 65,1% over this period.

Being unable to cope with rate of household growth and the percentage of formal households declining from 75.1% to 65.1% from 2011 to 2016 and beyond, stays a threat.



Graph 8: Dwelling types, 2001 and 2011 (StatsSA, Ward Data 2001 and 2011)

Only Wards 5 & 6 (Idas Valley) and 18 (Klapmuts) have fewer than 1 000 households earning an income that qualify for GAP housing. Wards 7, 8, 9, 10 & 22 (Stellenbosch & Brandwag/ Bo-Dalsig) and Ward 20 (Lyndoch, Vlottenburg, Spier & Raithby) have more than 1 500 households earning an income that qualify for GAP housing. Wards 1 & 2 (Franschhoek and Franschhoek Valley), and 16 & 17 (Cloetesville) have more than 2 000 households earning an income that qualify for GAP housing.

Ward	1	2	2	3	4	4	5-6	7-11	12-15	16-17
Households earning an income	Fh	LM	Wh	Lq	J/P	Ky	IV-Jo	St	Ka	Cl
<1000 hh less than qualifying for GAP							X			
>1500 hh qualifying for GAP								7, 8, 9, 10		
>2000 hh qualifying for GAP										x
Ward	18	19	19	19	20	20	20	20	21	22
Households earning an income	Kl	Eb	Ko	Mu	Ld	Vb	Sp	R	Ja	B/D
<1000 hh less than qualifying for GAP	X									
>1500 hh qualifying for GAP										22
>2000 hh qualifying for GAP										

There is a lack of affordable housing and rental stock in particular in Stellenbosch, Franschhoek and Klapmuts.

Subsidized housing is required in[6] Langrug and La Motte, Wemmershoek, Lanquedoc and Meerlust, Jonkershoek and Old Location, Zones I, O, M, Hostels and Flats, Kayamandi. All wards (1 – 21) with the exception of Wards 3, 6-10 identified Housing and housing related needs including housing for backyard dwellers in Wards 1, 4, 13, 14, Klapmuts, Farmworkers in settlement along R304, i.e., Muldersvlei & Koelenhof and Senior Citizens in Kayamandi and upgrading of municipal flats in Cloetesville. (Stellenbosch Municipality Housing Pipeline, 2023).

Ward	1	2	2	3	4	4	5-6	7-11	12-15	16-17
Subsidized housing required		X	X				5		13, 14, 15	
Backyard dweller requiring housing	X				x				13, 14	
Farmworkers										
Senior citizens									13, 14	
Upgrading flats										16, 17

Ward	18	19	19	19	20	20	20	20	21	22
Subsidized housing required										
Backyard dweller requiring housing	X									
Farmworkers		X								
Senior citizens										
Upgrading flats										

The focus of the Stellenbosch IHSP will, therefore, be on the projected housing demand over the spectrum of socio-economic sectors and the associated projected future housing demand per sector.

Nearly a quarter (74% or 11 615) of the applicants has been on the waiting list for longer than 10 years, 24% (3 818) of which are currently on the waiting list for more than 20 years. Cloetesville (84%), and Idas Valley (88%) have the highest proportion of applicants on the waiting list for 10 years or more."

"Given the current profile of those on the waiting list for less than 10 years, it is evident that housing demand will be driven by applicants from Klapmuts and Kayamandi.

Those older than 40 years and on the waiting list for more than 10 years make up 8 390 (53%) of all applicants. More than 50% of Kylemore/ Pniël, Jamestown, Idas Valley and Franschhoek housing demand have applicants that are older than 40 years and have been on the waiting list for more than 10 years." (Stellenbosch Municipal SDF, 2019, p. 39)

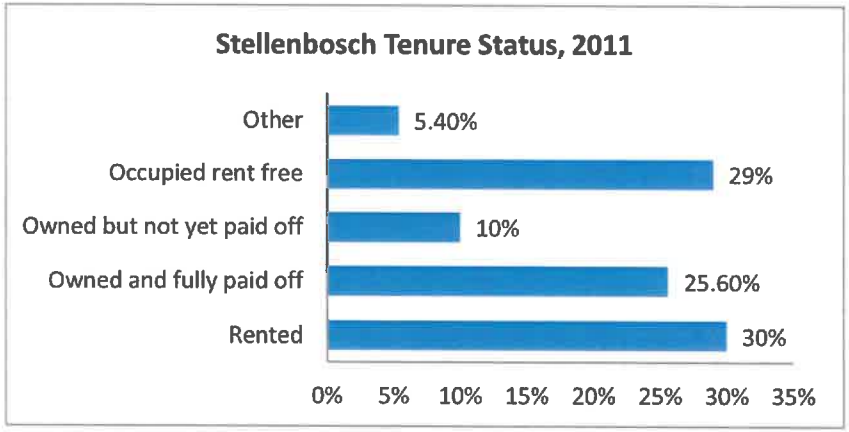
Ward	1	2	2	3	4	4	5-6	7-11	12-15	16-17
Housing waiting list distribution							X		X	X
On waiting list >10 years (24%, > 20 years) X40 years+ & 10 years on list					X	X	X			X

Ward	18	19	19	19	20	20	20	20	21	22
Housing waiting list distribution									X	
On waiting list >10 years (24%, > 20 years) X40 years+ & 10 years on list										

[6]Ward 2 - Langrug and La Motte, Ward 3 - Wemmershoek, Lanquedoc and Meerlust, Ward 5 – Jonkershoek, Ward 13 - Old Location, Ward 14 - Zones I, O, M, Ward 15 - Hostels and Flats, Ward 18 – Klapmuts, Ward 19 – Elsenburg, Muldersvlei & Koelenhof, Wards 13 & 14 – Kayamandi, Wards 16 & 17 – Cloetesville.

Tenure (rental vs. ownership)

The ratio of households owning (paid off and bonded), renting or occupying houses rent free is 1:1:1 (1.18:1:0.96). Nearly a third (30% or 8 707) of 29 023 households (StatsSA, 2011) rented housing whilst another third (29%) occupies housing rent-free. Overall, just more than a third (35.6%) of the population in Stellenbosch municipal area, owned their properties.

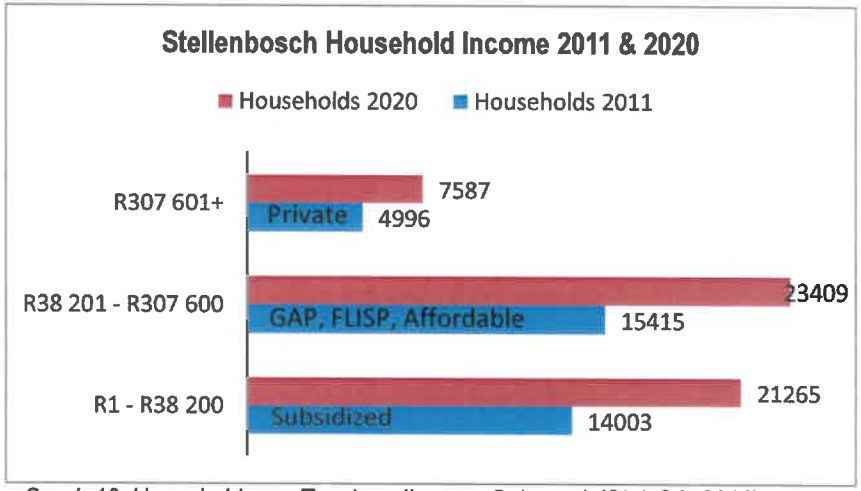


Graph 9: Tenure Status in Stellenbosch, 2011

A total of 40.4% or 33 544ha of the land in SM is owned by either government or Municipality. The rest of the land, approximately 50 316ha, is privately owned. The SM owns 4 219.4ha of urban and rural land spread out in fragments across the entire municipal area. The tradability of this land, is by choice, low as the Municipality prefers long-term lease agreements as contractual arrangements with third parties rather than selling outright. Arguably, this is one of the reasons why house prices are so high in Stellenbosch town. The supply side is thus artificially constrained.

4.1 Current and future households by income and affordability

The municipal specific housing need has been assessed in the graph to follow to determine the number and affordability of houses and funding models therefore. Note that the data dates back to 2011 and it is highly likely that the distribution of income has changed and households with an income of less than R3 500 has increased with 7 262 families over and above the population growth rate.



Graph 10: Households per Typology (Income Category) (StatsSA, 2016)

4.2 Current assessed housing backlog

In order to wipe out the 2016 municipality-wide backlog of 11 618 housing units for the indigent and to cater for the growing need, 17 847 units need to be built between 2016 and 2036. An estimated cumulative addition to the inventory of only 7 805 houses by the year 2036 may materialize, leaving a significant backlog or social need for housing associated with household in

the lowest income category. There is a backlog of over 3 000 housing opportunities in rural areas (based on information from the Draft Rural Plan). Cloetesville, Idas Valley, Kayamandi, and Jamestown; all within a 5km of radius of Central Stellenbosch make up 45% (7 035) of the SM's total subsidized housing need.

The housing demand waiting list comprise some 18 263 applicants (Stellenbosch Pipeline, 2023).

Close to three quarters "(74%, 11 615) of the applicants has been on the waiting list for longer than 10 years, 24% (3 818) of which are currently on the waiting list for more than 20 years. Cloetesville (84%) and Idas Valley (88%) have the highest proportion of applicants on the waiting list for 10 years or more. Those older than 40 years and on the waiting list for more than 10 years make up 8 390 (53%) of all applicants. More than 50% of Kylemore/ Pniël, Jamestown, Idas Valley and Franschhoek housing demand include applicants that are older than 40 years and have been on the waiting list for more than 10 years." (Stellenbosch Municipal SDF, 2019, p. 39)

Given the current profile of those on the waiting list for less than 10 years, it is evident that housing demand will be driven by applicants from Klapmuts and Kayamandi.

The table below spells out the 2018 backlog and waiting lists compared to the 2036 supply estimate and likely beneficiaries (topologies) are tabulated below:

Town	Backlog: Subsidized	Backlog vs Pipeline: Affordable/ GAP & Flats	Pipeline to 2036
Cloetesville, Stellenbosch	7 035		
Idas Valley, Stellenbosch			465
Kayamandi, Stellenbosch			1 900
Jamestown, Stellenbosch			
Rural areas	3 000		
Franschhoek			
Klapmuts			378
Jonkershoek (SS)			150
La Motte, Wiesiesdraai (FV)			
Robertsvlei (FV)			
Wemmershoek (FV)			
Meerlust			200
Koelenhof (R304)			
Muldervlei (R304)			
Vlottenburg (BP)			
Kylemore (DV)			
Lanquedoc (DV)			
Total (provided not summed)	15 780		3 093

Table 16: Waiting list as per Stellenbosch Municipality, 2019

The above table confirms that the upgrading of informal settlements in Langrug, Franschhoek, and Kayamandi, Stellenbosch is priority in the next five years (2022 – 2027).

The PDoI allocated a grant of R41 046 000 for the 2023/24 financial year to Stellenbosch Municipality. The funds from the Human Settlement Development Grant (HSDG) and Informal Settlements Upgrading Partnership Grant (ISUPG) have been allocated to the project tabulated below: (Stellenbosch Municipality Housing Pipeline, 2023)

Name of Project/ Settlement	Type of Project/ Subsidy Mechanism	Estimate Number of Opportunities
Erven 6300, 6847, 6886 Cloetesville, Stellenbosch	Plot-plan or GAP/ FLISP	279 or 90 sites (top structures TBD)
Erf 7001 Cloetesville, Stellenbosch ("Soek Mekaar")	GAP	±250 – 300 service sites (top structures TBD)
Jamestown Development: Phase 2 & 3	IRDP, FLISP	+ 400 service sites / top structures
Jamestown Development: Phase 4	IRDP, FLISP	± 1500 – 2000 service sites (top structures TBD)
ISSP Kayamandi Town Centre	UISP, Institutional	1854 service sites and top structures
Kayamandi Zone O	UISP	711 sites
Northern Extension, Kayamandi	IRDP, FLISP, mixed use	± 4000 – 6000 service sites (top structures TBD)
Erf 8776 Cloetesville, Stellenbosch	GAP/ FLISP	37 sites (top structures TBD)
Erf 6705 Cloetesville, Stellenbosch	GAP/ FLISP	12 service sites / top structures
La Motte Old Forest Station	IRDP, FLISP	442 sites
Erf 2183 La Rochelle, Klapmuts	UISP	109 serviced sites; possible temporary relocation units
Langrug Franschhoek Mooiwater Dam Rehab & Basic Services	UISP	253 sites (top structures TBD)

4.3 Future Demand Projection (Assessment of Municipal specific housing need)

Housing Supplied

To date Government provided a total of 1 891 subsidised opportunities over the 10-year period ended 2015/16. The 2017 -2022 5-year project pipeline had to deliver 1 570 opportunities (9.95% of the waiting list demand) and planned to deliver 7 506 serviced sites (47.6% of the waiting list demand) and 6 584 units (41.7% of the waiting list demand) until to 2036. (Stellenbosch Municipal SDF, 2019).

Housing Demand

Projections as per approved Stellenbosch MSDF, 2019 are separated between indigent and other:

Housing for indigent

- Estimated need for fully subsidized houses in 2016: **11 618.**
- Estimated unfulfilled need of houses by 2036, assuming that no houses for the indigent will be built between 2016 and 2036: **17 847.**
- Should current rate of delivery persist, **7 805** units would have been added by 2036, thus still resulting in a significant backlog.

Housing for the non-indigent <80 m²

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

The greatest need for housing exists in Stellenbosch and Franschhoek. The approved Stellenbosch MSDF, 2019 provides broad directives for residential development within the municipal area and within each of the towns located in the municipal area (Stellenbosch Municipal SDF, 2019).

As far as implementation is concerned, some of the backlog was addressed in La Motte (Bosdorp), Jamestown, Klapmuts and Kylemore a total of 1 891 houses were built and a budget of ±R218 million was spent (10-year period ended 2015/16) to provide these units. The table below provides a breakdown of the provision per settlement:

Settlement	Units Built	Settlement	Units Built
Stellenbosch	Y	Koelenhof (R304)	
Franschhoek	Y	Muldervlei (R304)	
Klapmuts	Y	Lynedoch (BP)	
Jamestown (SS)	Y	Vlottenburg (BP)	
Jonkershoek (SS)	Y	Kylemore (DV)	Y
La Motte (Wiesiesdraai) (FV)	Y	Lanquedoc (DV)	Y
Robertsvlei (FV)	Y	Raithby (SP)	
Wemmershoek (FV)	Y		

Table 17: Housing Units and Service Sites Provided per Stellenbosch Settlement

Cloetesville and Idas Valley and La Motte are prioritized to provide GAP/ FLISP housing. As a forerunner, a GAP pilot project should be implemented to determine its viability.

The rate of housing delivery during the 2018 - 2021 MTREF period (466 units) and post the current MTREF period (8 166) is not meeting demand. The housing backlog will thus increase, as well as the number of informally housed households. (Stellenbosch Municipal SDF, 2019).

Funding Models and Programmes and Categories

The NDHS developed funding models and Subsidy Programmes (Categories) for housing delivery as tabulated below. The last column reflects the income categories applied by the Provincial Department of Infrastructure.

	Housing subsidy programmes	Monthly Household Income	Description
1	Government subsidised housing	<R3 500	100% government subsidy with no beneficiary contributions (Breaking New Ground units subsidised in full by government).
2	Enhanced site and Service	R3 500 or R3 501 -R7 000	100% government subsidy with no beneficiary contributions for an enhanced service site (standpipe and toilet facility).
3	GAP Housing	R 3501 – R 22 000	A bond must be obtained through a financial institution who will apply directly to the PDoI for a top structure. The subsidy amount decreases as the monthly income increases.
4	Social Housing	R1 850 – R6 700 R6 701 - R22 000	Rental or co-operative housing option managed by an accredited SHI.
5	Finance-Liked Individual Subsidy Programme (FLISP) housing	R3 501 – R22 000	Provision of government subsidies on a sliding scale (of between R121 626 and R27 960) to reduce monthly home loan repayments (partially subsidised by government).
6	Bonded housing	> R22 000	Private financing from financial institutions for housing on the open market.

Table 18: Housing programmes, Erf size standards and Income Categories

Since 2020, and given a NDHS directive, top structures were no longer part of the delivery model and could be considered only for the following prioritised categories:

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

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

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

The Property Market

Considering all house-price bands in the urban areas, the mean and median values increased significantly in almost all areas between 2012 and 2016. The value increase of full-title and sectional-title properties combined in the urban areas was 47%, which equals an annual compound growth of 10%.

Between 2008 and 2017, nominal full-title property rentals in Stellenbosch town showed growth of roughly 8,1% per annum while sectional-title property rentals grew by about 10,5% per annum.

Over the same period, building costs (as measured by the CPI) showed growth of roughly 6% p.a.

As a result, considering the above trends over the past eight years residential rentals in Stellenbosch were able to grow in real terms (StatsSA, 2016).

Land Requirements

Development of land for residential purposes reflects the following:
Almost 70% of all recently submitted strategic land-development applications had a peripheral location (i.e., contributing to urban sprawl with associated costs), and even more (89%) of these applications were Greenfields developments.

Of note is Distell, owner and user of the Adam Tas and Bergkelder land holdings, intends to relocate its operations to a centralized facility in Klapmuts (north of the N1). This land will then become available.

The historic land take up, by 2015, constitutes 481ha, whilst the urban development strategy proposes a different take up based on:

- Market preference for certain land-uses in specific locations (market trends).
- Positioning strategies (ignoring backlogs and surpluses in infrastructure provision and availability of developable land stock).
- Understanding of the role of various settlements in SM and their respective projected growth rates and overall demand for land for indigent housing.

Stellenbosch, which already accommodates 70% of the urban population of the SM. Franschhoek and Klapmuts together only accommodate 20% of the SM urban population, with the remainder spread throughout the smaller villages and hamlets. The ratio for the proposed allocation of indigent housing is thus a 7:2:1 spread between Stellenbosch, Franschhoek and Klapmuts.

According to the MSDF, 2019 the available hectares of land within the urban edge, sourced from the Urban Development Strategy (UDS), are tabulated below:

Land	Stellenbosch	Franschhoek	Klapmuts	Other
Currently available (UDS 2018)	633	131	146	
Historically Gross Land Use taken-up (All uses) by 2015	271 (60%) incl. Jamestown	82 (20%)	56h (10%)	72 (16%)
2021 indigent housing requirement	100	52	14	
2026 cumulative indigent housing requirement	112	65	17	
Balance (negative)	250	(-16)	73	

Table 19: Land requirements as per Urban Development Strategy & growth rate

The UDS required 741ha to 1 339ha of land in 2036 according to the low and high growth projections respectively. The approved MSDF 2019 and Housing Pipeline Annual Review 2023 -2025 earmark 1 667ha of land for the provision of housing. (Stellenbosch Municipal SDF, 2019).

The current densities remain below 10du/ha within the urban edge. As for every 1.5ha been built-up there is 1ha of vacant land in the towns of Stellenbosch, Klapmuts and Franschhoek as the overall built-up/ vacant ratio is 5.4:3.5.Land for future growth is evidently more than enough to accommodate the indigent housing need and market driven development.

4.4 Future Need projections

Projected future growth in number of households

The future growth projection is based on the UDS growth rates applied to each of the main towns and settlements.

	% Population	Need: Land in Ha (120m² erven); Housing (@ growth / annum)			
Settlement	Municipal/ urban	Indigent housing (2021)	Land Ha	Indigent housing (2026)	Land Ha
Stellenbosch, (Town)	51/70	8 357 (2.6%)	100	9 363 (2.3%)	112
Klapmuts	5/7	1 208 (3.6%)	14	1 420 (3.3%)	17
Franschhoek	9.5/13	4 370 (4.6%)	52	5 394 (4.3%)	65
Dwarsrivier (Pniël, Johannesdal) (Kylemore, Lanquedoc)	5.9/8.2				
La Motte	1/1.4				
Groot Drakenstein	0.8/1				
Wemmershoek	0.5/0.7				
Koelenhof	0.2/0.26				
Muldersvlei	0.04/0.06				
Vlottenburg	0.08/1				
Raithby	0.5/0.8				
Lynedoch	0.1/0.8				

Table 20: Stellenbosch Growth Scenario and related Land requirement

Whilst there is sufficient land, the services capacity of the three major towns of Klapmuts, Stellenbosch and Franschhoek has to be increased to keep up with the population growth. (Stellenbosch Municipal SDF, 2019).

Estimated demand per economic market sector (economic data)

The percentage of households in formal housing has decreased from 75,1% in 2011 to 65,1%, illustrating the difficulty keeping pace with housing demand of the growing number of lower income households.

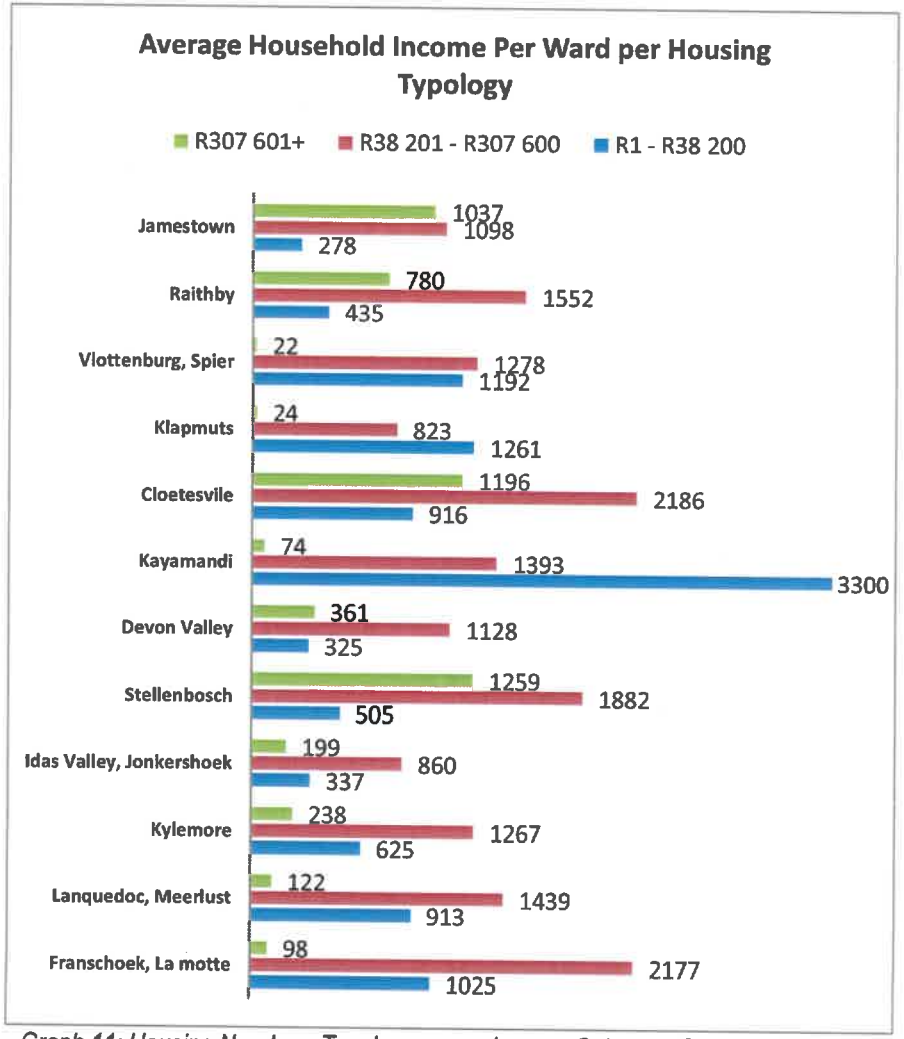
The housing demand waiting list comprise some 18 263 applicants (Western Cape Housing Demand Database extract for Stellenbosch Municipality Housing Pipeline, MTREF period 2023 - 2026) compared with the Stellenbosch housing backlog of 11 618 indigent households and the 2036 supply estimate of 17 847 opportunities.

The middle to high income housing demand was projected to be 1 850 units in 2016 (Urban Econ's Stellenbosch Market Assessment, 2016). The student accommodation demand was recorded as 4 200 beds in 2016 (Urban Econ's Stellenbosch Market Assessment, 2016).

Cloetesville, Idas Valley, Kayamandi, and Jamestown; all within a 5km of radius of Central Stellenbosch make up 45% (7 035) of the SM's total BNG housing need. Neither Idas Valley nor Cloetesville has extensive land options to accommodate the current demand, whilst land adjacent to Kayamandi, and a greenfield development, has been included in the Adam Tas Corridor. The Graph illustrates the demand per housing topology segmented per income band and broad demand type. The housing delivered to date by Stellenbosch Municipality has been discounted, as has been the formal dwellings in 2011 (StatsSA, 2011).

The average household income, 2011 per Ward was used to provide an indication of the need for the following housing topologies (see figure) :

- Subsidized: R0 – R3 500 per month or maximum R38 200 per annum;
- GAP: R12 000 – R22 000 per month or maximum R307 600 per annum;
- Private: R22 001 or more per month or R307 601 or more.



Graph 11: Housing Need per Typology as per Income Category, StatsSA, 2011

Estimated budget (MTREF for 2023/2024 to 2025/2026)

The Human Settlement Development Grant (HSDG) and Informal Settlements Upgrading Partnership Grant (ISUPG) allocation for 2023/24 financial year is R41 046 000. Stellenbosch Municipality's allocation of the HSDG and ISUPG for the Medium-Term Revenue and Expenditure Framework (MTREF) of 2023/2024 to 2025/2026 is tabulated below:

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

Table 21: Grant allocation to Stellenbosch Municipality for the MTREF period 2023-2026

The subsidy of R188 000 per house is allocated to those over 65 years of age and to miliary veterans and persons with disabilities. A budget of R121.799 million is allocated for delivering 431 dwellings and 631 sites by 2025.

4.5 Housing Pipeline

The objective of the Housing Pipeline is to tabulate the housing programmes administered and managed by the Municipality which includes:

- the provision of enhanced serviced sites;
- the upgrading of informal settlements;
- access to affordable housing (Breaking New Ground - BNG);
- Social Housing (Stellenbosch was approved as restructuring town, 2017);
- the IRDP enables the development of well-located, socially diverse projects that provide a mix of income groups and land uses; and
- Financed Linked Individual Subsidy Programme (FLISP) - for those within the gap market to acquire existing properties or to buy a serviced site. (Stellenbosch Municipality Housing Pipeline, 2023).

The implementation of housing projects in the Municipality is executed by the Project Management Unit (PMU). Housing Development hands over projects to the Project Management Unit for implementation after obtaining all the required development rights. Projects that have been included in the Housing Pipeline for the 2023/2024 financial year are indicated in the table below. These projects have been tested for alignment with the MSDF. The type and number of units may change as relevant studies are concluded.

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

*PRE-PLANNING AND/OR PLANNING PHASE								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
5	Erven 412, 217 and 284 Groendal, Franschhoek	IRDP, FLISP	± 150 – 200 service sites	Pre - planning				The consultant submitted various proposed concept layout options for the consideration by Council. An Item will be submitted to Mayco to consider the proposed development options for the property.
6	Portion of Erf 7271 Cloetesville, Stellenbosch.	Plot-Plan, FLISP, GAP	168 service sites (top structures TBD)	Planning	**TBD**			Council has approved the project to proceed to detailed planning studies. Funding application to PDoI was submitted, Housing Development await the outcome of funding application.
7	Erven 6300, 6847, 6886 Cloetesville, Stellenbosch.	FLISP	279 sites (top structures TBD) or 90 Plot-Plan	Planning	**TBD**			Council has approved the project to proceed to detailed planning studies. Funding application to PDoI was submitted, Housing Development await the outcome of funding application.
8	Erf 8776 Cloetesville, Stellenbosch.	GAP, FLISP	37 sites (top structures TBD)	Planning	**TBD**			Council has approved the project to proceed to detailed planning studies. Funding application to PDoI was submitted, Housing Development await the outcome of funding application.

*PRE-PLANNING AND/OR PLANNING PHASE								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
9	Erf 6705 Cloetesville, Stellenbosch.	GAP/ FLISP	12 service sites / top structures	Planning	**TBD**			Council has approved the project to proceed to detailed planning studies. Funding application to PDoI was submitted, Housing Development await the outcome of funding application.
10	La Motte Old Forest Station	IRDP, FLISP	±1000 sites serviced sites; possible temporary relocation units	Planning				A feasibility study report into the proposed housing development was completed. The NHDA has been appointed to facilitate the transfer of land and to finalise detained planning studies for township establishment.
11	Droë Dyke	IRDP, FLISP	±1500 mixed use development	Feasibility study	-	-	-	Forms part of the Adam Tas Corridor initiative. The property is under investigating for future housing development.
12	Jamestown Development: Phase 4	IRDP, FLISP	1000 service sites (top structures TBD)	Detailed planning				A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development. Minor amendments were made to the MSDF to make provision for this project.

*Social Housing Project								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
1	Farms 81/2 and 81/9 Stellenbosch	Social Housing	± 250 – 350 rental units	Detailed planning				The Terms of Reference (ToR) was advertised to appoint an accredited Social Housing Institute (SHI) and/or Other Development Agency (ODA) to develop social housing project.
2	Lapland Precinct	Social Housing	±368 rental units	Feasibility study	**TBD**			The service provider completed a feasibility study and further detailed studies will commence subject to the availability of funding.
3	Teen-die-bult Precinct	Social Housing	±180 rental units	Feasibility study	**TBD**			The service provider completed a feasibility study and further detailed studies will commence subject to the availability of funding.

*Formalising and Upgrading of Existing Settlements								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
1	Erf 2183 Klapmuts, La Rochelle	UISP	109 serviced sites; possible temporary relocation units	Detailed planning				A service provider has submitted land use applications to obtain development rights for enhanced serviced sites.
2	Langrug, Franschhoek	UISP	1900 sites	Detailed planning				A service provide will be appointed to finalise detailed plans for the rehabilitation of the freshwater dam and implementation of an in-situ upgrade project.
3	Enkanini Informal Settlement	UISP	1300 sites	Detailed planning	-	-		The in-situ upgrade of Enkanini to commence in 2025/26 financial year.
4	Kayamandi Town Centre	UISP, Institutional	1854 service sites and top structures	Detailed planning				A service provider has submitted land use applications to obtain development rights for township establishment for 3-storey (BNG) walk-ups.
5	Maasdorp Village, Franschhoek	Township Establishment	+ 16 – 32 top structures	Detailed planning				A service provider has submitted a land use application to obtain development rights.
6	Five housing projects in Kayamandi	Township establishment	396 erven	Detailed planning				The service provider is in process to register at the Surveyor General (SG)'s office.
7	3460 Meerlust, Franschhoek (200)	IRDP	200 housing units	Feasibility study	-	-	-	A feasibility study report into the proposed housing development project was concluded. The NHDA has been appointed to facilitate the transfer of land and to finalise detailed planning studies for township establishment.
8	Jonkershoek	Township Establishment, IRDP, FLISP	Units and sites TBD, together with 40 existing units	Feasibility study	-	-	-	A feasibility study report has been concluded. NHDA has been appointed to facilitate the process. Clarity on the way forward need to be determined.

*Housing projects being Implemented								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Implementation			Comment
					2023/24	2024/25	2025/26	
1	Erf 3229 Mooiwater	UISP	253 sites	Implementation				Development rights for the project have been obtained. A contractor has completed rehabilitation of the property. The project was implemented in two phases as follows. • Phase 1: A contractor was appointed in July 2022 for the-site rehabilitation and construction of bulk. The project was completed in December 2023. • Phase 2: The Project Management Unit is in the process of appointing a contractor for the installation of Civil and Electrical infrastructure. The completion date of the project is scheduled for June 2024.
2	Idas Valley	IRDP	166 sites and 166 FLISP Units	Implementation				The construction of 166 top structures commenced in July 2022 and completion is scheduled December 2023.
3	The Steps and Orlean Lounge, Cloetesville	CRR	161 existing houses	Implementation				The upgrade of the housing units commenced July 2020. The completion date of the project is scheduled for June 2023.
4	ISSP Kayamandi Zone 0 (711) UISP	UISP	178 sites	Implementation				A contractor was appointed in July 2022 for the installation of civil services for 178 sites. The contractor has been unable to establish on site due to the relocation of 58 families on site. There has been a collaborative effort in the municipality to relocate the families to commence with the implementation of the project. According to the program, the contractor is expected to complete the project by June 2024.

(Stellenbosch Municipality Housing Pipeline, 2023)

5 Key Human Settlement Challenges

5.1 Key Human Settlement Challenges: Demand, Need and Supply

5.1.1 Availability of Services

Although services in the Stellenbosch are generally adequate, limited further upgrading and development are required to keep pace with growth and development. These upgrades will ensure that the increased demand is met and the accompanying minimum services requirements for example the 48 hours storage capacity required for water reservoirs, are adhere to. Hence human settlement development extensions are included and scheduled in the Stellenbosch Services Master Plan.

Water Supply

Table 24 provides a high -level summary of the bulk water supply situation on a settlement-by-settlement basis within the Stellenbosch Municipal Area. The Wemmershoek and Bergrivier dams are the water sources for the Winelands.

The Winelands Municipality provides water to Stellenbosch Municipality. The water allocation required by the Stellenbosch, as is the case for the rest of the municipalities in the Winelands, is more than the allocation made to the Winelands District Municipality (Stellenbosch Municipality WMP, 2019).

The reservoir capacity and demand for all settlements are described in the tables to follow:

Reservoir storage volumes			
• Stellenbosch	58.9Mℓ	• Polkadraai	4.4 Mℓ
• Dwarsrivier	2.3 Mℓ	• Koelenhof	8.3 Mℓ
• Franschhoek	11.1 Mℓ	• Muldersvlei	0.0 Mℓ
• Klapmuts	9.4 Mℓ	• Meerlust	0.0 Mℓ
• Raithby	0.2 Mℓ	• Helderberg & Croydon	0.0 Mℓ
• Faure	0.0 Mℓ	**Total Capacity**	**90.3 Mℓ**

Present Water Demand

- Present annual total water demand (TWD) supplied from June 2017 - July 2018 is 8 926 967 kℓ (bulk water input from WTP's) which equates to an AADD of 24,5 Mℓ/d.
- Present water sold to consumers during the same period is 6 758 778 kℓ.
- Unaccounted for water (UAW) is therefore 2 168 189 kℓ, or 24,0% of total bulk water input.
- For planning and evaluation purposes, the UAW figures were rationalised on a regional (wider-area) basis, as allowed by the sensibility of the results. After allowance was made for unmetered consumers and faulty bulk meters in the area, an UAW figure of:
- 30% for Stellenbosch town,
- 30% for the Dwarsrivier area,
- 30% for the greater Franschhoek area,
- 20% Klapmuts,
- 20% for Raithby 20% for Faure,
- 20% for Polkadraai, 20% for Koelenhof,
- 20% for Muldersvlei, 30% for Meerlust and
- 20% for Helderberg and Croydon were applied.
- The present water demand used for modelling of the existing SM water systems equates to an AADD of 37,41 Mℓ/d.

Future Water Demand Water Demand

- With all vacant erven within the municipality occupied and the municipal wide unaccounted for water figure for SM reduced, the AADD of the existing SM could increase from 37 406 kℓ/d to 46 682 kℓ/d.
- In addition to this it is estimated that the future developments can contribute a further 34 123 kℓ/d, bringing to 80 805 kℓ/d the total future AADD for the SM reticulation system.

Stellenbosch Water Master Plan 2019	
Stellenbosch Town	
Reservoir Storage Volume	58.9ML
Present Water Demand	
Future Water Demand	

Bulk System

Existing bulk water supply system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development.

Proposed New Reservoirs

- 7.0 Mℓ reservoir is proposed at Jamestown to augment reservoir storage for the Jamestown reservoir and booster zones.
- 1.5 Mℓ reservoir is proposed at the existing Paradyskloof 2 reservoir site to augment reservoir storage in the Paradyskloof 2 reservoir and PRV zones.
- 7.0 Mℓ reservoir is proposed at the existing Cloetesville reservoir site to augment reservoir storage in the Cloetesville reservoir and tower zones.
- 3.0 Mℓ Nietvoorbij reservoir is proposed for the proposed Nietvoorbij reservoir and PRV zones.
- 10.0 Mℓ reservoir is proposed at the existing Rosendal reservoir site to augment reservoir storage for the Central zone.
- 0.5 Mℓ Mountain Retreat reservoir is proposed for the proposed Mountain Retreat zone.
- 7.0 Mℓ reservoir is proposed at the existing Papegaaiberg reservoir site to augment reservoir storage in the Papegaaiberg reservoir zone.
- 6.0 Mℓ Kayamandi Upper reservoir is proposed for the proposed Kayamandi upper reservoir, booster and PRV zones.
- 1.5 Mℓ reservoir is proposed at the existing Brandwacht reservoir site to augment reservoir storage in the Brandwacht reservoir zone.

Proposed distribution zones

Cloetesville:

- Boundaries of the Cloetesville reservoir zone are increased to include future development.
- New Nietvoorbij reservoir and PRV zones are proposed to accommodate future development.
- New Mountain Retreat reservoir zone is proposed to accommodate future development.

Kayamandi:

- Kayamandi reservoir and Kayamandi PRV zones are increased to include future development.
- New Kayamandi Upper reservoir and PRV zones are proposed to accommodate future development.
- Two new booster zones are proposed in Kayamandi for the future system (Kayamandi Lower booster zone for future development) & (Kayamandi Upper booster zone for the higher lying future development).

Jamestown:

- A new Jamestown Upper Reservoir zone is proposed to accommodate future area.

Papegaaiberg:

- Boundaries of the existing Papegaaiberg zone are increased to accommodate future development.

Paradyskloof:

- Boundaries of the existing Paradyskloof 1 zone are increased to accommodate future development.
- Boundaries of the existing Paradyskloof 2 reservoir zone are increased to accommodate the lower lying erven of future developments.
- The boundaries of the existing Paradyskloof 2 reservoir zone are increased to accommodate the lower lying erven of future developments.

Brandwacht:

- The boundaries of the existing Brandwacht reservoir zone are increased to accommodate the higher lying erven of future areas.

Proposed future system and required works

Cloetesville & Kayamandi:

- Emergency connections between the proposed Nietvoorbij PRV and the existing Cloetesville reservoir zones, between the Kayamandi Upper reservoir and Kayamandi Lower booster zones are proposed in order to improve redundancy in the system.

Jamestown:

- New supply pipe from the proposed Jamestown 7 Mℓ reservoir to the existing Jamestown network is proposed.

Stellenbosch:

- Existing Stellenbosch water distribution system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development.
- A few distribution pipelines are required to reinforce water supply within the Stellenbosch distribution network.
- New distribution pipelines are proposed to supply future development with water when they develop.

Dwarsrivier	
Reservoir Storage Volume	2.3ML
Present Water Demand	
Future Water Demand	

Bulk System

The existing bulk water supply system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development.

Proposed New Reservoirs

- 8.0 Mℓ Boschendal Lower reservoir is proposed for future development and to alleviate the deficit in storage in the Pniël and Johannesdal reservoirs.
- 0.3 Mℓ Boschendal Upper reservoir is proposed for the high lying erven of future development.
- 6.0 Mℓ reservoir proposed at the existing Kylemore Lower reservoir site.
- 2.0 Mℓ Kylemore Upper reservoir proposed to replace the existing Kylemore Upper reservoir are currently being constructed.
- 1.5 Mℓ reservoir is proposed at the existing Johannesdal Upper reservoir site to augment reservoir storage in the Johannesdal Upper zone.

Proposed distribution zones

- The boundaries of the existing reservoir zones are increased to accommodate future areas in the Dwarsrivier area.
- New Boschendal Lower reservoir and PRV zone are proposed to accommodate future development.
- New Boschendal Upper reservoir zone is proposed to accommodate future development.
- The boundaries between the Kylemore Lower and Upper zones are adjusted.

Proposed future system and required works

- The existing Dwarsrivier water distribution system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development.
- A few distribution pipelines are required to reinforce water supply within the Dwarsrivier distribution network.
- New distribution pipelines are proposed to supply future development with water when they develop.
- Pressure reducing valves and rezoning of the existing system are proposed in order to implement the Pniël and Lanquedoc PRV zones.

Franschhoek	
Reservoir Storage Volume	11.1ML
Present Water Demand	
Future Water Demand	

Bulk System

The existing bulk water supply system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas.

Proposed New Reservoirs

- 3.5 Mℓ Central Lower reservoir is proposed to augment reservoir storage capacity in the Groendal/Central zone and to give the Municipality the option to supply the Onder-Dorp zone with water from the proposed Central Lower reservoir.

- 1.2 Mℓ Langrug Upper reservoir is proposed for the Langrug Upper zone and to augment reservoir storage and to alleviate the deficit in storage that exists in the existing Langrug Lower reservoirs.
- 1.5 Mℓ reservoir is proposed at the existing La Motte reservoir site to augment reservoir storage in the La Motte zone.
- 1.5 Mℓ reservoir is proposed at the existing Wemmershoek reservoir site to augment reservoir storage in the Wemmershoek zone.

Proposed distribution zones

- A new Langrug Upper zone is proposed to accommodate the higher lying erven of the existing Langrug zone, supplied from a new Langrug Upper reservoir.
- It is proposed that the boundaries of the existing Groendal zone and Franschhoek Reservoir PRV zone be increased to accommodate future development.
- The boundaries of the Franschhoek reservoir zone are to be increased to accommodate future development.
- The boundaries of the existing Franschhoek reservoir zone are adjusted to include 2 new PRV zones.
- The boundaries of the existing reservoir zones in Wemmershoek, La Motte and Franschhoek are increased to accommodate future development in the greater Franschhoek area.

Proposed future system and required works

- The existing Franschhoek water distribution system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas.
- New distribution pipelines are required to reinforce water supply within the greater Franschhoek distribution network.
- New distribution pipelines are proposed to supply future development areas with water when they develop.

Klapmuts	
Reservoir Storage Volume	9.4ML
Present Water Demand	
Future Water Demand	

Bulk System

- The existing bulk water supply system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas.

Proposed New Reservoirs	9.0 Mℓ reservoir is proposed next to the existing new 7,0 Mℓ reservoir when the first reservoir reaches capacity.

Proposed distribution zones

- A new Klapmuts Upper zone is proposed for the higher lying areas of future development area as well as for future development. It is proposed that this zone is supplied from the existing Klapmuts Upper reservoir.
- The existing Klapmuts zone is enlarged to accommodate all the future development areas south of the N1. It is proposed that this zone is supplied from a new reservoir, viz. the Klapmuts Lower reservoir.

Proposed future system and required works

- The existing Klapmuts water distribution system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas.
- A number of distribution pipelines are required to reinforce water supply within the Klapmuts distribution network as well as new supply pipelines for the new future development areas.

Raithby	
Reservoir Storage Volume	0.2ML
Present Water Demand	
Future Water Demand	

Bulk System

- The existing bulk water supply system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas.

Proposed New Reservoirs

- The emergency capacity of the existing Raithby reservoir is too low relative to the supply zone and can therefore not supply enough pressure into the zone.
- Stellenbosch Municipality is attempting to secure reservoir capacity for Raithby in the existing 5 Mℓ service reservoir of the Faure WTP of the CoCT. The Faure service reservoir will then serve as reservoir for the Raithby area.

Proposed distribution zones

- The Faure service reservoir is to serve as reservoir storage capacity for the Raithby zone. Replacing the Raithby reservoir.
- The boundary of the Raithby zone is increased in order to accommodate future development.
- The boundary of the existing Raithby booster zone is increased in order to accommodate future development.

Proposed future system and required works

- The existing Raithby water distribution system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas.
- A few distribution pipelines are required to reinforce water supply within the Raithby distribution network for the new future development areas.

Faure	
Reservoir Storage Volume	0.0ML
Present Water Demand	
Future Water Demand	

Proposed Upgrades

- There are not proposed upgrades in the future Faure area, the Faure supply zone is however increased to accommodate a section of the Polkadraai system.

Polkadraai	
Reservoir Storage Volume	4.4ML
Present Water Demand	
Future Water Demand	

Bulk System

- The existing bulk water supply system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas

Proposed New Reservoirs

- 0.5 Mℓ Skoonheid reservoir is proposed on the existing Skoonheid reservoir site.
- 4.5 Mℓ Polkadraai reservoir is proposed to provide water to the new Polkadraai reservoir zone.

Proposed distribution zones

- It is proposed that a new reservoir is built at the existing Skoonheid reservoir site and that a new Polkadraai reservoir be built to supply the new Polkadraai reservoir PRV zone. The new Polkadraai PRV zone will include the old Skoonheid PRV zone and the boundary of this zone will be increased in order to accommodate future development.

Proposed future system and required works

- The existing Polkadraai water distribution system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas.
- A few distribution pipelines are required to reinforce water supply within the Polkadraai distribution network for the new future development areas as well as a new supply pipeline from the proposed new Polkadraai reservoir.

Koelenhof	
Reservoir Storage Volume	8.3ML
Present Water Demand	
Future Water Demand	

Bulk System

- The existing bulk water supply system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas.

Proposed New Reservoirs

- 4.0 Mℓ Simonsig reservoir is proposed to provide water to the new Simonsig reservoir zone.

Proposed distribution zones

- It is proposed that a new connection to the CoCT Wemmershoek line be made for additional water supply to the proposed Simonsig reservoir. The boundary of this zone will include a part of the existing Koelenhof zone and it will be increased in order to accommodate sections of the Sonop PRV zone as well as future development areas.
- The existing Sonop PRV zone is increased to accommodate future development
- The Koelenhof reservoir zone is also increased to service a portion of the Muldersvlei area.

Proposed future system and required works	
• The existing Koelenhof water distribution system has insufficient capacity to supply the future water demands for the fully occupied scenario and the additional future development areas. • A few distribution pipelines are required to reinforce water supply within the Koelenhof distribution network for the new future development areas as well as a new supply pipeline from the proposed new Simonsig reservoir.	
Muldersvlei	
Reservoir Storage Volume	0.0ML
Present Water Demand	
Future Water Demand	
Proposed Upgrades	
• There are not proposed upgrades in the future Muldersvlei area; however, a section of the Muldersvlei network is rezoned to be accommodated in the Koelenhof network.	
Helderberg & Croydon	
Reservoir Storage Volume	0.0ML
Present Water Demand	
Future Water Demand	
Proposed Upgrades	
• There are not proposed upgrades in the future Helderberg and Croydon area.	

Table 22: Bulk Water Supply, Capacity and Reticulation within the Stellenbosch Municipal Area, 2020

Sewerage

The table below indicates the status of sewerage infrastructure and handling within the Stellenbosch Municipality.

Stellenbosch Electrical Infrastructure Master Plan 2019 Section 6.3	
Stellenbosch Town, Wards 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17	
Drainage Areas	• Boundaries of existing drainage areas are increased to accommodate future Development that fall within these drainage areas.
Collector Sewers	• Merriman Street and Dorp Street are currently at capacity and require Upgrading.
Outfall sewers	• Proposed Upgrading of the main outfall sewers in Idas Valley with larger sized future sewers. • Proposed Upgrading of the main outfall sewer in Cloetesville when capacity problems occur. • New outfall sewers are proposed to accommodate future development areas in Stellenbosch. • A number of existing outfall sewers require upgrading by replacement with larger sized future sewers.
Pumping Station	• Proposed that the Techno Park and Jamestown pumping stations are abandoned & flows from these drainage areas be diverted to the existing De Zalze drainage area. • New Stellenbosch future pumping station 1 drainage area is proposed for future areas.
Dwarsrivier, Wards 3 & 4	
Drainage Areas	• Boundaries of existing drainage areas in the Dwarsrivier WWTP are increased to accommodate future Development that fall within these drainage areas.
Collector Sewers	• Collector sewer between Kylemore and the Dwarsrivier WWTP is at capacity and should be upgraded.
Outfall sewers	• New outfall sewers are required to collect sewage from the new future development areas in the Dwarsrivier area. • A number of existing outfall sewers require upgrading by replacement with larger sized future sewers.
Pumping Station	• A new future pumping station is proposed for the future development areas north of the Pniël drainage area. • new future pumping station is proposed for future development areas north of the proposed future pumping station DR1 drainage area.
Franschhoek, Wards 1 & 2	
Drainage Areas	• boundaries of the existing drainage areas in Franschhoek, Wemmershoek and La Motte are increased to accommodate proposed future development areas.
Outfall sewers	• A few existing outfall sewers require upgrading by replacement with larger sized future sewers. • New outfall sewers are proposed to accommodate future development areas and to service the existing unserviced erven in Franschhoek, Wemmershoek and La Motte.
Pumping Station	• A new future pumping station is proposed for future development area in La Motte that cannot gravitate to the existing infrastructure. • A new pumping station and rising main should be constructed for this new drainage area that discharges into the existing La Motte drainage area.
Klapmuts, Ward 18	
Drainage Areas	• The boundaries of the existing Klapmuts Gravity drainage area are increased to accommodate future development areas that fall within these drainage areas.
Collector Sewers	

Outfall sewers	• A few existing outfall sewers require upgrading by replacement with larger sized future sewers and new outfall sewers are proposed to accommodate future development areas in Klapmuts.
Pumping Station	• A new future pumping station drainage area is proposed for future development areas that cannot gravitate to the existing Klapmuts WWTP.
Waste Water Treatment Plant	• Proposed that the existing Klapmuts WWTP is increased to a future capacity of 2 Mℓ/day and that a new Klapmuts WWTP is constructed downstream of the existing site in the future when the existing treatment plant reaches its upgraded capacity.
Raithby, Ward 20	
Drainage Areas	• The existing drainage area is increased to accommodate proposed future development areas.
No upgrading	• No upgrading of any of the components of the existing sewer drainage system is required.
Rural Areas	
Faure System, Ward 20	
No Sewer Connection	• Faure consists mostly of agricultural setups and these areas make use of septic tanks.
Polkadraai System, Ward 20	
Description	• Polkadraai consist mostly of agricultural setups and these areas make use of septic tanks. However, there is an urban development area within the Polkadraai scheme.
Pumping Station	• Longlands area along with any other future developments in the area gravitate to a new proposed Blaauwklippen Pumping Station. • Master plan proposal will be required to connect the existing developments along with future developments to the proposed PS.
Koelenhof System, Ward 19	
Description	• Koelenhof consist mostly of agricultural setups and these areas make use of septic tanks. However, there is an urban development area within the Koelenhof scheme. • Master plan items Proposal will be required to connect the future developments proposed for the Koelenhof area to the existing sewer network that gravitates to Stellenbosch.
Muldersvlei System, Ward 19	
No Sewer Connection	• Muldersvlei consists mostly of agricultural setups and these areas make use of septic tanks.
Meerlust, Ward 3	
No Sewer Connection	• Meerlust consists mostly of agricultural setups and these areas make use of septic tanks.
Helderberg & Croydon, Ward20/21	
No Sewer Connection	• Helderberg & Croydon consists mostly of agricultural setups and these areas make use of septic tanks.

Table 23: Sewerage Management, Stellenbosch Municipal Area, 2020

Electricity

Energy: Economic growth and the provision of housing are directly affected by the availability of electricity, and the municipality is entirely dependent on the Eskom grid in this regard. Stellenbosch town needs to reduce its consumption by 10% to avoid overstepping supply. A combination of innovative demand reduction measures and increases in capacity will be required to prevent power disruptions whilst improving access to the poor, and this change will need to be led by wealthy households, businesses and the University. All new housing should install solar water heating devices, and non-subsidy housing should be encouraged to meet the portion of their electrical demand that exceeds 300kWh per month by generators such as solar photovoltaic panels and solar hot water heating devices. SANS 10400-XA energy efficiency standards should be adhered to in all planning applications for new buildings, major renovations and usage changes. Alternative energy sources should be developed and integrated into the grid, and the largest energy users should be encouraged and incentivised to invest in solar energy generation. (Stellenbosch Municipality, 2019).

The table below indicates the status of electrical infrastructure and distribution within the Stellenbosch Municipality.

Electrical Infrastructure Master Plan				
Main Substation	**Installed Capacity (MVA)**	**Load 2006 (MVA)**	**Firm Capacity (MVA)**	**Predicted Load 2025 (MVA)**
	22.5	12.0	15 at 2010	23.8
Sub-Systems	Devon Valley	3.2	4.5	4.5
	Begraafplaas		6.4	6.7
	Lowerdorp	1.3	6.4	2.7
	Total			**13.9**

University Substation	**Installed Capacity (MVA)**	**Load 2006 (MVA)**	**Firm Capacity (MVA)**	**Predicted Load 2025 (MVA)**
	45MVA	22.9	30 at 2014	38.3
Sub-Systems	Bosman	4.1		5.88
	Hofman	2.3		6.13
	SDR Kliniek	0.7		1.21
	Papegaairand			3.3
	Engineering Faculty		4.3	2.0
	Merriman Z	8.6	9.0	12.3
	Stadsaal	2.5	5.0	4.05
	Total			**34.6**

Cloetesville Substation	**Installed Capacity (MVA)**	**Load 2006 (MVA)**	**Firm Capacity (MVA)**	**Predicted Load 2025 (MVA)**
	40	8.7	20 at 2020	22.3
Sub-Systems	Curry	7.6	12.5	20
	Tennant	5.5	12.8	12.9
	Welgevonden	0.42	6.4	2
	Kayamandi	4		10
	Total	**17.52**		44.9

Jan Marais Substation		Installed Capacity (MVA)	Load 2006 (MVA)	Firm Capacity (MVA)	Predicted Load 2025 (MVA)
		20	9.0	10 at 2008	16.6
Sub-Systems	Uniepark				3.5
	Maraispark				2.1
	Tindal / Stone		2.3		4.5
	Total				**10.1**

Markotter Substation		Installed Capacity (MVA)	Load 2006 (MVA)	Firm Capacity (MVA)	Predicted Load 2025 (MVA)
		22.5	9.9	15 at 2021	16.2
Sub-Systems	Dalsig Oos		3.1		4.7
	Coetzenburg		1.6		2.4
	Krige		2.6		4.1
	Braak		2.7		5.34
	Total		**10**		**16.54**

Golf Course Substation		Installed Capacity (MVA)	Load 2006 (MVA)	Firm Capacity (MVA)	Predicted Load 2025 (MVA)
		40	8.6	20 at 2018	26.7
Sub-Systems	Boord		2.14		4.0
	Tegnopark			3.4	5.37
	Paradyskloof		3.8		19.56
	Total				**28.93**

Franschhoek Substation		Installed Capacity (MVA)	Load 2006 (MVA)	Firm Capacity (MVA)	Predicted Load 2025 (MVA)
		40	6.5	20	19.2
Sub-Systems	Groendal		2.8	6.4	8.7
	Hugenote		4.3	6.4	11
	Monument		0.4		4.2
	Total		**7.5**		**23.9**

Table 24: Electricity Supply and Reticulation, Stellenbosch Municipal Area, 2020

A Summary of Wards' 2020 Population, Housing Demand and Availability of Services, follows:

Ward	1	2	2	3	4	4	5 & 6	7, 8, 9, 10 & 11	12, 13,14 & 15	16 & 17	18	19	19	20	20	20	20	21	22
Towns	Franschhoek	La Motte/ Wiesiesdraai & Robertsvlei	Wemmershoek	Lanquedoc	Johannesdal & Phiël	Kylemore	Idas Valley	Stellenbosch	Kayamandi	Cloetesville	Klapmuts	Koelenhof	Muldervlei	Lynedoch	Vlottenburg	Spier	Raithby	Jamestown	Brandwacht/Bo-Dalsig
Population	12 839	7 520		8 951	8 230		11 512	22 193	26 176	16 353	8 763	10 494				9 628		8 651	4 873
Number of households	3 470	2032		2 419	2 224		3 111	5 998	7 074	4 419	2 368	2 836				2 602		2 338	1 317
Lighting (Electricity)	98.6%	78.5%		97.7%	96.3%		100%	100%	88.8%	100%	96.3%	91.8%				95.4%		95.2%	100%
Piped potable water	87.4%	98.2%		80.7%	82.7%		85%	100%	100%	96.4%	93%	48.5%				49.5%		86.5%	98.5%
Sewerage	93.4%	60.8%		81.7%	86.3%		96.8%	100%	97.6%	97.5%	83.1%	65.9%				63%		86.6%	100%
Electricity supply									Insuffi-cient										
Bulk water supply	Insuffi-cient			Insuffi-cient	Insuffi-cient	Insuffi-cient	Insuffi-cient	Insuffi-cient	Insuffi-cient	Insuffi-cient	Insuffi-cient	Insuffi-cient					Insuffi-cient		
Sewerage				At Capacity	At Capacity	At Capacity	At Capacity	At Capacity	At Capacity	At Capacity		Use septic tanks	Use septic tanks				No Upgrade required		
Wards: highest need for services																			

Table 25: Summary of Stellenbosch Wards Population Statistics, Housing Demand and Availability of Services (2011)

5.1.2 Roads and Transport infrastructure

Movement & Access: Attribute & Challenges

- The Municipality contains 312km of roads and an additional 35km of roads which are 80/20 subsided by the Province.
- Around 6km of the roads have block pavement surfacing, 11km of the roads are unpaved roads and most are paved roads with bituminous, flexible pavement surfacing.
- Around 80% of the roads are Class 5 Access roads with the balance being Class 4 Collectors, with a few Class 3 roads mainly in the 80/20 Provincial subsidy category.
- Road network condition assessments show an improvement in the overall condition of the SM's road network over the last 12 years. The latest Road Asset Management Plan indicates that around 7km (2.5%) of the roads in SM are in poor or very poor condition.
- The RMP found that the present road network – particularly provincial roads – fails to cope with the longer-term growth needs of the Stellenbosch area and some roads, particularly in the historic town area, may in future operate at capacity during peak periods (unless modal shift changes).
- The RMP found that the following road sections function beyond capacity: The R304 before its intersection with the R44; The R44 (south) between Paradyskloof and the Van Reede intersection; Bird Street between the R44 and Du Toit Street; Merriman and Cluver Streets between Bird Street and Helshoogte Road; Dorp Street between the R44 and Piet Retief Street; Adam Tas Road between its junction with the R44 and Merriman Street. Piet Retief Street; Van Reede and Verde 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.
- The current modal split in SM is as follows: light vehicles: 87%; minibus taxis: 7,5%; bus: 4,5%; heavy vehicles: 1,5% (rail information is not available in the RMP).
- Approximately 12% of all traffic within the SM is buses and mini-bus taxis (low compared to CoCT with approximately 36% public transport usage).
- 60% of SM's households do not have access to a car, and are dependent on unsupported informal public transport or travel on foot.
- Some 3 200 persons travel into town during the highest peak hour, if assumed 1 person per vehicle and no buses or taxis.
- 70% of all trips entering Stellenbosch town are by private car. There is worsening peak period congestion, with average traffic speeds pushed down to 13km/h (below cycling speed) and a throughput per lane of only 600 persons per hour due to the very low vehicle occupancies.
- Local (<5km) peak period person trips within the town of Stellenbosch total twice the number of longer distance (>5km) passenger commute trips.
- Approximately 80% of the workforce employed in the municipal area live in the town of Stellenbosch and make trips of less than 5km in distance.
- 95% of all NMT trips within the Stellenbosch town are made by low-income residents.
- Over 80% of all local trips by choice-user are made by car.

- Scheduled passenger trains in the Stellenbosch area run over a total rail line distance of 18km, and trains stop at seven stations in the municipal area (Lynedoch, Spier, Vlottenburg, Stellenbosch town, Koelenhof, Muldersvlei and Klapmuts). Franschhoek, La Motte and Wemmershoek are alongside the Franschhoek line which is no longer in operation).
- Public bus services are limited. There are 28 scholar bus contracts within the Municipality, transporting up to 4 263 scholars.
- According to the Transport Register there are 43 routes operated by mini-bus taxis. Currently, 114 mini-bus taxis have been surveyed and 157 operating licences have been issued. The majority of routes are operating at above 75% service capacity. (Republic of South Africa, 2016).
- A bypass tying in with the R44 in the vicinity of the Annandale Road in the south and with the R304 in the vicinity of the Welgevonden Road intersection in the north is under investigation. The route is envisaged as a dual carriageway, over a distance of ±14 km, with no direct property access and grade separated intersections (interchanges). However, this proposal appears to have no official status.

5.1.3 Social Facilities

There appears to be an adequate number of facilities within reach of the majority of households to meet the educational and health care needs of SM, but challenges relate to operational and household affordability as well as the capacity of these facilities (e.g., overcrowded schools in poorer neighbourhoods). (Stellenbosch Municipality, 2017).

Ward needs related to amenities

Ward	1	2	2	3	4	4	5	6	7-11	12-15	13	14	15	16-17	18	19	19	19	20	20	20	20	21	22
	Fh	Lm	Wh	Lq	J/p	Ky	IV		S	Ka				Cl	Kl	Eb	Ko	Mv	Ld	Vb	Sp	R	Ja	B/D
Edu.										ECD	OAH, CH, HR				HS PS				LL				C	
Culture									HB		CH								C					
Civic							IO									CI,M C - U								
Social		ZL – b					S-U, CM Links			CE					EC									
Recre.	GP - M	EWP					SP	U-Nb Fb TC, RF		SP	SP, RC	SP	SP	PPs		Rec C			SG				PP	PP& GP-U

C – Clinic; CE – centre for elderly, CM – community markets, CH – Civic Hall, EC – educational centre, EWP – Eco and water park, Fb – Football, GP – Gym park, HB – Historic buildings, HR – Hall of Remembrance, HS – High School, PS – Primary School, IO – Improve operations, Nb– Netball, Rb – Rugby, RC – Recreation Clinic, OAH – Old Age Home; SG – Sportsground, S-Stalls, SP – Swimming Pool; PP(s) – Play park(s), T – Tennis, ZL – Zoned land: b - business, F – Field, U – Upgrade, M – Maintain, M – Mobile

Table 26: Social Amenities required in Stellenbosch Settlements

5.2 Strategic direction for Human Settlement Development

The above built environmental and socio-economic analysis informed the approach to address the need for secure tenure and deliver on settlement making and safety:

i. Align provision of tenure with respecting nature, being resource frugal and growing ecological infrastructure:
   a) Delivery according to ***corporate capabilities*** (within budget).
   *b) Funds secure (**Secured tenure implementation.**)*
   c) Secure promulgation (gazette) of IHSP priorities.

ii. Align provision of tenure with economic development:
   *a) Enhance **economic mobility** and develop **well-located land.***
   b) Enhancing settlement integration.
   c) Sustainable Infrastructure.
   d) Secured place identity (protect, maintain and grow rural settlement identity).

iii. Provide different tenure options and for different and special groups
   a) Different options:
   - *Serviced sites,*
   - *Social housing (outside restructuring zones),*
   - *Restructuring Zones,*
   - *High Density (3 story walk-ups),*
   - *Subsidised Housing (700 in Business Zone),*
   - *UIS (unserviced sites),*
   - *GAP,*
   - *FLISP,*

   b) Provide for different and special groups: Military Veterans, Back Yarders, the Elderly, Persons with disabilities, child headed households and persons longest on the waiting list.
   *c) Responding to demand over the **whole spectrum of income groups.***

Stellenbosch Municipality will exercise its settlement making mandate by securing well-located land and funds to provide sustainable infrastructure and delivery by means of an implementation agent.

The next section will outline the strategic Framework of the IHSP.

Strategic Framework for IHSP

Chapters 6 - 7

6 Municipal IHSP Vision Statement

6.1 Long term Human Settlement development vision aligned with

MSDF and IDP

The IDP and MSDF vision directs the IHSP's vision: ***"All income groups in all Stellenbosch settlements live responsibly, in safety and have security of tenure according to municipal capabilities."***



The IHSP vision drawn from the MSDF vision directives:

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

In form, it comprises a set of compact settlements, large and small, surrounded by natural and productive landscapes, and linked by means of public transport. Internally, settlements are relatively dense, cyclable and walkable. Each portrays a unique character, closely linked to its surrounding landscape, the reach and extent of its public institutions, and the capacity and opportunity of its infrastructure. Each provides for a range of citizens from all walks of life, with significant choice in place of residence." (Stellenbosch Municipal SDF, 2019)

The MSDF focus areas, principles and strategic direction inform the IHSP principles, strategy and approach as per the table on the next page.

6.2 Long term 20-year sustainable HS goal aligned with IDP and MSDF vision

By 2040, within budget, ensure access for all to adequate, safe and affordable shelter, tenure opportunities, basic services including upgrading of informal housing, tenure options and housing topologies.. (Stellenbosch Municipality, 2017)

6.3 Municipal roles and responsibilities

The municipality has two roles encompassing the following:

- HS Developer role:
  - Implement IHSP projects and housing delivery through planning and obtaining approval of the housing pipeline, obtaining land and development rights and appointing an implementation agent.
- HS Enabler role:
  - Manage implementation agent to service sites and build dwelling units.
  - Obtain other sources of funding e.g., Urban Settlement Development Grant (USDG) to secure infrastructure, Regional Socio-Economic Programme to enhance safety and security.
  - Support communities.
    Provide each 8 808 indigent households' access to free basic services:
    - 10 kilolitres (Kl) free water,
    - 50-kilowatt hertz (KwH) electricity,
    - free basic sanitation,
    - free basic refuse removal.

...../The MSDF Strategic Direction inform the IHSP principles, strategy and approach as per the table to follow:

MSDF Focus Areas	MSDF Principles & strategic direction	IHSP Principles & Strategies	IHSP Implications	IHSP Approach
Valley of Possibility	Direct growth to areas of lesser natural and cultural significance as well as movement opportunity. • Containment of settlements. • Public & NMT mobility.	Equal access. • *Enhance settlement integration and mobility.*	Require well located land, within walking distance, in growth node settlements.	Align provision of tenure with economic drivers and development.
Safe Valley	Respect & grow cultural heritage. Ensure balanced, sustainable communities. • Denser settlements & diverse activity & surveillance.	Place Identify. • *Protect, maintain and grow rural and settlement identity.*	Provide for amenities and safe communal spaces.	Provide different tenure options: Serviced sites, Social housing, Restructuring Zones, High Density (3 story walk-ups), Subsidised Housing, UISP (unserviced sites), GAP, FLISP.
Dignified Living	Clarify and respect the different roles and functions of settlements. • Focus on needs of "ordinary citizen", limited access to opportunity due to restricted resources.	Well-being & individual capability. • *Responding to demand over the whole spectrum of income groups.*	Secured tenure (title or rental).	Provide for different and special groups: Persons longest on the waiting list, Elderly, Military Veterans, Back Yarders, People with disabilities, Child headed households, people longest on the waiting list.
Good Governance and compliance	Focus collective energy on critical lead projects. • Presentation of information & opportunities assist internalization.	Corporate capabilities. • *Delivery according to corporate capabilities.*	Secured funds & services.	Secure promulgation (gazette) of IHSP priorities.
Green & sustainable valley	Maintain & grow natural assets. • Protect nature areas, agricultural areas & river corridors.	Resource frugal. • *Treat on and use natural resources carefully.*	Healthy ecological infrastructure.	Align provision of tenure with respecting nature, being resource frugal and growing ecological infrastructure.

Table 27: Alignment of IHSP and MSDF Strategies (Stellenbosch Municipal SDF, 2019)

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7 HS Objectives and Strategies

7.1 Spatial Transformation Objectives

In 2020, the Minister of Human Settlements Gazetted the declaration of the Priority Human Settlements and Housing Development Areas (PHSHDA's) to restructure and revitalise towns and cities, strengthen the livelihood prospects of households and overcome apartheid spatial patterns by fostering integrated urban forms.

The PHSHDA's are underpinned by the principles of the National Development Plan (NDP) and allied objectives on the National Spatial Development Framework (NSDF) and the Integrated Urban Development Framework (IUDF) which includes (Republic of South Africa, 2022):

- **Spatial Justice:** reversing segregated development and creation of poverty pockets in the peripheral areas, integrate previously excluded groups and resuscitate declining areas;
- **Spatial efficiency:** consolidating spaces and promoting densification and efficient communicating patterns;
- **Access to connectivity, economic and social infrastructure:** ensure the attainment of basic services, job opportunities, transport networks, education, recreation, health and welfare to facilitate and catalyse increased investment and productivity;
- **Access to adequate accommodation:** emphasis is on provision of affordable and fiscally sustainable shelter in areas of high need; and
- **Provision of quality housing options:** ensure that different housing typologies are delivered to attract different market segments of appropriate quality and innovation.

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

- **Integrated Residential Development Programme** provides a tool to plan, fund and develop integrated settlements that include all the necessary land uses and housing types and price categories to create integrated communities. It provides for subsidized, as well as finance linked housing, social and rental housing, commercial, institutional and other land uses to be developed;
- **Social Housing Programme in Restructuring Zones** provides for Social Housing located in specific, defined localities (mostly urban) which have been identified as areas of opportunity (largely economic) where the poor have limited or inadequate access to accommodation, and where the provision of social housing can contribute to redressing structural, economic, social and spatial dysfunctionalities. It is also aimed to improve and contribute to the rental sub - component of housing, especially as social housing is able to widen the range of housing options available to the poor;
- **Informal Settlements Upgrading Programme** provides for the structured in situ upgrading of informal settlements to address the social and economic exclusion of communities. It remains evident that informal settlements provide new migrants and the urban poor an affordable point of access into towns and cities, although they are also associated with high degrees of physical and social vulnerability;
- **Finance Linked Individual Subsidy Programme** provides for the creation of an inclusive and vibrant residential property market which can provide state assistance to households who are unable to independently access housing credit to become upwardly mobile and progress up the housing ladder;

- **Special Presidential Package (SPP) Programme on Revitalisation of Distressed Mining Communities** by implementing spatial transformation plans for mine settlements; and
- **Enhanced People's Housing Process** provides for a process in which beneficiaries actively participate in decision - making over the housing process and housing product and make a contribution in such a way that: 1) Beneficiaries are empowered individually and collectively, 2) various partnerships are created, 3) social capital is retained and expanded upon, and 4) housing is valued as an asset far beyond its monetary value.

The status of PHSHDA for Stellenbosch Municipality is:

- The Stellenbosch Urban Core PHSHDA was formally gazette on 15 May 2020 (Government Gazette No. 43316) and consists of the neighbourhoods of Jamestown, Kayamandi and Central Stellenbosch;
- To date the National Housing Development Agency (NHDA) with assistance from the PDoI have undertaken a Status Quo Analysis in preparation for the drafting of the Stellenbosch PHSHDA Development Plan. A Status Quo Analysis will inform the Development Plan drafting going forward; and
- The PDoI, Stellenbosch Municipality and NHDA will proceed with the drafting of the Stellenbosch PHSHDA Development Plan in the near future.

The image below depicts areas that have been declared as PHSHDA (Stellenbosch Municipality Housing Pipeline, 2023):

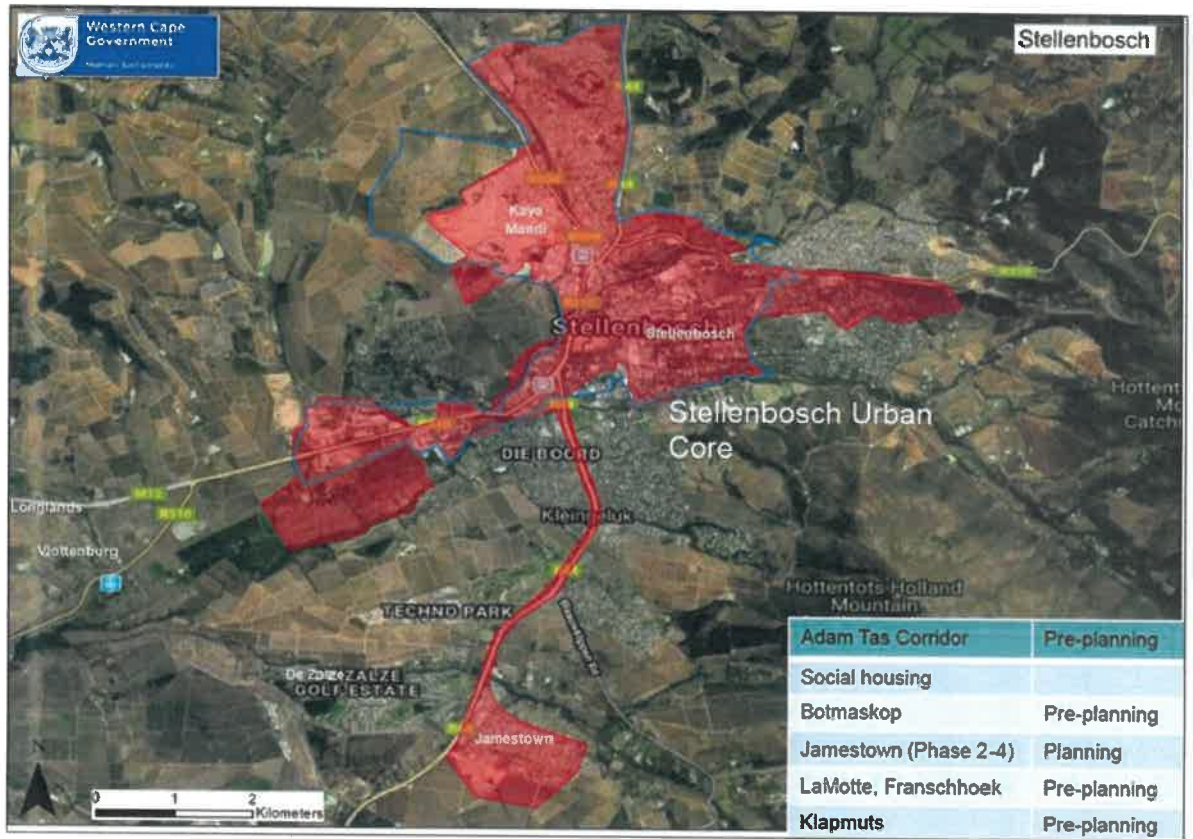


Figure 3: Priority Human Settlements and Housing Development Areas (PHSHDA) (Stellenbosch Municipality Housing Pipeline, 2023)

7.2 Spatial Transformation Approaches

The special transformation approaches include the following:

Densification

To protect the unique character of towns, densification targets are more appropriate in some towns such as Stellenbosch, Franschhoek and Klapmuts. In 2015 the average density in Stellenbosch was 8,17 dwelling units per hectare, with Franschhoek only slightly higher at 10,22 units and Klapmuts falling between these two at 9,94 (densities vary significantly between neighbourhoods within settlements).

In the municipal area, the split in housing typologies between 1996 and 2015 is: dwelling houses (74%), flats (17%), other residential buildings (6%), and townhouses (3%). (Stellenbosch Municipal SDF, 2019).

Besides rezoning (high & medium density) and subdivisions and Second dwellings should be promoted and could accommodate back yard dwellers:

- Delineate overlay zones where second dwelling units on single residential plots are permissible and where services capacity is adequate. Incorporate overlay zones in zoning scheme.
- Develop a range of basic/ standard designs that are compliant with the building regulations that could be obtained from the municipality to reduce the cost to the landowner.
- Develop a set of acceptable standards for temporary and alternative structures that are constructed for accommodation purposes to ensure that appropriate levels of health and safety can be maintained, without impacting the affordability of backyard dwelling tenants.
- Permit the construction of a temporary structure for accommodation for a limited time period (i.e., a temporary use departure), where after the structure should be formalized, removed or in proven exceptional circumstances the time period may be extended.
- Encourage landowners to comply with the minimum standards and police and remove non-compliant temporary structures.
- Encourage the construction of outside ablution facilities to ensure consistent access to services for backyard structures.

Consideration should be given to the implementation of second service meters, provided that the provision thereof does not result in a double subsidy to the landowner. This to address the issue of illegal connections and to improve the recovery rate of costs associated with service.

Restructuring and Integration

Restructuring of towns can be achieved through *functional integration:*

- Rezoning of residential erven to establish secondary business nodes in existing subsidized precincts.
- Densification and reinforcement (mixed-use) should infrastructure capacity exist.
- Most communities are located within 20-minute walking distance from commercial and social infrastructure. In the case of new or redevelopments, determine development location in relation to social amenities and business nodes on the principle of "within walking distance" (norm: 20 minutes/1 kilometre).
- More social and commercial services along activity streets within walking distance.
- Development reinforced along connecting routes between precincts.

Restructuring of towns can be achieved through *socio-economic integration:*

- Position social amenities and infrastructure centrally for sharing by various communities, for example, sports fields, market squares, open space networks.

- *Provide a variety of housing types*, especially in the centre of town and if required, upgrade or replace infrastructure.
- Encourage different income (social gradient) and property values between adjacent areas.
- Different housing typologies.
  - Centrally located community node.
  - An integrated and active open space network.
  - Integrated community sport facilities.

Spatial Integration

Integrated developments, mixed uses and alternative uses along activity roads (demarcation of activity corridors and streets) are encouraged.

Demarcation of urban edges and future growth directions determined the tools have to be applied when subsidized and affordable / GAP housing developments are planned.

Upgrading informal settlements through the following broad objectives assists with integration:

- In-situ upgrading of informal settlements;
- Upgrade informal settlements by the provision of basic services;
- Develop emergency housing sites geared to accommodate evictees;
- Undertake demographic surveys of identified informal settlements;
- Facilitate tenure security in informal settlements;
- Assist in short-term job creation through linkages with Expanded Public Works Programme (EPWP) and longer-term job creation through upgrading programmes;
- Facilitate capacity-building and training for residents and stakeholders through direct service provision and partnerships with outside agencies; and
- Manage the provision of services and development programmes to informal settlements. (Stellenbosch Municipal SDF, 2019)

Gentrification

Gentrification was proposed as another spatial integration strategy by the public.
The IHSP will recommend that gentrification is investigated and that the necessary instruments get developed. The findings of such an investigation should be included in the MSDF and inform the revision of the IHSP.

Box 4: Gentrification

7.3 Strategic areas for Human Settlement Development

Different strategies were applied that include: mixed use, integration and restructuring zones, densification and intensification and catalytic projects.

Mixed use zones, Greenfields and Brownfields

There are mixed use zones in all of the larger settlements of Stellenbosch, Franschhoek and Klapmuts. In the smaller settlements mixed use is limited and neighbourhood business and amenity precincts are the "mixed use".

Integration Zones

Integration zones were delineated in Stellenbosch and Klapmuts.

Restructuring zones and social housing

The land around the intersection of R44, R304 and R310 and towards the CBD of Stellenbosch is earmarked as a restructuring zone.

Promoting integration is achieved through different restructuring approaches:

Criteria i: ***Economic restructuring*** *by promoting spatial access to economic opportunity and promoting job creation via the multiplier effect associated with building medium density housing stock and with the management and maintenance of the stock. Restructuring zones should coincide with nodes and corridors of economic opportunity.*

Criteria ii: ***Spatial restructuring*** *by bringing lower-income (and often disadvantaged) people into areas where there are major 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 on the one hand and the effects of land use planning instruments such as large-lot zoning (minimum erf sizes).*

Criteria iii: ***Social restructuring*** *by promoting a mix of race and classes at neighbourhood level.*

Box 5: Criteria for promoting integration through Restructuring Zones

Stellenbosch Municipality was approved as a Restructuring Town in March 2017, by the National Minister of Human Settlements. This approval included the confirmation of the various Restructuring Zones within the Municipality and the latter culminated in a Council decision instructing the administration to attract Social Housing Institutions (SHI's) and/or Other Development Agency (ODA's) in order to effect to the Municipality's social housing programme. (Stellenbosch Municipal SDF, 2019).

The aim of this programme is to ensure improved quality of life for communities through a Rental housing programme. This process of integration speaks to the importance of:

- Economic sustainability: affordability, access to economic opportunities, and promoting job creation via the multiplier effect associated with building medium density housing stock etc.;
- Social sustainability: social integration between various income groups, access to educational, recreational and health facilities, etc.; and
- Ecological sustainability: conservation of scarce resources.

Social housing contributes to spatial restructuring by increasing densities and compacting growth thereby ensuring that the poor are not pushed out to marginal locations at the edge of the city.

Well-managed social housing projects have a low internal (to the project) crime rate, and contribute to stabilizing external (to the project) crime-ridden environments, hence its contribution to revitalization initiatives. It provides a sense of belonging and security. Well-functioning neighbourhoods help to reconnect residents with resources in the city and region.



Figure 4: Restructuring Zone, Stellenbosch

Densification and Intensification

In Stellenbosch, Franschhoek and Klapmuts densification and intensification are applied in mixed use precincts, restructuring zone and upgrading of informal settlements.

Catalytic projects

Catalyst projects are public or private projects that are planned and designed to cause a corresponding and complementary development reaction on surrounding properties. They are projects of sufficient magnitude to stimulate

redevelopment of underdeveloped properties or major rehabilitation of underutilized buildings. The identification and implementation of catalyst projects provide an opportunity for public and private investments to receive a reasonable return. The measure of return on investment can include jobs creation, increase in land value, improved transportation and access, and new housing units (https://www.portlandoregon.gov/transportation).



Figure 5: Catalytic Development, Adam Tas Corridor

Adam Tas Corridor comprises the most strategically located 400ha land in Stellenbosch town. The proposed Adam Tas Corridor development, stretching for 5km along the R310 and R44 along the foot of Papegaaiberg from the disused Cape Sawmills site in the west to Kayamandi and Cloetesville in the north, will enhance the western edge and the barrier/ severance effect of the R44 and the railway line. This new linear district within Stellenbosch includes the Steinhoff owned disused Cape Sawmills 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.

Overall, development should be mixed, high density and favour access by pedestrians and cyclists. A central movement system (with an emphasis on public transport and NMT) forms the spine of the area, and is linked to adjacent districts south and west of the corridor. Remote parking facilities and bridging to enable integration across the corridor to access adjacent areas will form part of the intended development (Stellenbosch Municipality, et al., 2021).

The corridor is divided in three districts and 10 precincts.

- The southern district (sawmill site, Droë Dyke, and the Adam Tas complex): accommodating a mix of high density residential and commercial uses, as well as public facilities (including sports fields).
- The central district: (Bosman's Crossing, the Bergkelder, and the Van der Stel Sports complex).
- The northern district of the Adam Tas Corridor focuses on the southern part of Kayamandi. The central and northern districts of the Adam Tas Corridor are linked through George Blake Road. This area effectively becomes the "main street" of Kayamandi, a focus for commercial, institutional, and high-density residential use integrated with the rest of the corridor and western Stellenbosch town.

The land listed in the table below represents the Adam Tas Corridor:

No	Erf/ Farm no	Precinct	Type/Housing Programme	Ha	Units	Owner ship	Wards
1	Farm RE/283; Ptn 17 of Farm 183, Ptn 35 of Farm 183 & Ptn 8 of Farm 283; Frm 281 (Droë Dyke)	Onder Pape-gaaiberg	IRDP/FLISP/SH	90,05	4192	Public Stb Mun	11 12
2	Erven 16470 & RE/16469, Erven 16461, 16462, 16463, 16464, RE/16465, 16466, 16467, 16468, 16535 (Droë Dyke)	Onder Pape-gaaiberg		19,3	1131		11
3	Erven 10725, 8933, Farm Re/1147; Erven 16471, 16472, 16474 (Droë Dyke)	Onder Pape-gaaiberg	Private	12,59	1149	8933-Pub Private	11
4	Farm 1045 & Erven RE/6284; Farm 1168 & Erven 6284 & 3368	Onder Pape-gaaiberg	Private	24,48	504	Private	11
5	Erven 7589, 7591, 7592 13047, RE/5164, RE7587, RE/7588, 17344, 17321	Stellenbosch		10,86	743		
6	Erven 14601, 6201, 6278, 6280, 14461, 709, 14152, 14153, 14154, 14155, 14156, 14157, 380, 381, 15804, 6279, 14165, 14166, 5969, 384, 694	Stellenbosch	Mixed Use, mainly industrial	6,01	1237	Private 709-Stb Mun	11 & 23
7	Erven 9545, 3454, 257, 7602, 13801, 251, 265, Ptn of 3974, 254	Stellenbosch	Mixed Use, mainly industrial	15,1	2431	Private	11 & 23
8	Erven RE/235, RE/934, 8718, 3746	Stellenbosch		16,99	2201	Stb Mun	11 & 23
9	Erven 235; RE/15709, 15718, 15719, RE/10807, 12702, 9188, 14627, RE/13026, RE/8205, 8181-8191, 8192-8194, 8196-8204, RE/8205, 4841-4843, RE/11280, 12197-12201, Erf 3974, RE/2, 1446, 1799, 2987, 2177, 1439-1443, RE/1410, 1429-1438, 1807, 1419, 1414, 1415, 1416, 1409, RE/1410, 1412, 1411, 1753-1759, 1829, 1770, 1420-1424, 1768, 1769, RE/1408, RE/1407, 1978, 1731, 1747, 1806, 14427, 4431, 4845, 83, 6148, 7649, 5973, 6372, 81, RE/6094, 2176, RE/2174, RE/52, 51, 4913, 68, 69, 58, 8400, 13585, 4894, 7582, RE/6128, RE/6127, RE/6135, 13,10, 1, 15708, 523, 16451, RE/288, Farm RE/1297, RE/183, 2/81, 9/81, RE/175, 19/175	Stellenbosch	Residential	69,09		235,- Stb Mun 4841-4843, RE/11280-Stb Mun; Etc-Priv	11 & 23
10	Ptn 2 of Farm 72; Ptn 33 of Farm 81; Ptn 29 of Farm 81; Ptn 37 of Farm 183, Ptn 8 of Farm 81; Ptn of Farm RE/183; Ptn of Farm 2/81	Kaymandi	Private IRDP/FLISP	88,07			12 & 19
11	Farm Re/183, Ptn of Farm 181, Ptn of Ptn 33 of Farm 175	Kaymandi	Residen-tial (UISP)	30,7			11 & 12

Table 28: Land included in Adam Tas Corridor

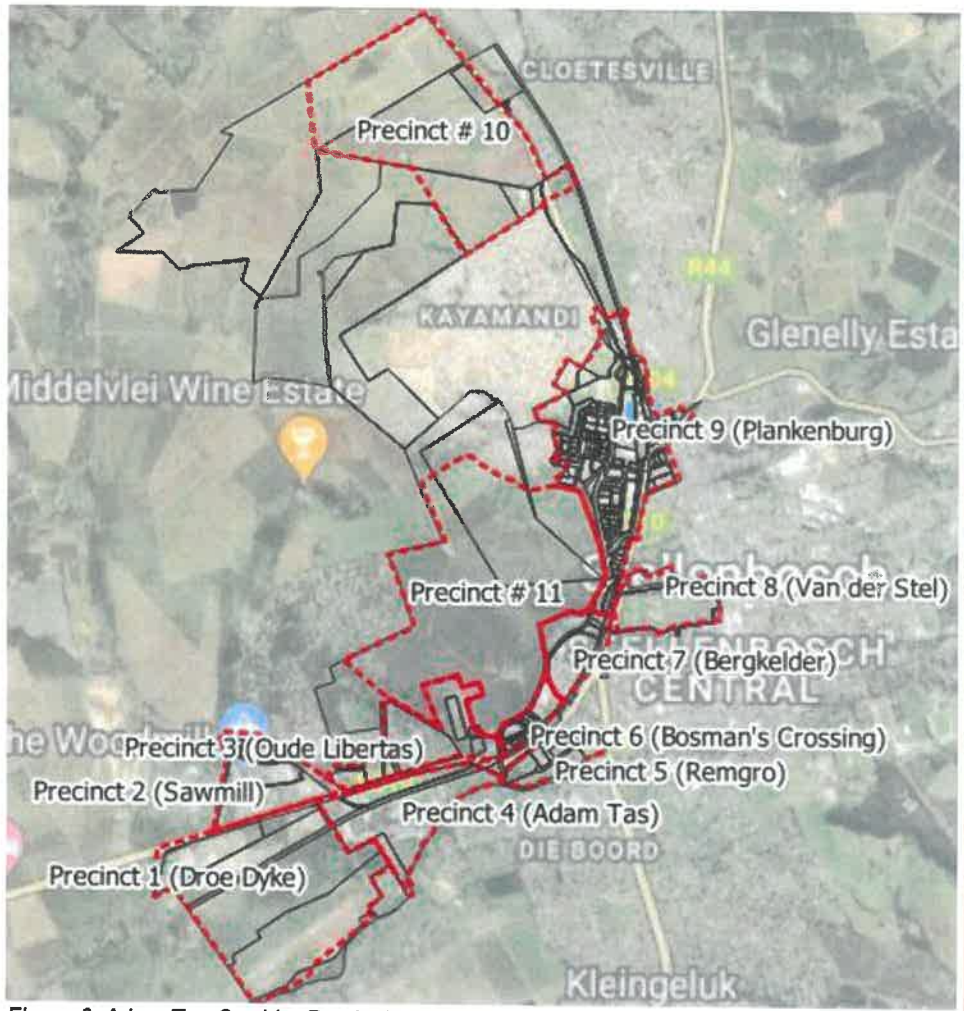


Figure 6: Adam Tas Corridor Precincts

Along the corridor as a whole – depending on local conditions – significant re-use of existing buildings is envisaged. This is seen as a fundamental pre-requisite for diversity, in built character and activity (as re-use offers the opportunity for great variety of spaces). Aspects of the industrial use history of the area should remain visible. A range of housing types, in the form of apartments should be provided, accommodating different income groups and family types. The Northern Extension is a Greenfields development:

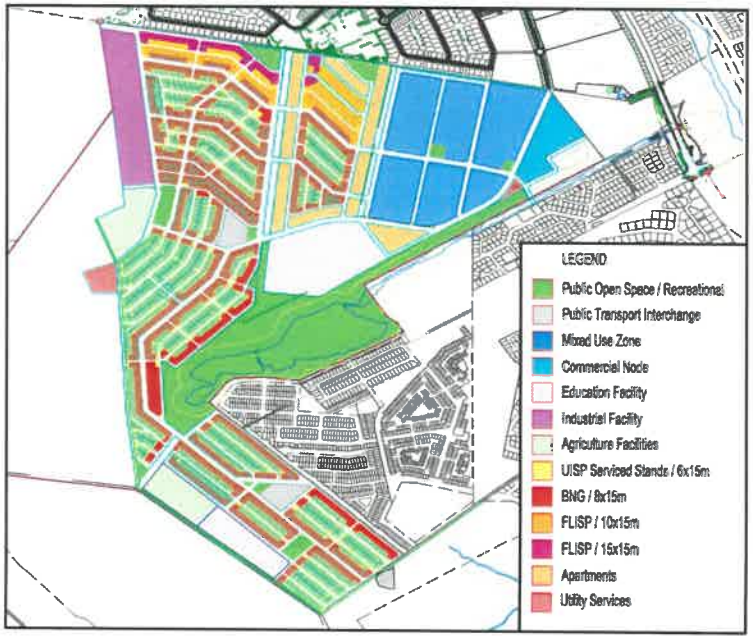


Figure 7: Kayamandi Northern Extension part of Adam Tas Northern District

As Catalytic Project that should redefine the housing situation within Stellenbosch's core urban area, this project is aligned with the principles of the PHSHDA as well as the Provincial Department of Infrastructure to develop housing opportunities on well-located land close to socio-economic facilities and opportunities. The scale of the project will require sustained support from Local, Provincial and National Government over a number of decades to ensure success. The partnership between the spheres of Government and the Private Sector interests will have to be carefully managed to ensure that all parties benefit, especially the poor living in unacceptable conditions within Kayamandi and Cloetesville. (Stellenbosch Municipality, et al., 2021).

At **Klapmuts**, mixed-use development is proposed on Farm 736/RE, located in Drakenstein Municipality. This proposed development in Klapmuts North aims to unlock economic activity with an emphasis on job creation. Whilst in the south, the development of a "innovation precinct" or "smart city" is supported as private sector led institutional arrangements to enable joint planning and development are driving development in Klapmuts. Any significant new residential development has to ensure that housing in Klapmuts South provides for a range of income groups. A range of housing types, in the form of apartments should be provided, accommodating different income groups and family types. It is proposed to stay a private development. Land abutting Klapmuts could be considered for settlement development. (Stellenbosch Municipal SDF, 2019).

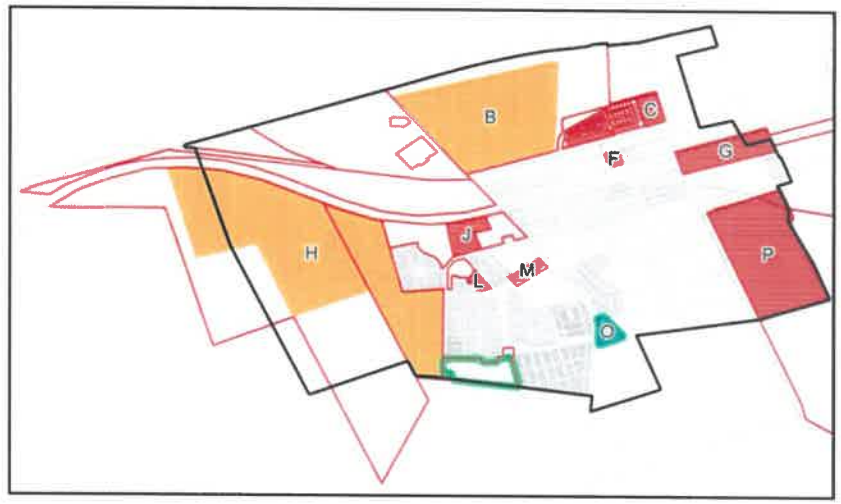
The anticipated development at Klapmuts becomes catalytic of nature as significant change to access and mobility provision is required simultaneously. Therefore, improved linkages between Klapmuts North and South, specifically along Groenfontein Road and a possible NMT crossing over the N1 is proposed. The feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, flexible service better integrated into the urban

realm should be explored. Alternatively, a regular bus service should be explored serving the same route.



Figure 9: Catalytic Development, Klapmuts South, Stellenbosch Municipality

Figure 8: Catalytic Development, Klapmuts North, Drakenstein Municipality



Summary of Transformation Strategies for Settlement Remaking

Table 31 provides a summary of all the locations of transformation and strategic areas for Settlement Making.

Settlement	Mixed Use Areas	Integration Zones	Densification & Intensification	Restructuring Zones	Activity Streets /Corridors
Stellenbosch	X	X	x	X	X
Franschhoek	X	X	x	X	X
Klapmuts	X	X	x	X	X
Jamestown (SS)	X		X		X
Jonkershoek (SS)			X		
Devon Valley (SS)					
La Motte (Wiesiesdr FV)			X		
Robertsvlei (FV)					
Wemmershoek (FV)					

Koelenhof (R304)		X		
Muldervlei (R304)		X		
Lynedoch (BP)		X		
Vlottenburg (BP)		X		
Spier (BP)	X			
Johannesdal (DV)				
Pniël (DV)				
Kylemore (DV)	X	X		X
Lanquedoc (DV)		X		
Raithby (SP)				

Table 29: Transformation Strategies for Settlement Making

7.4 Spatial Transformation priorities for Stellenbosch

The spatial transformation priorities [according to the IHSP approach] should be pursued:

a) Prioritise provision of housing and security of tenure for an additional earmarked target group besides Military veterans, disabled persons, person with disabilities and child headed households:

   - Those on waiting list for 10 years and more (since 2012 and before): Special projects have to take priority and include infill or redevelopment projects. Such projects have to be fast tracked.

[Provision of tenure include different tenure options and cater for different and special groups. (Dignified Living)]

b) Prioritise the formalization of 'Bosdorpe' Meerlust, Maasdorp and La Motte. Where possible the formalization should follow the location of existing structures.

[Provision of tenure is aligned with economic drivers and development (Valley of Possibility).]

c) Prioritise together with the National Housing Development Agency (NHDA), the transformation of Jonkershoek 'Bosdorp' into a resort with short- and long-term accommodation. Initial beneficiaries and other can either lease long term or exercise a settlement option elsewhere.

[Align provision of tenure with respecting nature, being resource frugal and growing ecological infrastructure (Good governance and compliance & Green Sustainable Valley), and Provision of tenure secure place identity (Safe Valley)]

Projects to take these priorities forward should be included in the Housing Pipeline and form part of the revision of the Housing Pipeline. (Stellenbosch Municipality Housing Pipeline, 2023).

IHSP Portfolio of Projects

Chapters 8 - 10

8 IHSP Portfolio of Projects

8.1 Scheduled projects types (5 years):

A schedule of projects per settlement per housing typology (UISP, Subsidized, GAP, Social Housing and Rural Housing) follows. Most of these projects are earmarked to be executed within the next 5 years, but some runs over a longer period of time.

A list of projects over the next 5 years follows:

Project No (PMO system to New Naming Convention)	Town	Housing Programme/s	Housing Opportunities				
			Extent, ha	Site	Serviced sites	Units/ Top structures	Other
1) 3269: Phases 2–4	Jamestown	IRDP / FLISP		2 000			
2) 3694 Erf 7001	Cloetesville	IRDP / FLISP	5.9	250 – 300			
3) 2053 Erf 64	Kylemore	IRDP	8		±600		
4) Northern Extension	Kayamandi	IRDP / FLISP, mixed use	130	4000–6000			
5) Erven 412, 217 & 284	Groendal	IRDP / FLISP		150 – 200			
6) Ptn of Erf 7271	Stellenbosch	Plot-Plan / FLISP/ GAP			168		
7) Erven 6300, 6847 & 6886	Stellenbosch	FLISP/ GAP, (Plot-Plan)		279 (90)			
8) Erf 8776	Stellenbosch	GAP/ FLISP		37			
9) Erf 6705	Stellenbosch	GAP/ FLISP				12	
10) Erf 8915	Stellenbosch	IRDP / FLISP / Other			84		
11) Erven 6668 & 7181	Stellenbosch	IRDP / FLISP / Other			83		
12) Old Forest Station	La Motte	IRDP / FLISP	23.8	830+283			
13) Droë Dyke	Stellenbosch	IRDP / FLISP / SH	29.85	1 000			
14) Farms 81/2 & 81/9	Stellenbosch	SH					±250 - 350
15) Lapland Precinct	Stellenbosch	SH				368	
16) Teen-die-Bult	Stellenbosch	SH				180	
17) Erf 2183, La Rochelle	Klapmuts	UISP	1.2		109	PTRU	
18) 3256 Langrug	Franschhoek	UISP	12.7		1900		
19) 3258 ISSP Kayamandi Centre	Stellenbosch	UISP	18			1847	
20) Maasdorp	Maasdorp	TE					16
21) Erven 1080 – 1112	Kayamandi	TE				Completed	33
22) Red Bricks Hostels	Kayamandi	TE					51
23) Erven 1123 – 1154 and 1113	Kayamandi	TE					175
24) Erven 513-522, 66, 67, 69 and a Ptn of Erf 523	Kayamandi	TE					137
25) Mpelazwe: Erf RE/288	Kayamandi	TE					54-65
26) 3460 Meerlust	Meerlust	IRDP				200	
27) Jonkershoek	Jonkershoek	TE / IRDP / FLISP					40 exist Services
28) Erf 3229 Mooiwater (TRA)	Franschhoek	UISP		258			
29) Erf 9445 Idas Valley	Stellenbosch	IRDP / FLISP				166	
30) The Steps & Orlean Lounge	Cloetesville	Rectification (Municipal)					161
31) ISSP Zone O	Kayamandi	UISP	18	711			
32) 3259 ISSP Enkanini	Kayamandi	UISP	18	1300			
33) Watergang Ph 2C	Kayamandi	UISP		87			

Table 30: Housing projects per programme (funding model)

8.1.1 PHDA projects

Priority Housing Development Areas (PHDAs) identified by the National Housing Development Agency (NHDA) are areas where the development of residential and community uses is deemed a priority in accordance with municipal IDPs and Provincial SDFs and which cannot be addressed in the current arrangement of existing housing programmes. PHDAs are specifically applicable to certain circumstances of "priority", such as upgrading or redevelopment of precincts for housing to low-income earners in urban areas.

Areas that are referred to as Priority Areas in the IHSP are seen as localities within a municipal area that have been identified and approved by a municipality as being areas where focused efforts should be targeted to achieve local and/or municipal objectives in human settlement development. It is possible that such areas would be included in or coincide with designated PHDAs. A list of PHDAs follows. (Stellenbosch Municipality Housing Pipeline, 2023):

Project No (PMO system to New Naming Convention)	Catalytic/ PHDA project	Year of Implementation	% of Total Need	Housing Programme/s	Opportunities
2) 3694 Erf 7001 Cloetesville	PHDA	2023/24	1.5% - 1.8%	IRDP/ FLISP	250 – 300 (360)
6) Ptn/Erf 7271, Cloetesville	PHDA	TBD	1%	Plot-Plan/ FLISP/ GAP	168
7) Erven 6300, 6847 & 6886, Cloetesville	PHDA	TBD	1.7%	FLISP/ GAP/ (Plot-Plan)	279 (90)
8) Erf 8776, Cloetesville	PHDA	TBD	0.2%	GAP/ FLISP	37
9) Erf 6705, Cloetesville	PHDA	TBD	0.07%	GAP/ FLISP	12
14) Farms 81/2 & 81/9, Cloetesville	PHDA	2023/24	1.5% - 2.1%	SH	±250 – 350
30) The Steps & Orlean Lounge, Cloetesville	PHDA	Current	1%	Rectification (Municipal)	161
29) Idas Valley Erf 9445	PHDA	Current	1%	IRDP/ FLISP	166
1) 3269 Jamestown Phases 2 – 4	PHDA	Currently Planning	12.3%	IRDP/ FLISP	2 000
4) Northern Extension, Kayamandi	PHDA	2023/24	24.5%- 36.8%	IRDP/ FLISP, mixed use	4000–6000
19) 3258 ISSP, Kayamandi Centre	PHDA	2024/25	11.3%	UISP	1847 (1000)
21) Erven 1080 – 1112 Kayamandi	PHDA	2021/22	0.2%	TE	Completed (33)
22) Red Bricks Hostels, Kayamandi	PHDA	2021/22	0.3%	TE	51
23) Erven 1123 – 1154 and 1113, Kayamandi	PHDA	2021/22	1.1%	TE	175
24) Erven 513-522, 66, 67, 69 & a Ptn of Erf 523, Kayamandi	PHDA	2021/22	0.8%	TE	137
25) Mpelazwe: Erf RE/288, Kayamandi	PHDA	2021/22	0.3% - 0.4%	TE	54-65
31) ISSP Kayamandi Zone O (711), Kayamandi	PHDA	Current	4.4%	UISP	711
32) 3259 ISSP Kayamandi Enkanini, Kayamandi	PHDA	Current	8%	UISP	1300
13) Droë Dyke, Stellenbosch	PHDA	TBD	6.1%	IRDP/ FLISP / SH	1 000
15) Lapland, Stellenbosch	PHDA	TBD	2.3%	SH	368
16) Teen-die-Bult, Stellenbosch	PHDA	TBD	1.1%	SH	180
33) Watergang Ph 2C	PHDA	TBD	0.5%	UISP	87

8.1.1.1 Incremental Areas

There are incremental developments in Franschhoek at Langrug and Mooiwater as well as in Stellenbosch at Kayamandi and Cloetesville. These areas are on the housing pipeline to be assisted through the Upgrading of Informal Settlement Programme (UISP) funding model. The UISP creates serviced stands within informal settlements, and beneficiaries must apply for housing construction and transfer of ownership assistance through other housing programmes. There are four phases: Stage 1: UISP initiation, Stage 2: Interim access to shared basic services, Feasibility Assessment and Planning and Construction Readiness, Stage 3: Construction of Enhanced Serviced Sites and TRA Facilities and Stage 4: Housing consolidation.

Project No (PMO system to New Naming Convention)	Town	Housing Programme/s	Housing Opportunities				
			Extent, ha	Sites	Serviced sites	Units/ Top structures	Other
18) 3256 Langrug	Franschhoek	UISP	12.7		1900		
28) Erf 3229 Mooiwater TRA (Temporary Relocation Area)	Franschhoek	UISP		258			Services
19) 3258 ISSP Kayamandi Centre	Kayamandi	UISP	18			1000 1847	
31) ISSP Zone O	Kayamandi	UISP	18	711			
32) 3259 ISSP Enkanini	Kayamandi	UISP	18	1300			
33) Watergang Phase 2C	Kayamandi	UISP		87			
17) Erf 2183, La Rochelle	Klapmuts	UISP	1.2		109	PTRU	
10) Erf 8915 Cloetesville	Stellenbosch	IRDP / Serviced sites			84		
11) Erven 6668 & 7181, Cloetesville	Stellenbosch	IRDP / FLISP / UISP			83		

The Informal Settlement Support Programme (ISSP) aims to improve quality of life by enabling access to public infrastructure, finance, land, tenure, economic opportunities and incremental housing opportunities through an innovative, people-centred and partnership-based approach. (Stellenbosch Municipality Housing Pipeline, 2023)

8.2 Schedule of Projects (20 years)

The following sites per Stellenbosch Settlement were identified for either residential development or for restructuring. A total 1 666,96 Hectares resulting in approximately 76 352 units have been earmarked. The maps as illustrated per town and according to the key below are following in the next section. (Stellenbosch Municipality Housing Pipeline, 2023)

Mixed Use = Vacant land earmarked as per MSDF, Residential = Vacant land earmarked as per MSDF, C =Catalytic Projects, FU = Formalising & Upgrading of Existing Settlements, IF = Infill Projects; IS = Implementation Stage Projects; PP =Projects in Pre-Planning; SH = Social Housing Projects.

8.2.1 Stellenbosch and Onder Papegaaiberg including Adam Tas Precincts

In Stellenbosch, land has been earmarked for Mixed Use, Community and Residential infill opportunities. These land parcels are well spread across Stellenbosch with expansion to the west (Onder Papegaaiberg) and the north (Kayamandi) being catalytic developments.



Figure 10: Onder Papegaaiberg available land for Residential Development

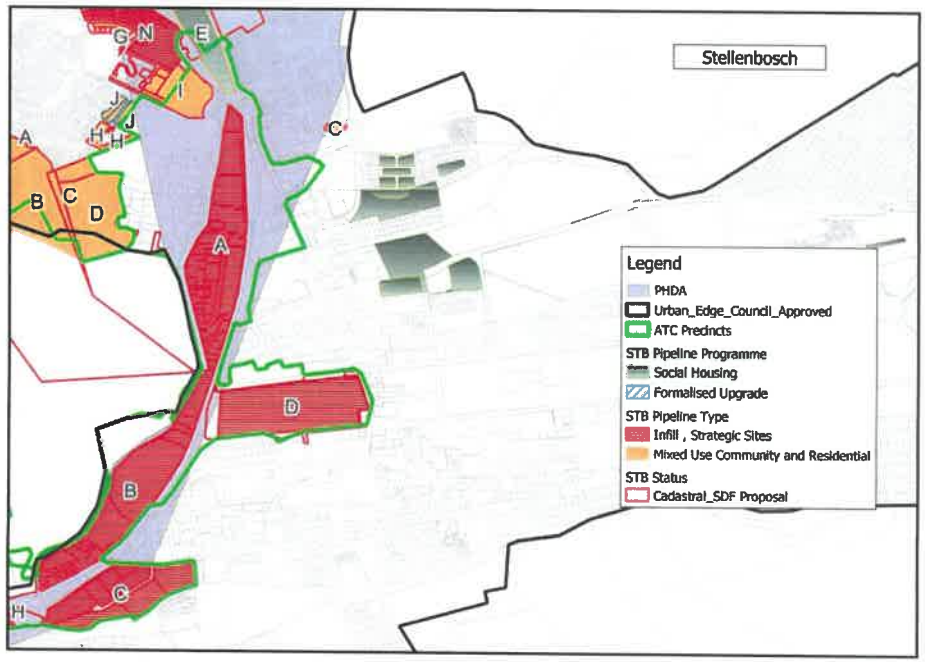


Figure 11: Stellenbosch available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/183	Onder Papegaaiberg	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	PP	A	3.22	188	Stb Mun	11 & 12
Erven 16470 & RE/16469 (MSDF) (Precinct 2, Droë Dyke)	Onder Papegaaiberg		PP	B	16.70	974		11
Erven 10725, 8933 & 14107 (MSDF) (Precinct 3, Droë Dyke)	Onder Papegaaiberg	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	PP	C	4.87	284	14107-Priv 8933-Pub	11
Farm RE/1147 (MSDF) (Precinct 3, Droë Dyke)	Onder Papegaaiberg	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	PP	D	6.1	356	Private	11
Ptn 17 of Farm 183, Ptn 35 of Farm 183 & Ptn 8 of Farm 283 (P1, Droë Dyke)	Onder Papegaaiberg	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	PP	E	24.30	1418	Public	11
Farm RE/283 (Precinct 1, Droë Dyke)	Onder Papegaaiberg	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	PP	F	33.85	1975	Stb Mun	11
Farm 1045 & Erven RE/6284 (MSDF) (Precinct 4, Droë Dyke)	Onder Papegaaiberg	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	PP	G	7.32	427	Private	11
Farm 1168 & Erven 6284 (MSDF) (Precinct 4, Droë Dyke)	Onder Papegaaiberg	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	PP	H	15.2	887	Private	11

Table 32: Onder Papegaaiberg available land for Residential Development

Erf/ Farm no	Settlement	Type/ Housing Programme	PL	No	Ha	Units	Ownership	Wards
Erven RE/15709, 15718, 15719, RE/10807, 12702, 9188, 14627, RE/13026, RE/8205, 8181-8191, 8192-8194, 8196-8204, RE/8205, 4841-4843, RE/11280, 12197-12201, Plankenbrug Kayamandi (MSDF) (P9, Adam Tas Corridor)	Stellenbosch	Residential	PP	A	15.25	890	4841-4843, RE/11280-Stb Mun; Etc-Priv	23
Erven 235 (P9), 9545, 3454, 257, 7602 (P7), 380, 381, 15804, 14601, 6201, 6278, 6280, 14461, 709, 14152, 14153, 14154, 14155, 14156 & 14157 (MSDF) (P6)	Stellenbosch	Mixed Use, mainly industrial	PP	B	16.07	937	235, 709-Stb Mun; Etc-Priv	11 & 23
Farm RE/7588, Erf 7589, 7591, 7592 13047, RE/5164, RE/7587, 17344 & 17321 (P5)	Stellenbosch	Infill, Strategic Sites	PP	C				
Erven RE/235, van der Stel Sports Grounds, included in Adam Tas (MSDF) (P8, Adam Tas Corridor)	Stellenbosch	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	PP	D	13.23	772	Stb Mun	11 & 23
Erven 2149, 6590, 2608, 2609, 6659 & 9106 (Lapland / Old Prison)	Stellenbosch	SH PHDA				368		10
Farm 180 and Erven 2728, 3481 – 3486 (Teen-die-Bult)	Stellenbosch	SH PHDA				180		10

Table 31: Stellenbosch available land for Residential Development

8.2.2 Kayamandi (North) including Adam Tas Precincts and Northern Extension

In Kayamandi, a total of 233.85ha of land has been earmarked for Mixed Use, Community and Residential infill development opportunities. Most of the land is located North-West on the edge of the settlement.

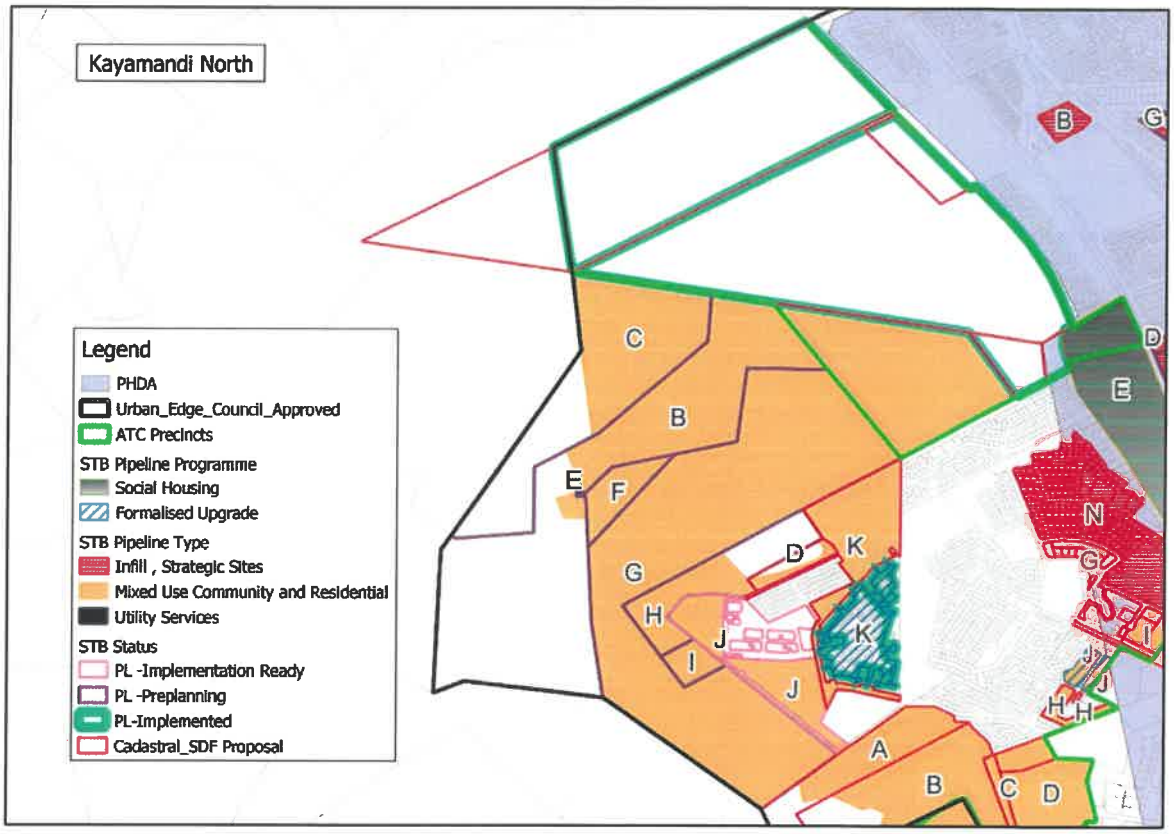


Figure 12: Kayamandi (North) MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Ptn 2 of Farm 72 (MSDF) (Precinct 10) (Being Implemented)	Kayamandi	Mixed Use, Community and Residential Infill	IS	A	±34.92	2 037	Private	19
Ptn 33 of Farm 81(Precinct 10 / Northern Extension) (Being Implemented)	Kayamandi	Mixed Use, Community and Residential Infill	IS	B	±32.7	1 908	Stb Mun	19
Ptn 8 & 29 Farm 81&Ptn 37 of Farm 183 (Precinct 10) (Being Implemented)	Kayamandi	Infill, Strategic Sites	IS	M	±53.99	3 149	183/37: Private, Farm 81/8: Private	12 & 19
Ptn 23 of Farm 183 (Northern Extension)	Kayamandi	Mixed Use, Community and Residential Infill IRDP / FLISP, PHDA	P	C	±12.74	4000-6000	Stb Mun	11 & 12
Ptn 1 of Farm 183 (Northern Extension)	Kayamandi	Formalise, UISP IRDP / FLISP,PHDA	P	D	±0.66		Stb Mun	11 & 12
Ptn 60 of Farm 183 / RE/183 (Northern Extension)	Kayamandi	Utility Services IRDP / FLISP, PHDA	P	E	±0.032		Stb Mun	11
Ptn 36 of Farm 183 (Northern Extension)	Kayamandi	Mixed Use, Community and Residential Infill IRDP / FLISP, PHDA	P	F	±2.84		Stb Mun	12
Ptn 5 of Farm 183 (Northern Extension)	Kayamandi	Mixed Use, Community and Residential Infill IRDP / FLISP, PHDA	P	G	±35.48		Stb Mun	12
Farm RE/182 (Northern Extension)	Kayamandi	Formalise, UISP IRDP / FLISP, PHDA	P	H	±4.46		Stb Mun	12
Ptn 1 of Farm 182 (Northern Extension)	Kayamandi	Formalise, UISP IRDP / FLISP, PHDA	P	I	±1.47		Stb Mun	12
Erf 3603& Erf 3692 (MSDF) Watergang Phase 2C	Kayamandi	Formalise, UISP	IS	J	±6.50	379	Stb Mun	12
Erf RE/2183 (MSDF)	Kayamandi	Formalise, UISP IRDP / FLISP, PHDA	P	K	±19.44	1 134	Stb Mun	12
RE/2447 (MSDF) (Being Implemented)	Kayamandi	Formalise, UISP		L	±2.77	162	Stb Mun	15
Erven 1-72, 111-184, 186-189 & RE/288 (MSDF) (Town Centre)	Kayamandi	Infill, Strategic Sites UISP, PHDA	P	N	±25.85	1508	Stb Mun	13
Erf 1714 (2991) Zone O	Kayamandi	UISP, PHDA	P			711		14 & 15

Table 33: Kayamandi (North) available land for Residential Development

8.2.3 Kayamandi (South) including Adam Tas Precincts

In Kayamandi a total of 51.4ha of land has been earmarked for Mixed Use, Community and Residential infill development opportunities.

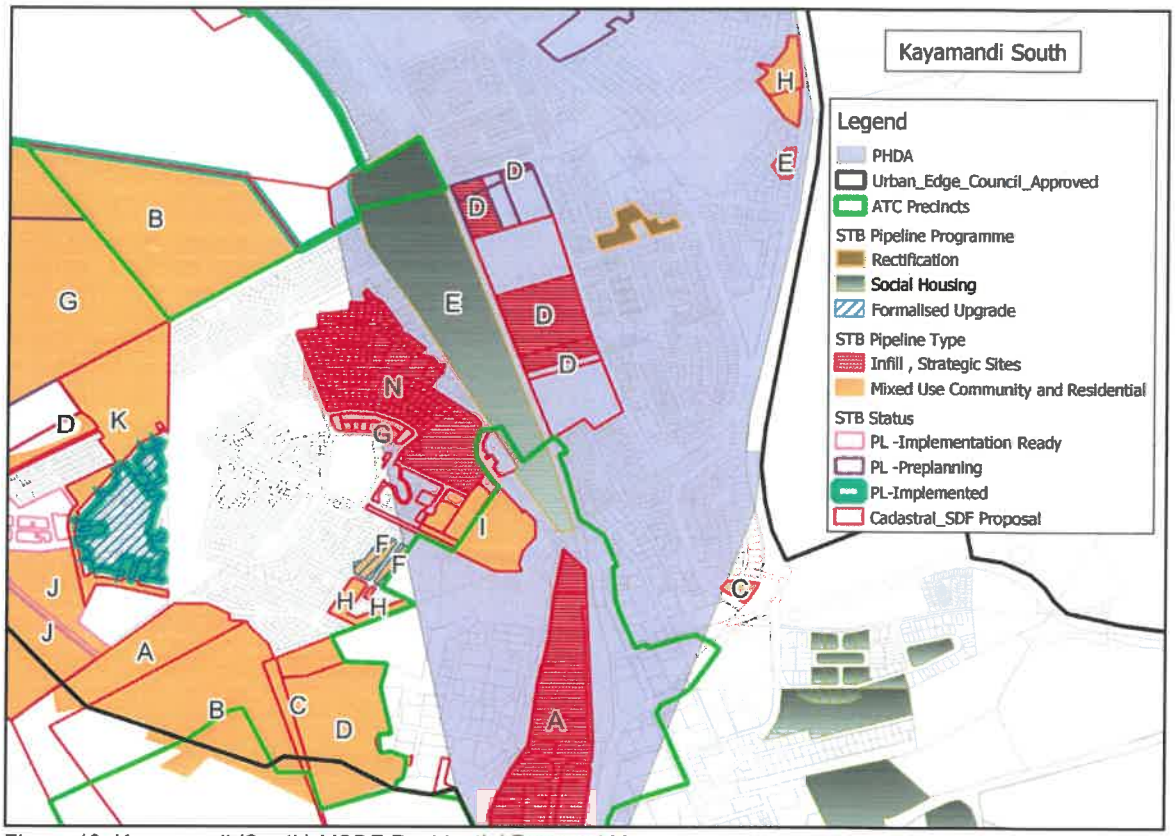


Figure 13: Kayamandi (South) MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/183	Kayamandi	(Enkanini)		A	5.24	306	Stb Mun	11 & 12
Ptn of Farm 181	Kayamandi	Mixed Use, Community and		B	12.61	736	Stb Mun	11 & 12
Ptn 5 of Farm 175	Kayamandi	Residential Infill	P	C	0.96	56	Stb Mun	12
Ptn 33 of Farm 175 & Erf 2175	Kayamandi	UISP PHDA		D	8.21	479	Stb Mun	12 & 23
Farms 81/2 & 81/9	Kayamandi	Mixed Use, Community and Residential Infill SH PHDA	P	E	17.22	±250-350		13 & 23
Erven 1080-1112	Kayamandi	Formalisation Township Establishment PHDA	PP	F	0.93	145 units	Private	12 & 15
Erven 112, 114, 115, 116 (Red Bricks Hostels)	Kayamandi	Mixed Use, Community and Residential Infill Township Establishment PHDA	P	G	0.71	51 units, 5 public open spaces	Stb Mun	13
Erven 1113, 1122 – 1154	Kayamandi	Formalisation Township Establishment PHDA	P	H	0.98	175 higher density units	Stb Mun	12 & 15
Erven 513-522, 66, 67, 69 & ptn Erf 523	Kayamandi	Formalise, UISP Township Establishment PHDA	IS	I	4.54	137 Units (42 being built)	Stb Mun	12 & 13
Erf RE/288, Mpelazwe, Unregistered Erven 2392-2446 (being allocated)	Kayamandi	Township Establishment PHDA	P	J		65 units (54 units built)		13

Table 34: Kayamandi (South) available land for Residential Development

8.2.4 Cloetesville

In Cloetesville a total of 17.04ha of developable land has been earmarked for Mixed Use, Community and Residential infill opportunities development.

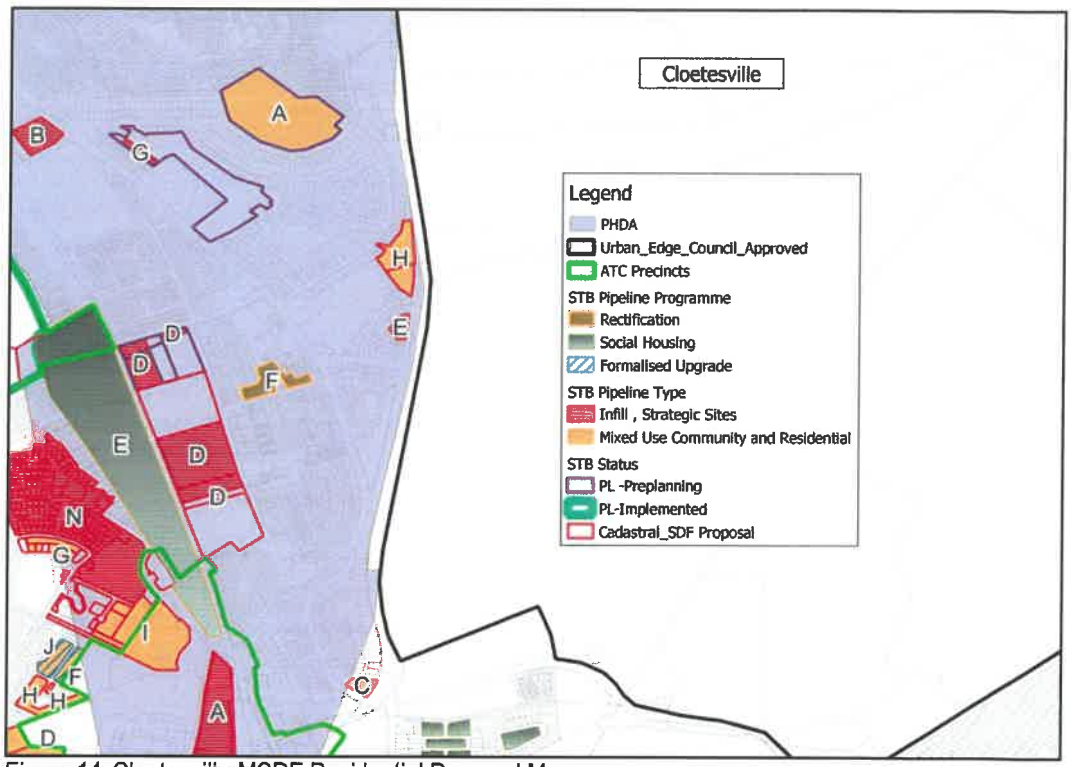


Figure 14: Cloetesville MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Erven 7001 (Soek – Mekaar)	Cloetesville	Mixed Use, Community and Residential Infill GAP, PHDA	P	A	±6.53	360 IRDP: 250 –300 sites.	Stb Mun	17
Erf 7271	Cloetesville	Infill, Strategic Sites Plot-Plan / FLISP/GAP PHDA	PP	B	±1.07	168 serviced sites total: 16 Plot & Plan units; 152 GAP & or FLISP units.		19
Erf 8776	Cloetesville	Mixed Use, Community and Residential Infill FLISP, PHDA	PP	C	±0.34	37 GAP/ and or FLISP units	Bosbou Mun	10
Erven 6840, 6841 (school), 6847 (pool), RE/6846 (MSDF), 6886 & 6300	Cloetesville	Infill, Strategic Sites FLISP PHDA	PP	D	±5.82	827 including 279 or 90 (6847, 6886 & 6300)	Public	16
Erf 6705	Cloetesville	Mixed Use, Community and Residential Infill GAP/ FLISP PHDA	PP	E	±0.32	12 serviced sites, Plot and Plan. 37 GAP/ and or FLISP units.	Stb Mun	17
Erven 8667, 6852 & 8937	Cloetesville	Rectification of existing units: The Steps and Orlean Lounge PHDA	P	F	±1.1	161		16
Erf 8915	Cloetesville	Infill, Strategic Sites IRDP / FLISP	PP	G	±0.26	84 sites (Top structures TBD).	Stb Mun	17
Erven 6668 and 7181	Cloetesville	Mixed Use, Community and Residential Infill IRDP / FLISP	PP	H	±1.6	83 sites: 17 BNG units, 65 GAP/FLISP units.	C/Ville Mun	17

Table 35: Cloetesville available land for Residential Development

8.2.5 Franschhoek (North)

In Franschhoek, a total of 37.1ha of land has been earmarked for Mixed Use, Community and Residential infill development opportunities. Some of the land earmarked includes the upgrading and formalisation of Langrug informal settlement.

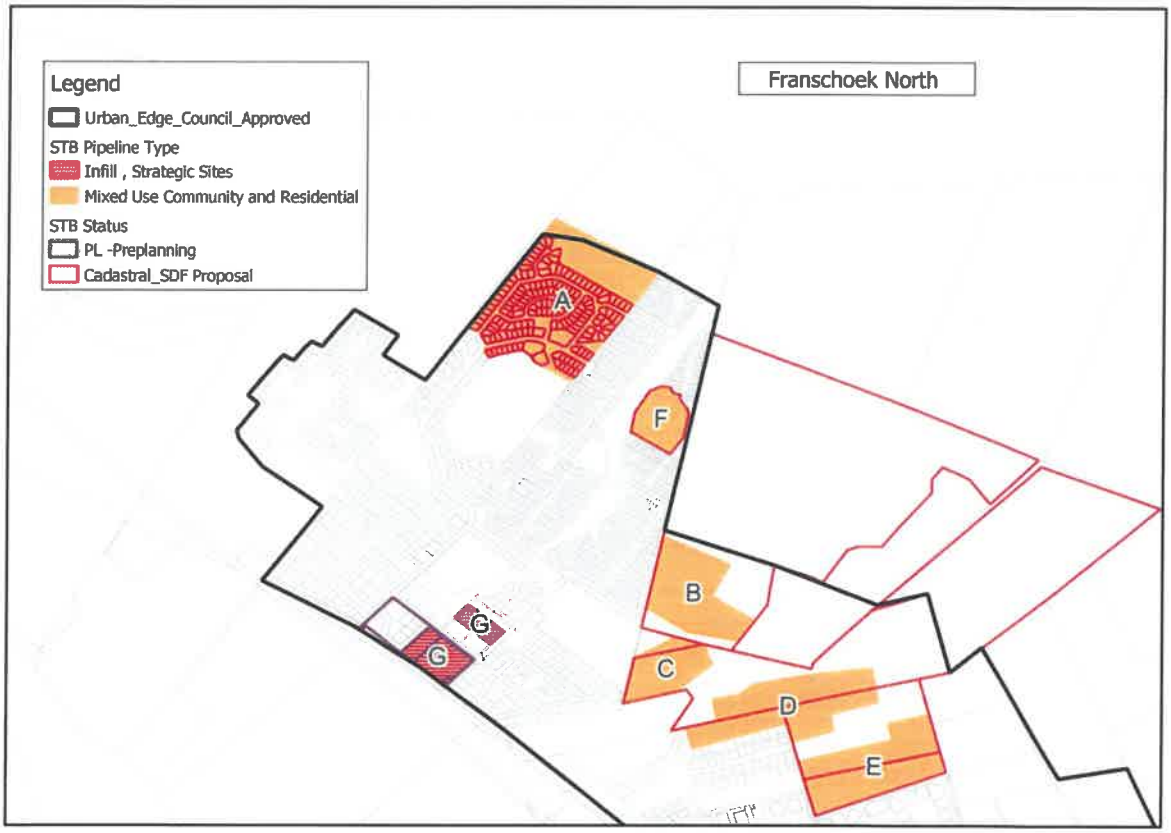


Figure 15: Franschhoek (North) MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/1413 & Erven 959-1126 (MSDF) & Erf 2901 (Langrug)	Franschhoek	Mixed Use, Community and Residential Infill UISP	P	A	±12.6	735	Stellenbosch Mun	1 & 2
Farm RE/1466 (MSDF)	Franschhoek	Mixed Use, Community and Residential Infill		B	±5.76	336	Private	1
Farm RE/1/1070 (MSDF) & RE/1469	Franschhoek	Mixed Use, Community and Residential Infill		C	±2.68	156	Private	1
Farm RE/1/1070, RE/1070 & Erven 1851 (MSDF)	Franschhoek	Mixed Use, Community and Residential Infill		D	±5.77	337	1070: Private	1 & 2
Farm 9/1075 & RE/1070 (MSDF)	Franschhoek	Mixed Use, Community and Residential Infill		E	±6.15	359	Private	1
Erf 3229 Mooiwater	Franschhoek	Mixed Use, Community and Residential Infill UISP	PP	F	±1.98	258	Stb Mun	1
Erven 217, 368, 412 & 284	Franschhoek	Infill, Strategic Sites IRDP / FLISP	PP	G	±2.16	126	Stellenbosch Mun	1

Table 36: Franschhoek (North) available land for Residential Development

8.2.6 Franschhoek (South)

In Franschhoek, a total of 2.80ha of land has been earmarked for Mixed Used Community and Residential infill development opportunities by the private sector.

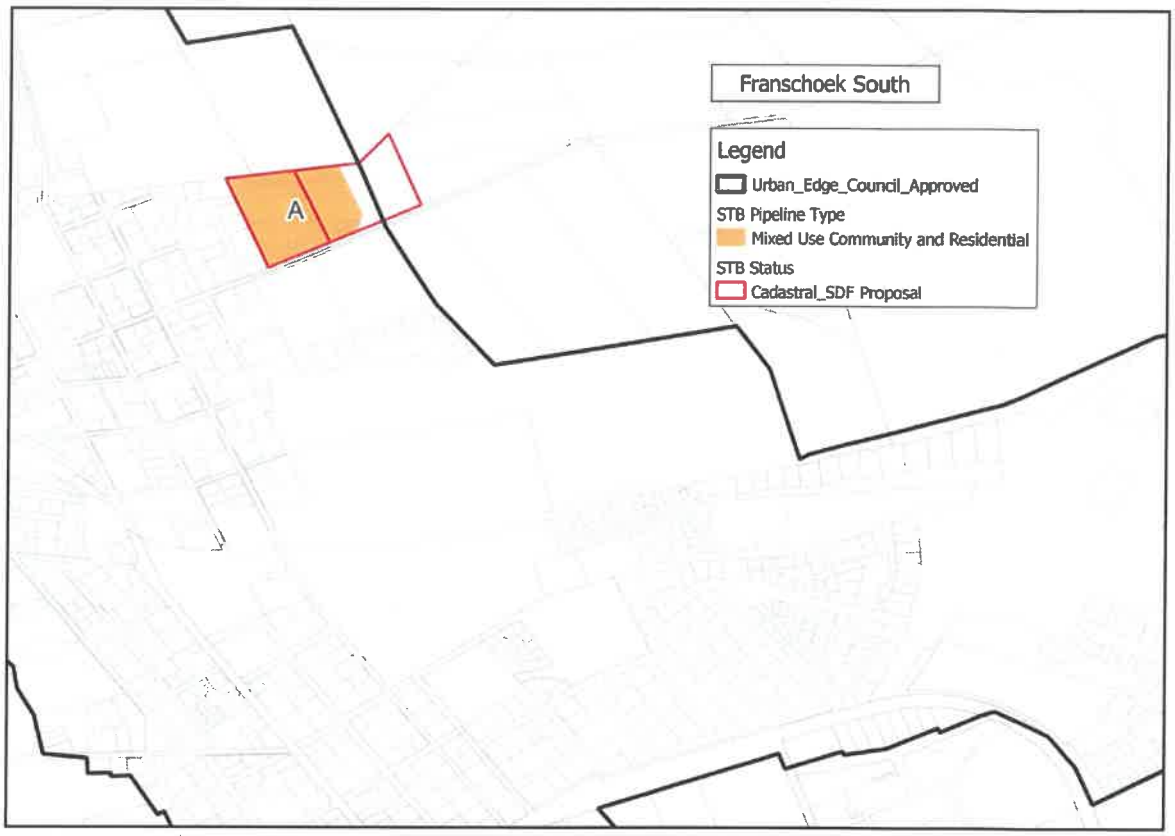


Figure 16: Franschhoek (South) MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Erven 3487 & RE/3287 (MSDF)	Franschhoek	Mixed Use, Community and Residential Infill	A	±2.80	163	Both Private	1

Table 37: Franschhoek (South) available land for Residential Development

8.2.7 Klapmuts

In Klapmuts, a total of 138.57ha of land has been earmarked for Mixed Use, Community and Residential infill development opportunities.

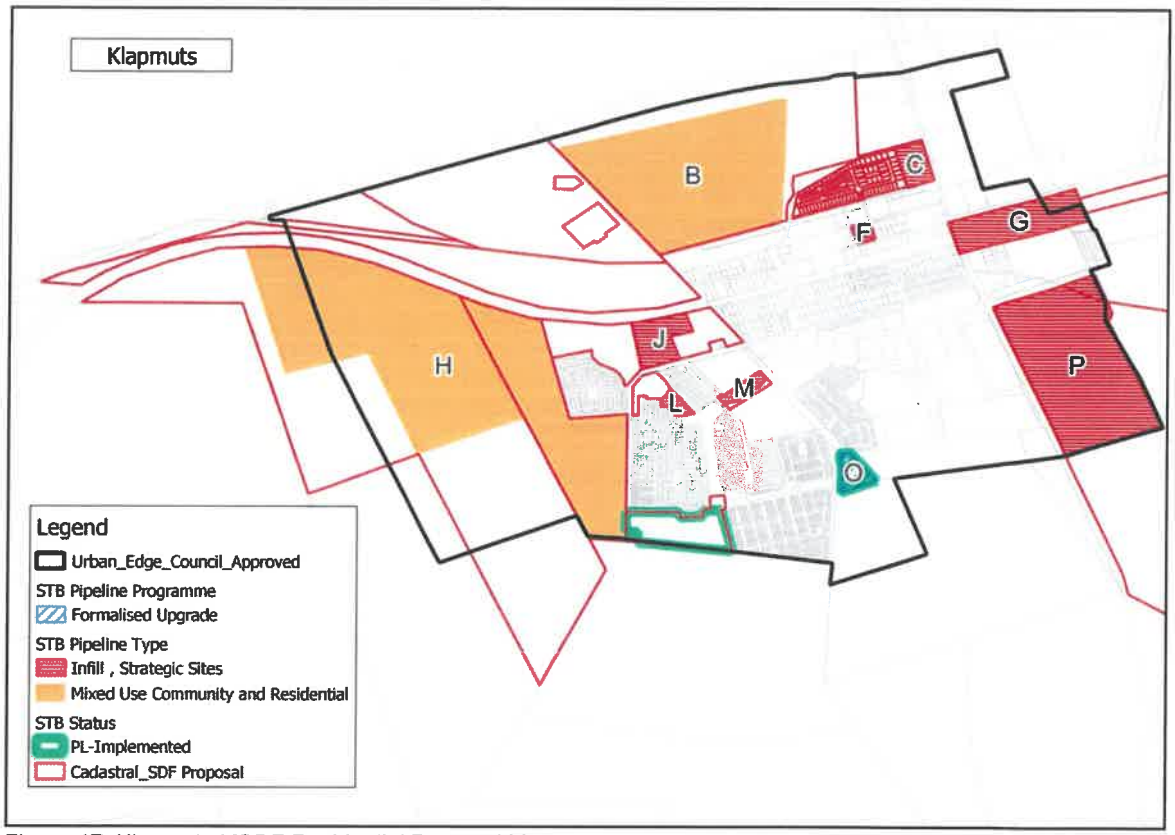


Figure 17: Klapmuts MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	No	PL	Ha	Units	Ownership	Wards
Farm RE/7/716 (SDF)	Klapmuts	Mixed Use, Community and Residential Infill	B		29.52	1772	Private	18
Farm 27/716 (MSDF)	Klapmuts	Infill, Strategic Sites	C		1.70	99	Private	18
Erven 11-14 & 55 (MSDF)	Klapmuts	Infill, Strategic Sites	F		0.49	29	Private	18
Farm RE/750 (MSDF)	Klapmuts	Infill, Strategic Sites	G		6.04	352		18
Farm RE/2/744 (Mixed Use) & 5/742 (MSDF)	Klapmuts	Mixed Use, Community and Residential Infill	H		64.38	3756	Stellenbosch Bridge Prop	18 & 19
Erven 342 (MSDF)	Klapmuts	Infill, Strategic Sites	J		3.06	179	Stb Mun	18
Erven 534 (MSDF)	Klapmuts	Infill, Strategic Sites	L		0.60	35	Stb Mun	18
Erven RE/342 (MSDF)	Klapmuts	Infill, Strategic Sites	M		0.83	48	Stb Mun	18
Erven 2181 (MSDF) Being Implemented	Klapmuts	Formalise, UISP	N		4.63	270	Stb Mun	18
Erven 2183 (La Rochelle)	Klapmuts	Mixed Use, Community and Residential Infill UISP	O	P	1.19	109	Stb Mun	18
Farm 40/748 (MSDF)	Klapmuts	Infill, Strategic Sites	P		26.13	1524		18

Table 38: Klapmuts available land for Residential Development

8.2.8 Jamestown

In Jamestown a total of 88.89ha of developable land has been earmarked for Mixed Use, Community and Residential infill development.

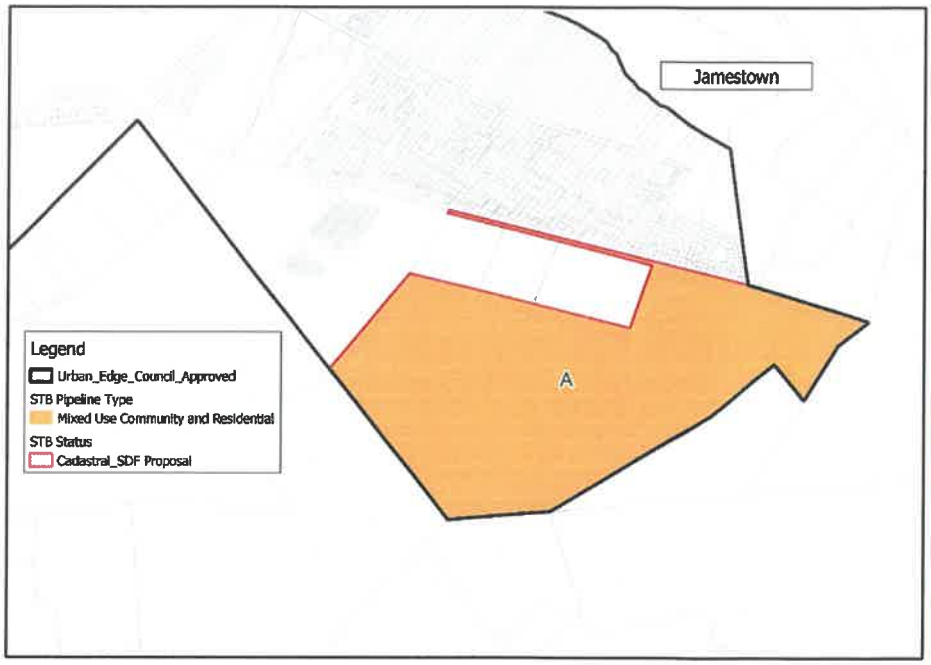


Figure 18: Jamestown MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/527	Jamestown	Mixed Use, Community and Residential Infill IRDP/FLISP, PHDA	P	A	±88.89	5185	Stb Mun	21

Table 39: Jamestown available land for Residential Development

8.2.9 Jonkershoek

In Jonkershoek, a total of 9.8ha of land has been earmarked for formalising and expanding the former forestry settlement within limits.



Figure 19: Jonkershoek Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/1507 & RE/1508	Jonkershoek	A resort with short- and longer-term accommodation. Initial beneficiaries (40) and other (106) can either lease long term or exercise a settlement option elsewhere.	PP	A	±6.80	40 units		5
Farm 2/352	Jonkershoek		PP	B	±2.10			5
Farm RE/361	Jonkershoek		PP	C	±0.90			5

Table 40: Jonkershoek available land for Residential Development

8.2.10 De Zalze annex

In De Zalze annex, a total of 7.94ha of land has been earmarked for Residential expansion by the private sector.



Figure 20: De Zalze annex MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Farm 1310 (MSDF) (Process of being implemented)	De Zalze	Mixed Use, Community and Residential Infill	A	±7.94	463	Private	21

Table 41: De Zalze annex available land for Residential Development

8.2.11 La Motte

In La Motte, a total of 36.9ha of land has been earmarked for Mixed Use, Community and Residential infill development opportunities. The formalisation and limited expansion of Maasdorp is included within the land earmarked for development.

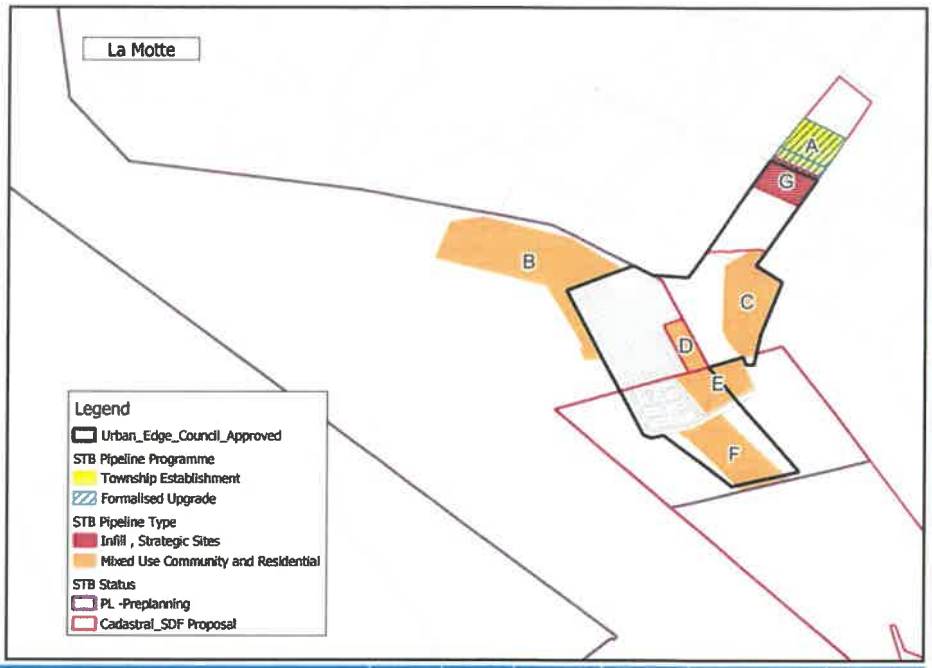


Figure 21: La Motte available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
RE/7/1041 & RE/3/1041 (Bosdorp)	Maasdorp	Township Establishment	PP	A	4.13	16	Priv	2 & 3
Farm RE/1339 (Old Forest Station)	La Motte	Mixed Use, Community and Residential Infill IRDP / FLISP	P	B	12.33	719		1, 2 & 3
Farm 1653	La Motte	Mixed Use, Community and Residential Infill		C	5.62	328		1 & 2
Erven 198 & 199 (MSDF)	La Motte	Mixed Use, Community and Residential Infill		D	1.91	111	Stb Mun	2
Farm 1/1158 (MSDF)	La Motte	Mixed Use, Community and Residential Infill IRDP / FLISP	P	E	4.87	284	Public	1, 2 & 3
Farm 1/1158 & RE/1158	La Motte	Mixed Use, Community and Residential Infill IRDP / FLISP	P	F	4.59	830+ 283	RSA	1,2 & 3
Farm RE/3/1041	Maasdorp	Infill, Strategic Sites		G	3.45	201	Priv	

Table 42: La Motte available land for Residential Development

8.2.12 Wemmershoek

In Wemmershoek, a total of 8.69ha of land has been earmarked for Mixed Use, Community and Residential infill development. The ecological status of the land renders it undevelopable.

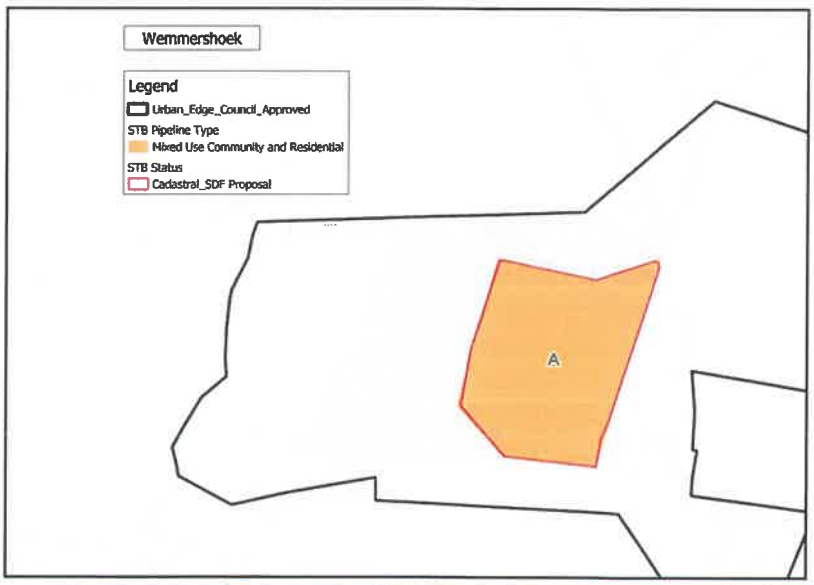


Figure 22: Wemmershoek available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Farm RE/3/1615 (MSDF)	Wemmershoek	Mixed Use, Community and Residential Infill	A	8.69	507	RSA	3

Table 43: Wemmershoek available land for Residential Development

8.2.13 Maasdorp

At Maasdorp, a total of 7.58ha of land has been earmarked for formalising the existing dwellings and expanding the former forestry settlement within limits. See La Motte for detail.

8.2.14 Koelenhof

In Koelenhof, a total of 125.06ha of land has been earmarked for Mixed Use, Community and Residential infill development opportunities mainly by the private sector. An Agri-village will also be developed privately on Simonsig.

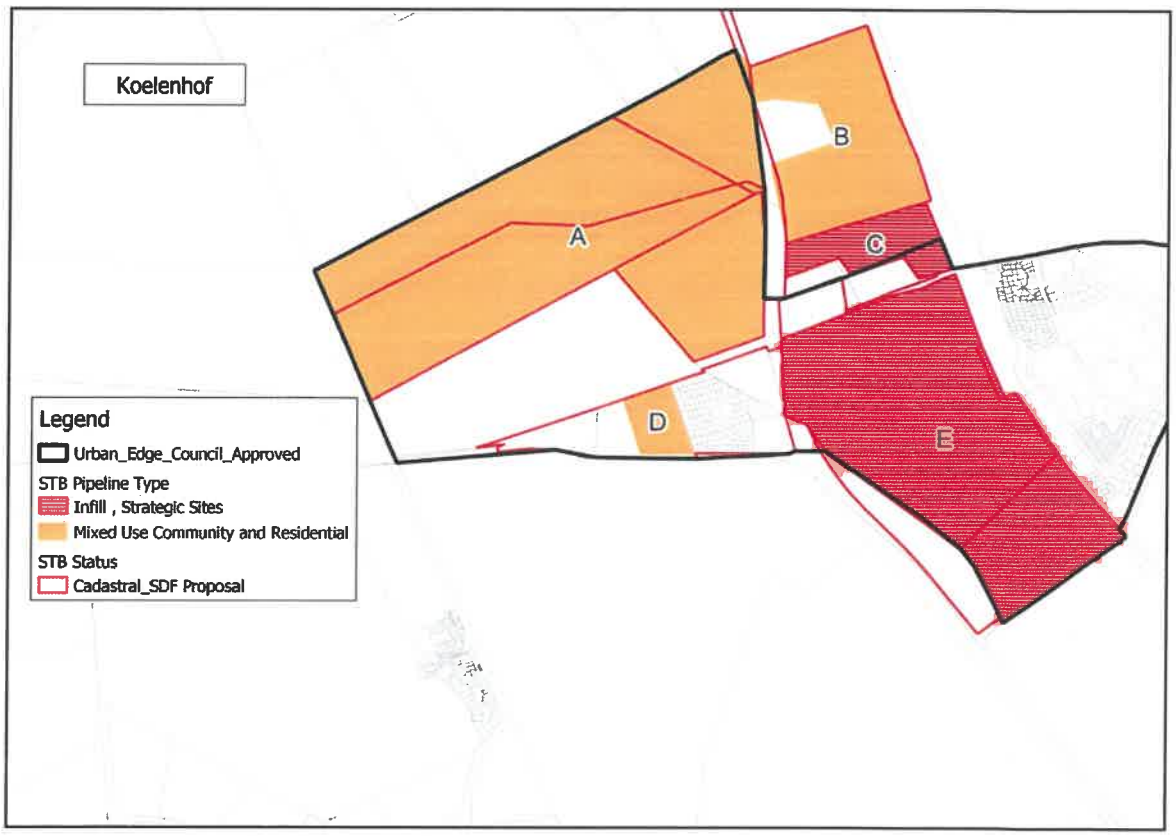


Figure 23: Koelenhof MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Farm 3/66, 9/65, 20/65 & RE/1059 (MSDF)	Koelenhof	Mixed Use, Community and Residential Infill	A	56.02	3268	Private	19
Farm 1060 (MSDF)	Koelenhof	Mixed Use, Community and Residential Infill	B	11.73	684	Private	19
Farm 1060 & 42/65 (MSDF)	Koelenhof	Infill, Strategic Sites	C	12.97	757	Private	19
Farm 6/1277	Koelenhof	Mixed Use, Community and Residential Infill	D	2.35	137	Private	19
Farm 18/74, 23/74 & 35/74 (MSDF) & 29/74	Koelenhof	Infill, Strategic Sites	E	41.99	2449	18/74-Pub Etc-Priv	19

Table 44: Koelenhof available land for Residential Development

8.2.15 Muldersvlei

In Muldersvlei, a total of 44.48ha of land has been earmarked for Mixed Use, Community and Residential infill development opportunities by the private sector.

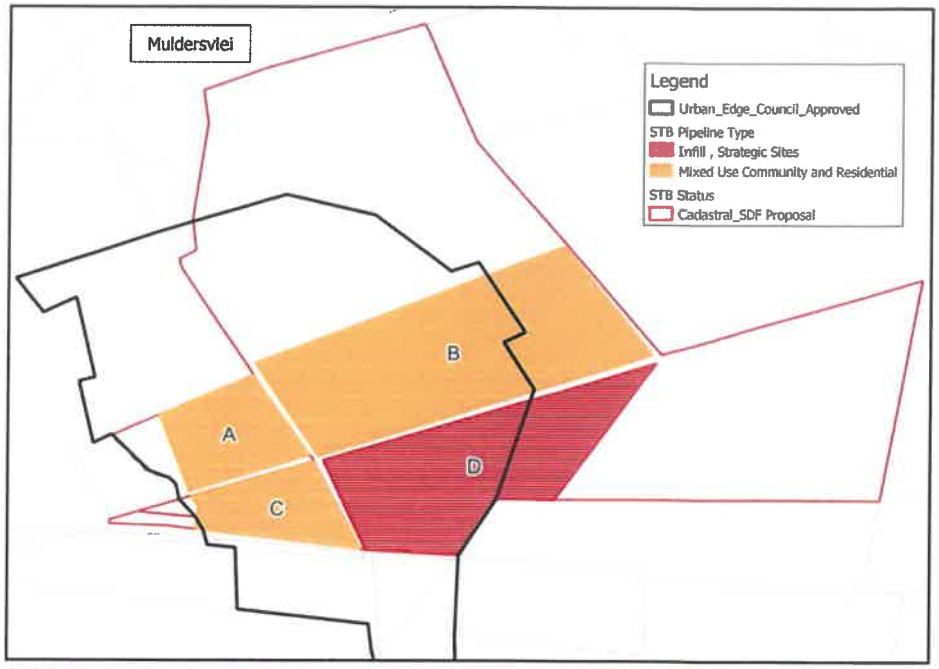


Figure 24: Muldersvlei available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Farm 17/727 (MSDF)	Muldersvlei	Mixed Use, Community and Residential Infill	A	8.12	474	Private	19
Farm RE/1/730 & 14/730 (MSDF)	Muldersvlei	Mixed Use, Community and Residential Infill	B	16.24	947	Private	19
Farm 16/727 & 21/727 (MSDF)	Muldersvlei	Mixed Use, Community and Residential Infill	C	5.86	342	Private	19
Farm RE/1/730 (MSDF)	Muldersvlei	Infill, Strategic Sites	D	14.26	832	Private	19

Table 45: Muldersvlei available land for Residential Development

8.2.16 Lynedoch

In Lynedoch, a total of 4.52ha of land has been earmarked Mixed Use Community and Residential infill opportunities. Most of the land for residential development is located North East of the settlement.

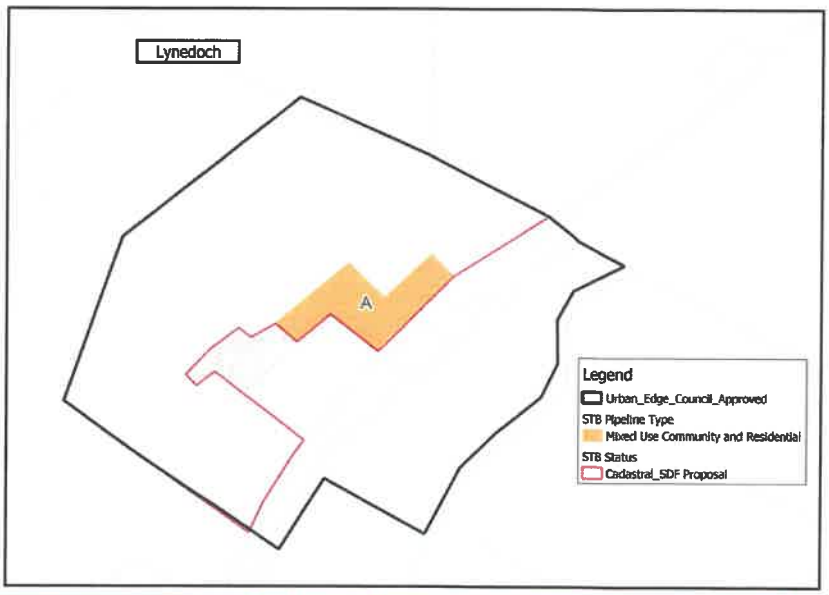


Figure 25: Lynedoch available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Farm RE/28/468 & 51/468 (MSDF)	Lynedoch	Mixed Use, Community and Residential Infill	A	4.52	264	Private	20

Table 46: Lynedoch available land for Residential Development

8.2.17 Vlottenburg

In Vlottenburg, a total of 67.8ha of land has been earmarked for Mixed Use Community and Residential infill development. Some land has been earmarked for subsidized housing.

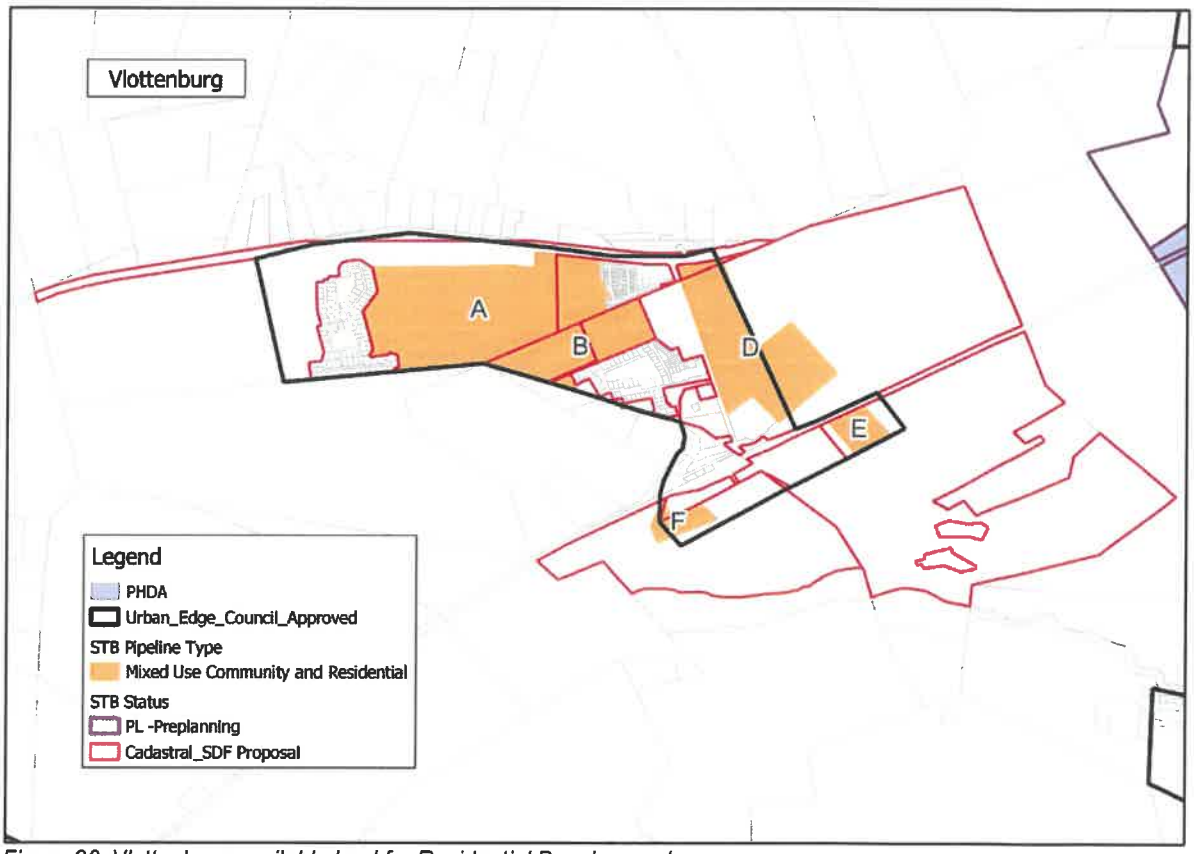


Figure 26: Vlottenburg available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Erven RE/1 (MSDF)	Vlottenburg	Mixed Use, Community and Residential Infill		A	31.87	1859	Private	20
Farm 2/1307, 3/1307 & Erven 42 (MSDF)	Vlottenburg	Mixed Use, Community and Residential Infill		B	11.02	643	Private	20
Farm RE/387 (MSDF)	Vlottenburg	Mixed Use, Community and Residential Infill		D	19.94	1163	Private	11, 20 & 21
Farm RE/387(MSDF)	Vlottenburg	Mixed Use, Community and Residential Infill		E	2.50	146	Private	11, 20 & 21
Farm 34/390 & 1469 (MSDF)	Vlottenburg	Mixed Use, Community and Residential Infill		F	2.47	144	Private	11 & 20

Table 47: Vlottenburg available land for Residential Development

8.2.18 Johannesdal

In Johannesdal, a total of 5.89ha of land has been earmarked for Residential infill development opportunities by the private sector.

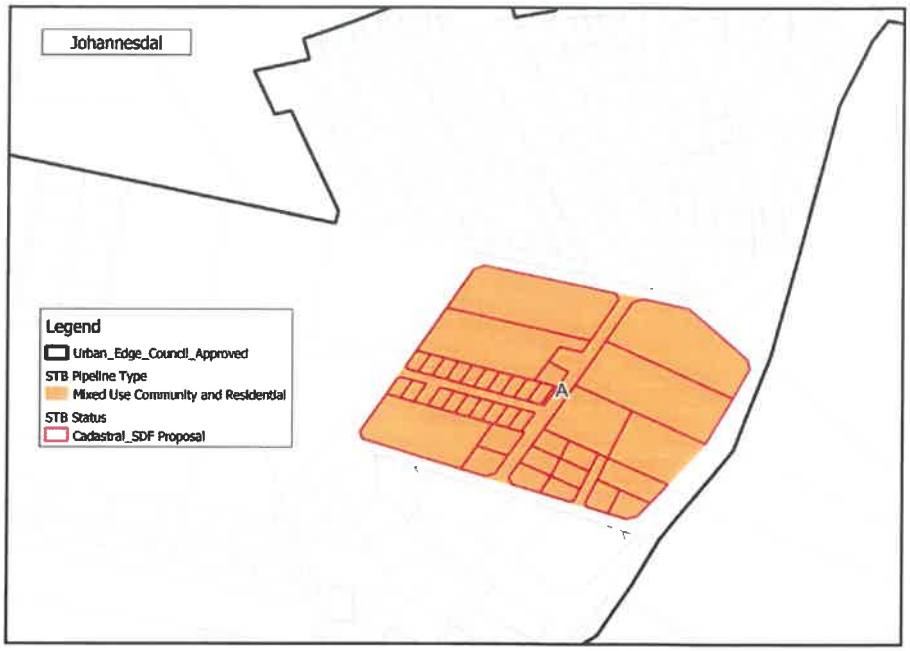


Figure 27: Johannesdal MSDF Residential Proposal

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Erven 1-3, 6-14, 17-24, 26-33, 35, 36, 40, 41, 117, 143, 239, RE/16 & Farm 1/1331 (MSDF)	Mixed Use, Community and Residential Infill	Private	A	±5.89	344	Private	4

Table 48: Johannesdal available land for Residential Development

8.2.19 Kylemore

In Kylemore, a total of 14.13ha of land has been earmarked for Residential infill development opportunities.

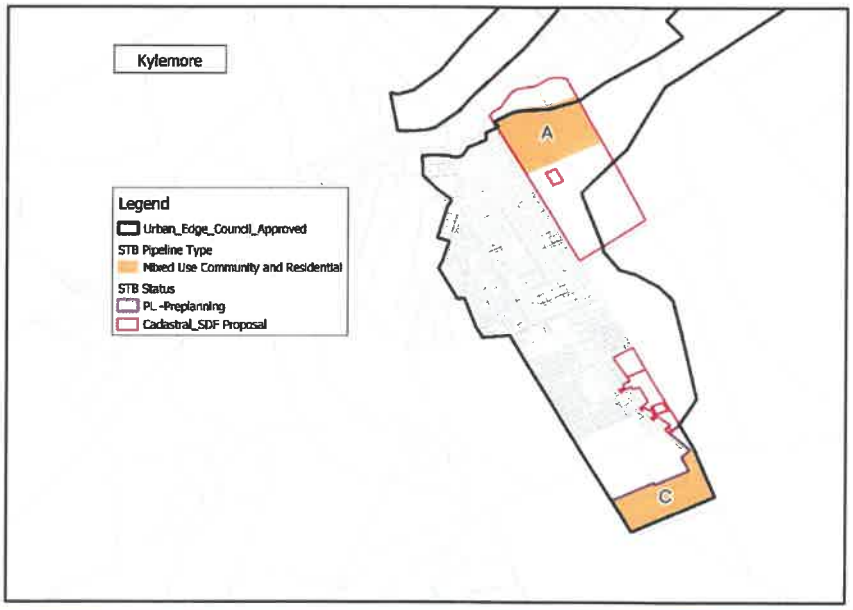


Figure 28: Kylemore MSDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	PL	No	Ha	Units	Ownership	Wards
Farm RE/1/153 & 7/153 (MSDF)	Kylemore	Mixed Use, Community and Residential Infill		A	7.94	463		4
Erven 64	Kylemore	Mixed Use, Community and Residential Infill IRDP	PP	C	6.19	600 service sites	Priv/Pub	4

Table 49: Kylemore available land for Residential Development

8.2.20 Lanquedoc

In Lanquedoc, a total of 9.84ha of land has been earmarked for Residential infill development opportunities by the private sector.

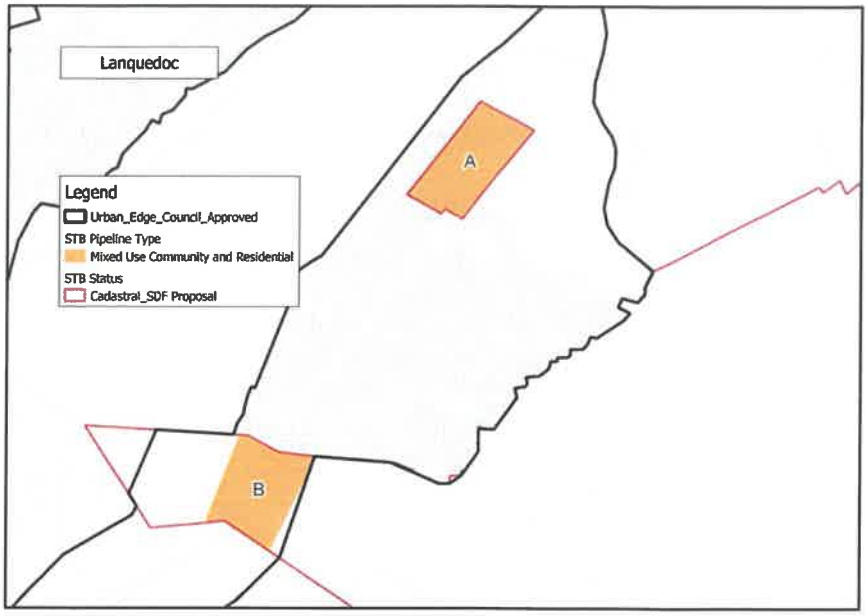


Figure 29: Lanquedoc available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Erven 46 (MSDF)	Lanquedoc	Mixed Use, Community and Residential Infill	A	5.89	344	Private	3
Farm 13/1674 (MSDF)	Lanquedoc	Mixed Use, Community and Residential Infill	B	3.95	230	Private	1, 3 & 4

Table 50: Lanquedoc available land for Residential Development

8.2.21 Groot Drakenstein

In Groot Drakenstein, a total of 38.27ha of land has been earmarked for Mixed Use Community and Residential infill development. Half of the land (18.38ha) has been earmarked to formalise existing dwellings and expanding the former forestry settlement of Meerlust within limits. The remaining half will be developed privately.

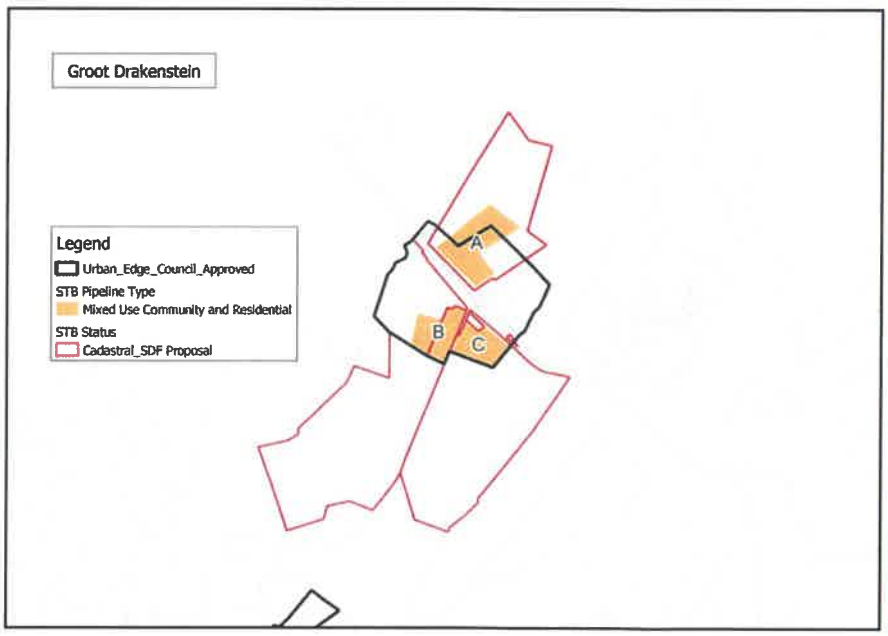


Figure 30: Groot Drakenstein SDF Residential Proposal Maps

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Farm 1/1006 (Meerlust)	Meerlust	Mixed Use, Community and Residential Infill IRDP	A	±18.38	200	RSA	3
Farm 4/1631 & 7/1674 (MSDF)	Groot Drakenstein	Mixed Use, Community and Residential Infill	B	±11.93	696	Erf 1674: Private, Erf 1631/4: Private	3
Farm 10/1674(MSDF)	Groot Drakenstein	Mixed Use, Community and Residential Infill	C	±7.96	464	1674/10: Private	3

Table 51: Groot Drakenstein available land for Residential Development

8.2.22 Meerlust

At Meerlust, a total of 18.83ha of land has been earmarked for residential development, formalising and expanding the former forestry settlement within limits. See Groot Drakenstein for detail.

8.2.23 Raithby

In Raithby, a total of 10.37ha of land has been earmarked for Mixed Use, Community and Residential infill development by the private sector.

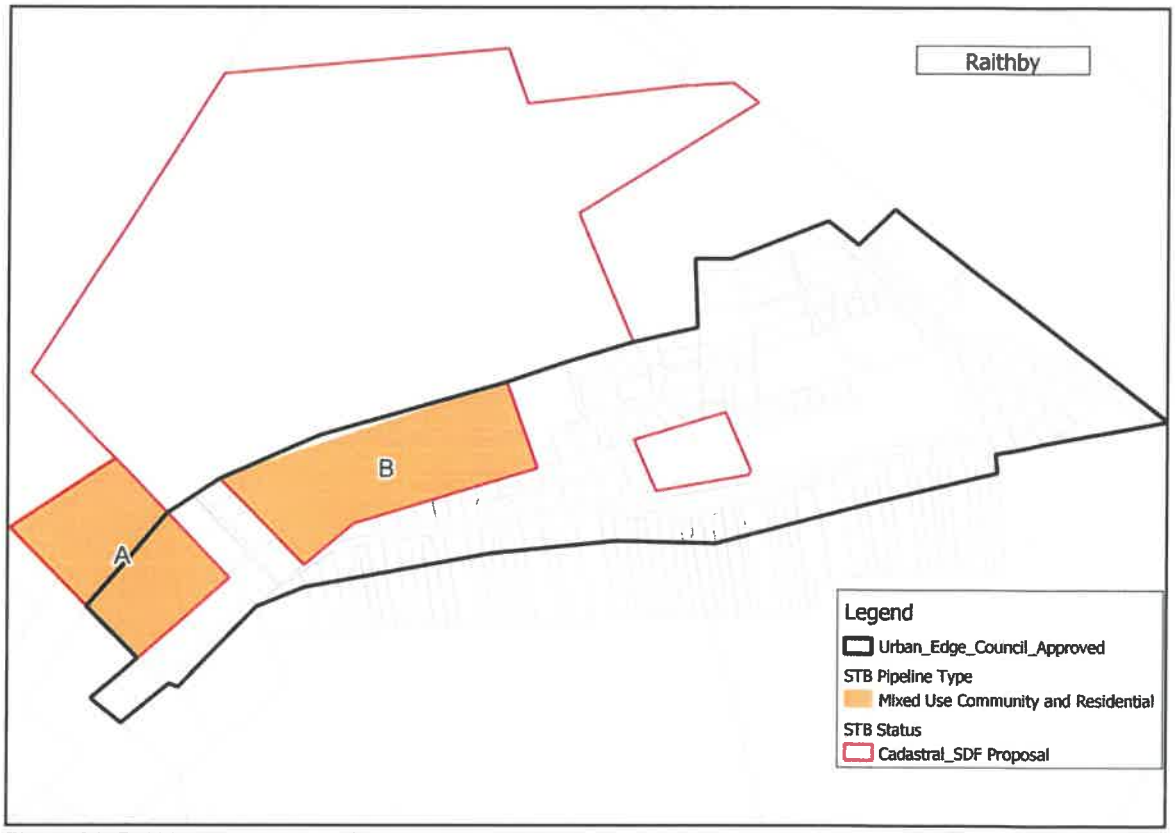


Figure 31: Raithby available land for Residential Development

Erf/ Farm no	Settlement	Type/Housing Programme	No	Ha	Units	Ownership	Wards
Erven 298 (MSDF)	Raithby	Mixed Use, Community and Residential Infill	A	4.8	280	Private	20
Erven 152 (MSDF)	Raithby	Mixed Use, Community and Residential Infill	B	5.57	325	Private	20

Table 52: Raithby available land for Residential Development

8.3 Development Readiness: Stellenbosch

A schedule of projects over 20 years listed by settlement and by type follows. The schedule of projects provides the volume of water and electrical capacity required. The text in blue represents a number of units that has been estimated and then used to calculate the water and electricity requirements.

Projects in Stellenbosch Settlement including Cloetesville, Idas Valley, Kayamandi, Jamestown, Kayamandi and Stellenbosch Centre are listed below: (Stellenbosch Municipality Housing Pipeline, 2023)

Stellenbosch						
Sites Available: Stellenbosch including Adam Tas Precincts				Total:	1 039,6 Kl	1 930 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven RE/15709, 15718, 15719, RE/10807, 12702, 9188, 14627, RE/13026, RE/8205, 8181-8191, 8192-8194, 8196-8204, RE/8205, 4841-4843, RE/11280, 12197-12201, Plankenbrug Kayamandi (MSDF) (P9, Adam Tas Corridor)	A	15.25	Residential	890	356	
Erven 235 (P9), 9545, 3454, 257, 7602 (P7), 380, 381, 15804 14601, 6201, 6278, 6280, 14461, 709, 14152, 14153, 14154, 14155, 14156 & 14157 (MSDF) (P6)	B	16.07	Mixed Use, mainly industrial	937	374,8	
Farm RE/7588, Erf 7589, 7591, 7592 13047, RE/5164, RE/7587, 17344 & 17321 (P5)	C					
Erven RE/235, van der Stel Sports Grounds, included in Adam Tas (MSDF) (P8, ATC)	D	13.23	Infill Development IRDP / FLISP / SH, PHDA	772	308,8	(@2.5) 1 930
Erven 2149, 6590, 2608, 2609, 6659, 9106 (Lapland / Old Prison)			SH PHDA	368		
Farm 180 and Erven 2728, 3481 – 3486 (Teen-die-Bult)			SH PHDA	180		

Sites Available: Onder Papegaaiberg including Adam Tas Precincts				Total:	2 603,6 Kl	13 837,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/183	A	3.22	Infill, Strategic Sites IRDP / FLISP / SH PHDA	188	75,2	(@2.5) 470
Erven 16470 & RE/16469 (MSDF) (Precinct 2, Droë Dyke)	B	16.70		974	389,6	
Erven 10725, 8933 & 14107 (MSDF) (Precinct 3, Droë Dyke)	C	4.87	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	284	113,6	(@2.5) 710
Farm RE/1147 (MSDF) (Precinct 3, Droë Dyke)	D	6.1	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	356	142,4	(@2.5) 890
Ptn 17 of Farm 183, Ptn 35 of Farm 183 & Ptn 8 of Farm 283 (P1, Droë Dyke)	E	24.30	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	1418	567,2	(@2.5) 3 545
Farm RE/283 (Precinct 1, Droë Dyke)	F	33.85	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	1975	790	(@2.5) 4 937,5
Farm 1045 & Erven RE/6284 (MSDF) (Precinct 4, Droë Dyke)	G	7.32	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	427	170,8	(@2.5) 1 067,5
Farm 1168 & Erven 6284 (MSDF) (Precinct 4, Droë Dyke)	H	15.2	Infill, Strategic Sites IRDP / FLISP / SH, PHDA	887	354,8	(@2.5) 2 217,5

Sites Available: Kayamandi North including Adam Tas Precincts and Northern Extension				Total:	6 395,2 Kl	38 777 KvW
Erf/ Farm no	No	Ha	Type/Housing Progamme	Units	AADD in Kl	Electricity KvW
Ptn 2 of Farm 72 (MSDF) (Precinct 9)	A	±34.92	Mixed Use, Community and Residential Infill	2 037	814,8	(@2.5) 5 092,5
Ptn 33 of Farm 81 (Precinct 9) (Northern Extension)	B	±32.70	Mixed Use, Community and Residential Infill	1 908	763,2	(@2.5) 4 770
Ptn 23 of Farm 183 (Northern Extension)	C	±12.74	Mixed Use, Community and Residential Infill IRDP / FLISP, PHDA	4000-6000	2000	(@2.5) 12 500
Ptn 1 of Farm 183 (Northern Extension)	D	±0.66	Formalise, UISP IRDP / FLISP, PHDA			
Ptn 60 of Farm 183 / RE/183 (Northern Extension)	E	±0.032	Utility Services IRDP / FLISP, PHDA			
Ptn 36 of Farm 183 (Northern Extension)	F	±2.84	Mixed Use, Community and Residential Infill IRDP / FLISP, PHDA			
Ptn 5 of Farm 183 (Northern Extension)	G	±35.48	Mixed Use, Community and Residential Infill IRDP / FLISP, PHDA			
Farm RE/182 (Northern Extension)	H	±4.46	Formalise, UISP IRDP / FLISP, PHDA			
Ptn 1 of Farm 182 (Northern Extension)	I	±1.47	Formalise, UISP IRDP / FLISP, PHDA			
Erf 3603, Erf 3692 (MSDF) Watergang Phase 2C	J	±6.50	Formalise, UISP	379	151,6	(@2) 758
Erf RE/2183 (MSDF)	K	±19.44	Formalise, UISP IRDP / FLISP, PHDA	1 134	453,6	(@2) 2 268
RE/2447 (MSDF)	L	±2.77	Formalise, UISP	162	64,8	(@2) 324
Ptn 8, 29 & 33 of Farm 81, Ptn 37 of Farm 183 (Precinct 9)	M	±53.99	Infill, Strategic Sites	3 149	1 259,6	(@2.5) 7 872,5
Erven 1-72, 111-184, 186-189 & RE/288 (MSDF) (Town Centre)	N	±25.85	Infill, Strategic Sites UISP, PHDA	1 508	603,2	(@2.5) 3 770
Erf 1714 (2991) Zone O			UISP, PHDA	711	284,4	(@2) 1 422

Sites Available: Kayamandi South including Adam Tas Precincts				Total:	980 Kl	5 864 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/183	A	5.24	(Enkanini) Mixed Use, Community and Residential Infill UISP PHDA	306	122,4	(@2.5) 765
Ptn of Farm 181	B	12.61		736	294,4	(@2.5) 1 840
Ptn 5 of Farm 175	C	0.96		56	22,4	(@2.5) 140
Ptn 33 of Farm 175, Erf 2175	D	8.21		479	191,6	(@2.5) 1 197,5
Farms 81/2, 81/9	E	17.22	Mixed Use, Community and Residential Infill SH, PHDA	±250-350 (Ave 300)	120	(@2.5) 750
Erven 1080-1112	F	0.93	Formalisation Township Establishment, PHDA	145 units (33 erven)	58	(@2) 290
Erven 112, 114, 115, 116 (Red Bricks Hostels)	G	0.71	Mixed Use, Community and Residential Infill Township Establishment, PHDA	51 units, 5 public open spaces	20,4	(@2.5) 127,5
Erven 1113, 1122 – 1154, Project 5 A	H	0.98	Formalisation Township Establishment, PHDA	175 higher density units	70	(@2) 350
Erven 513-522, 66, 67, 69, ptn Erf 523 Project 5B	I	4.54	Formalise, UISP Township Establishment, PHDA	137 Units (42 units being built)	54,8	(@2) 274
Erf RE/288, Mpelazwe, Project 8 Unregistered Erven 2392-2446 (being allocated)	J		Township Establishment PHDA	65 units (54 units built)	26	(@2) 130

Sites Available: Cloetesville				Total:	692,8 Kl	4 230,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven 7001 (Soek – Mekaar)	A	±6.53	Mixed Use, Community and Residential Infill GAP, PHDA	360 IRDP: 250 –300 sites	144	(@2.5) 900
Erf 7271	B	±1.07	Infill, Strategic Sites Plot-Plan / FLISP/ GAP PHDA	Tot: 168 serviced sites total: 16 serviced sites BNG; 152 GAP/ & or FLISP	67,2	(@2) 32 (@2.5) 380 Tot: 412
Erf 8776	C	±0.34	Mixed Use, Community and Residential Infill GAP/ FLISP, PHDA	37 GAP/ and or FLISP units	14,8	(@2.5) 92,5
Erven 6840, 6841 (school), 6847 (pool) & RE/6846 (MSDF) & 6886, 6300	D	±14.17	Infill, Strategic Sites FLISP/GAP (or Plot-Plan), PHDA	827 including: 279 or 90 (6847, 6886 & 6300)	330,8	(@2.5) 2 067,5
Erf 6705	E	±0.32	Mixed Use, Community and Residential Infill GAP/ FLISP, PHDA	12 serviced sites (Plot and Plan).	4,8	(@2.5) 30
Erven 8667, 6852, 8937 The Steps and Orlean Lounge	F	±1.1	Rectification of existing units PHDA	161	64,4	(@2) 322
Erf 8915	G	±0.26	Infill, Strategic Sites IRDP / FLISP	84 (Top structures TBD)	33,6	(@2.5) 210
Erven 6668 and 7181	H	±1.6	Mixed Use, Community and Residential Infill IRDP / FLISP	83 (Top structures TBD) 17 BNG units and 65 GAP/FLISP	33,2	(@2) 34 (@2.5) 162,5 Tot: 196,5

Franschhoek						
Sites Available: Franschhoek North				Total:	922,8 Kl	5 767,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/1413 & Erven 959-1126 (MSDF) Erf 2901 (Langrug)	A	±12.6	Mixed Use, Community and Residential Infill UISP	735	294	(@2.5) 1 837,5
Farm RE/1466 (MSDF)	B	±5.76	Mixed Use, Community and Residential Infill	336	134,4	(@2.5) 840
Farm RE/1/1070 (MSDF) RE/1469	C	±2.68	Mixed Use, Community and Residential Infill	156	62,4	(@2.5) 390
Farm RE/1/1070, RE/1070 & Erven 1851 (MSDF)	D	±5.77	Mixed Use, Community and Residential Infill	337	134,8	(@2.5) 842,5
Farm 9/1075 & RE/1070 (MSDF)	E	±6.15	Mixed Use, Community and Residential Infill	359	143.6	(@2.5) 897,5
Erf 3229 Mooiwater	F	±1.98	Mixed Use, Community and Residential Infill UISP	258	103,2	(@2.5) 645
Erven 217, 368 & 412, 284	G	±2.16	Infill, Strategic Sites IRDP / FLISP	126	50,4	(@2.5) 315

Sites Available: Franschhoek South				Total:	65,2 Kl	407,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven 3487 & RE/3287 (MSDF)	A	±2.80	Mixed Use, Community and Residential Infill	163	65,2	(@2.5) 407,5

Sites Available: Klapmuts				Total:	3 269,2 Kl	20 297,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/7/716	B	29.52	Mixed Use, Community and Residential Infill	1 772	708,8	(@2.5) 4 430
Farm 27/716 (MSDF)	C	1.70	Infill, Strategic Sites	99	39,6	(@2.5) 247,5
Erven 11-14 & 55 (MSDF)	F	0.49	Infill, Strategic Sites	29	11,6	(@2.5) 72,5
Farm RE/750 (SDF)	G	6.04	Infill, Strategic Sites	352	140,8	(@2.5) 880
Farm RE/2/744 (Mixed Use) & 5/742 (MSDF)	H	64.38	Mixed Use, Community and Residential Infill	3 756	1 502,4	(@2.5) 9 390
Erven 342 (MSDF)	J	3.06	Infill, Strategic Sites	179	71,6	(@2.5) 447,5
Erven 534 (MSDF)	L	0.60	Infill, Strategic Sites	35	14	(@2.5) 87,5
Erven RE/342 (MSDF)	M	0.83	Infill, Strategic Sites	48	19,2	(@2.5) 120
Erven 2181 (MSDF)	N	4.63	Formalise, UISP	270	108	(@2) 540
Erven 2183 (La Rochelle)	O	1.19	Mixed Use, Community and Residential Infill UISP	109	43,6	(@2.5) 272,5
Farm 40/748 (MSDF)	P	26.13	Infill, Strategic Sites	1 524	609,6	(@2.5) 3 810

Stellenbosch Surroundings						
Sites Available: Jamestown				Total:	2 074 Kl	12 962,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/527	A	±88.89	Mixed Use, Community and Residential Infill IRDP/FLISP PHDA	5 185	2 074	(@2.5) 12 962,5

Sites Available: Jonkershoek					(See Bosdorpe)	
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/1507 & RE/1508	A	±6.80	A resort with short- and longer-term accommodation. Initial beneficiaries (40) and other (106) can either lease long term or exercise a settlement option elsewhere.	40 units	16	(@2.5) 100
Farm 2/352	B	±2.10				
Farm RE/361	C	±0.90				
Sites Available: De Zalze Annex				Total:	185,2 Kl	1 157,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm 1310 (MSDF) (Process of being implemented)	A	±7.94	Mixed Use, Community and Residential Infill	463	185,2	(@2.5) 1 157,5

Franschhoek Valley						
Sites Available: La Motte					(See Bosdorpe)	
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
RE/7/1041 & RE/3/1041 (Bosdorp)	A	4.13	Township Establishment	16	6,4	(@2) 32
Farm RE/1339 (Old Forest Station)	B	12.33	Mixed Use, Community and Residential Infill IRDP / FLISP	719	287,6	(@2.5) 1 797,5
Farm 1653	C	5.62	Mixed Use, Community and Residential Infill	328	131,2	(@2.5) 820
Erven 198 & 199 (MSDF)	D	1.91	Mixed Use, Community and Residential Infill	111	44,4	(@2.5) 277,5
Farm 1/1158 (MSDF)	E	4.87	Mixed Use, Community and Residential Infill IRDP / FLISP	284	113,6	(@2.5) 710
Farm 1/1158 & RE/1158	F	4.59	Mixed Use, Community and Residential Infill IRDP / FLISP	830+283 = 1 113	445,2	(@2.5) 2 782,5
Farm RE/3/1041	G	3.45	Infill Development and Mixed Use	201	80,4	(@2.5) 502,5
Sites Available: Wemmershoek					(See Rural Areas)	
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/3/1615 (MSDF)	A	8.69	Mixed Use, Community and Residential Infill	507	202,8	(@2.5) 1 267,5
Sites Available: Maasdorp (See La Motte)						

Settlements along R304 (R101) (Old Paarl Road)						
Sites Available: Koelenhof					(See Rural Areas)	
Erf/ Farm no	**No**	**Ha**	**Type/Housing Programme**	**Units**	**AADD in Kl**	**Electricity KvW**
Farm 3/66, 9/65, 20/65 & RE/1059 (MSDF)	A	56.02	Mixed Use, Community and Residential Infill	3 268	1 307,2	(@2.5) 8 170
Farm 1060 (MSDF)	B	11.73	Mixed Use, Community and Residential Infill	684	273,6	(@2.5) 1 710
Farm 1060 & 42/65 (MSDF)	C	12.97	Infill, Strategic Sites	757	302,8	(@2.5) 1 892,5
Farm 6/1277	D	2.35	Mixed Use, Community and Residential Infill	137	54,8	(@2.5) 342,5
Farm 18/74, 23/74 & 35/74 (MSDF) & 29/74	E	41.99	Infill, Strategic Sites	2 449	979,6	(@2.5) 6 122,5
Sites Available: Muldersvlei					(See Rural Areas)	
Erf/ Farm no	**No**	**Ha**	**Type/Housing Programme**	**Units**	**AADD in Kl**	**Electricity KvW**
Farm 17/727 (MSDF)	A	8.12	Mixed Use, Community and Residential Infill	474	189,6	(@2.5) 1 185
Farm RE/1/730 & 14/730 (MSDF)	B	16.24	Mixed Use, Community and Residential Infill	947	378,8	(@2.5) 2 367,5
Farm 16/727 & 21/727 (MSDF)	C	5.86	Mixed Use, Community and Residential Infill	342	136,8	(@2.5) 855
Farm RE/1/730 (MSDF)	D	14.26	Infill, Strategic Sites	832	332,8	(@2.5) 2 080

Settlements along Baden Powell						
Sites Available: Lynedoch					(See Rural Areas)	
Erf/ Farm no	**No**	**Ha**	**Type/Housing Programme**	**Units**	**AADD in Kl**	**Electricity KvW**
Farm RE/28/468 & 51/468 (MSDF)	A	4.52	Mixed Use, Community and Residential Infill	264	105,6	(@2.5) 660

Sites Available: Vlottenburg					(See Rural Areas)	
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven RE/1 (MSDF)	A	31.87	Mixed Use, Community and Residential Infill	1 859	743,6	(@2.5) 4 647,5
Farm 2/1307, 3/1307 & Erven 42 (MSDF)	B	11.02	Mixed Use, Community and Residential Infill	643	257,2	(@2.5) 1 607,5
Farm RE/387 (MSDF)	D	19.94	Mixed Use, Community and Residential Infill	1 163	465,2	(@2.5) 2 907,5
Farm RE/387 (MSDF)	E	2.50	Mixed Use, Community and Residential Infill	146	58,4	(@2.5) 365
Farm 34/390 & 1469 (MSDF)	F	2.47	Mixed Use, Community and Residential Infill	144	57,6	(@2.5) 360

Settlements in Dwarsrivier Valley						
Sites Available: Johannesdal				Total:	137,6 Kl	860 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven 1-3, 6-14, 17-24, 26-33, 35, 36, 40, 41, 117, 143, 239, RE/16 & Farm 1/1331 (MSDF)	A	±5.89	Mixed Use, Community and Residential Infill	344	137,6	(@2.5) 860
Sites Available: Kylemore				Total:	425,2 Kl	2 657,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/1/153 & 7/153 (MSDF)	A	7.94	Mixed Use, Community and Residential Infill	463	185,2	(@2.5) 1 157,5
Erven 64	C	6.19	Mixed Use, Community and Residential Infill IRDP	600	240	(@2.5) 1 500
Sites Available: Lanquedoc				Total:	229,6 Kl	1 435 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven 46 (MSDF)	A	5.89	Mixed Use, Community and Residential Infill	344	137,6	(@2.5) 860
Farm 13/1674 (MSDF)	B	3.95	Mixed Use, Community and Residential Infill	230	92	(@2.5) 575

Sites Available: Groot Drakenstein					(See Rural Areas)	
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm 1/1006 (Meerlust) (See Bosdorpe)	A	±18.38	Mixed Use, Community and Residential Infill IRDP	200	80	(@2.5) 500
Farm 4/1631 & 7/1674 (MSDF)	B	±11.93	Mixed Use, Community and Residential Infill	696	278,8	(@2.5) 1 740
Farm 10/1674(MSDF)	C	±7.96	Mixed Use, Community and Residential Infill	464	185,6	(@2.5) 1 160
Sites Available: Meerlust (See Groot Drakenstein)						

Settlements on Somerset Plain						
Sites Available: Raithby					(See Rural Areas)	
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven 298 (MSDF)	A	4.8	Mixed Use, Community and Residential Infill	280	112	(@2.5) 700
Erven 152 (MSDF)	B	5.57	Mixed Use, Community and Residential Infill	325	130	(@2.5) 812,5

Rural Areas						
Sites Available: Groot Drakenstein				Total:	544,4 Kl	3 400 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm 1/1006 (Meerlust) (See Bosdorpe)	A	±18.38	Mixed Use, Community and Residential Infill IRDP	200	80	(@2.5) 500
Farm 4/1631 & 7/1674 (MSDF)	B	±11.93	Mixed Use, Community and Residential Infill	696	278,8	(@2.5) 1 740
Farm 10/1674 (MSDF)	C	±7.96	Mixed Use, Community and Residential Infill	464	185,6	(@2.5) 1 160

Sites Available: Koelenhof				Total:	2 918 Kl	18 237,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm 3/66, 9/65, 20/65 & RE/1059 (MSDF)	A	56.02	Mixed Use, Community and Residential Infill	3 268	1 307,2	(@2.5) 8 170
Farm 1060 (MSDF)	B	11.73	Mixed Use, Community and Residential Infill	684	273,6	(@2.5) 1 710
Farm 1060 & 42/65 (MSDF)	C	12.97	Infill, Strategic Sites	757	302,8	(@2.5) 1 892,5
Farm 6/1277	D	2.35	Mixed Use, Community and Residential Infill	137	54,8	(@2.5) 342,5
Farm 18/74, 23/74 & 35/74 (MSDF) & 29/74	E	41.99	Infill, Strategic Sites	2 449	979,6	(@2.5) 6 122,5
Sites Available: Lynedoch				Total:	105,6 Kl	660 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/28/468 & 51/468 (MSDF)	A	4.52	Mixed Use, Community and Residential Infill	264	105,6	(@2.5) 660
Sites Available: Muldersvlei				Total:	1 038 Kl	6 487,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm 17/727 (MSDF)	A	8.12	Mixed Use, Community and Residential Infill	474	189,6	(@2.5) 1 185
Farm RE/1/730 & 14/730 (MSDF)	B	16.24	Mixed Use, Community and Residential Infill	947	378,8	(@2.5) 2 367,5
Farm 16/727 & 21/727 (MSDF)	C	5.86	Mixed Use, Community and Residential Infill	342	136,8	(@2.5) 855
Farm RE/1/730 (MSDF)	D	14.26	Infill, Strategic Sites	832	332,8	(@2.5) 2 080
Sites Available: Raithby				Total:	242 Kl	1 512,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven 298 (MSDF)	A	4.8	Mixed Use, Community and Residential Infill	280	112	(@2.5) 700
Erven 152 (MSDF)	B	5.57	Mixed Use, Community and Residential Infill	325	130	(@2.5) 812,5
Sites Available: Vlottenburg				Total:	1 639,6 Kl	10 247,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Erven RE/1 (MSDF)	A	31.87	Mixed Use, Community and Residential Infill	1 859	743,6	(@2.5) 4 647,5
Farm 2/1307, 3/1307 & Erven 42 (MSDF)	B	11.02	Mixed Use, Community and Residential Infill	643	257,2	(@2.5) 1 607,5
Farm RE/387 (MSDF)	D	19.94	Mixed Use, Community and Residential Infill	1 163	465,2	(@2.5) 2 907,5
Farm RE/387(MSDF)	E	2.50	Mixed Use, Community and Residential Infill	146	58,4	(@2.5) 365
Farm 34/390 & 1469 (MSDF)	F	2.47	Mixed Use, Community and Residential Infill	144	57,6	(@2.5) 360

Sites Available: Wemmershoek				Total:	202,8 Kl	1 267,5 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/3/1615 (MSDF)	A	8.69	Mixed Use, Community and Residential Infill	507	202,8	(@2.5) 1 267,5
Bosdorpe, Water Affairs settlements and Agri-villages						
Sites Available: Jonkershoek				Total:	16 Kl	100 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
Farm RE/1507 & RE/1508	A	±6.80	A resort with short- and longer-term accommodation. Initial beneficiaries (40) and other (106) can either lease long term or exercise a settlement option elsewhere.	40 units	16	(@2.5) 100
Farm 2/352	B	±2.10				
Farm RE/361	C	±0.90				
Sites Available: La Motte				Total:	1 108,8 Kl	6 922 KvW
Erf/ Farm no	No	Ha	Type/Housing Programme	Units	AADD in Kl	Electricity KvW
RE/7/1041 & RE/3/1041 (Bosdorp)	A	4.13	Township Establishment	16	6,4	(@2) 32
Farm RE/1339 (Old Forest Station)	B	12.33	Mixed Use, Community and Residential Infill IRDP / FLISP	719	287,6	(@2.5) 1 797,5
Farm 1653	C	5.62	Mixed Use, Community and Residential Infill	328	131,2	(@2.5) 820
Erven 198 & 199 (MSDF)	D	1.91	Mixed Use, Community and Residential Infill	111	44,4	(@2.5) 277,5
Farm 1/1158 (MSDF)	E	4.87	Mixed Use, Community and Residential Infill IRDP / FLISP	284	113,6	(@2.5) 710
Farm 1/1158 & RE/1158	F	4.59	Mixed Use, Community and Residential Infill IRDP / FLISP	830+283 = 1 113	445,2	(@2.5) 2 782,5
Farm RE/3/1041	G	3.45	Infill Development and Mixed Use	201	80,4	(@2.5) 502,5
Sites Available: Maasdorp (See La Motte)						
Sites Available: Meerlust (See Groot Drakenstein)						

(Stellenbosch Municipality Housing Pipeline, 2023)

In summary the following services capacity are required:

Rural Areas	Water	Electricity
Groot Drakenstein	544,4 Kl	3 400 KvW
Koelenhof	2 918 Kl	18 237,5 KvW
Lynedoch	105,6 Kl	660 KvW
Muldersvlei	1 038 Kl	6 487,5 KvW
Raithby	242 Kl	1 512,5 KvW
Vlottenburg	1 582 Kl	9 887,5 KvW
Wemmershoek	202,8 Kl	1 267,5 KvW
Total:	6 632,8 Kl	41 425,5 KvW

Bosdorpe, Water &Agri-villages	Water	Electricity
Jonkershoek	16 Kl	100 KvW
La Motte	1 108,8 Kl	6 922 KvW
Maasdorp (See La Motte)		
Meerlust (See Groot Drakenstein)		
Total:	1 124,8 Kl	7 022 KvW

Stellenbosch	Water	Electricity
Stellenbosch	1 039,6 Kl	1 930 KvW
Onder Papegaaiberg	2 603,6 Kl	13 837,5 KvW
Kayamandi North	6 395,2 Kl	38 777 KvW
Kayamandi South	980 Kl	5 864 KvW
Cloetesville	692,8 Kl	4 230,5 KvW
Total:	11 711,2 Kl	64 639 KvW

Franschhoek	Water	Electricity
Franschhoek North	922,8 Kl	5 767,5KvW
Franschhoek South	65,2 Kl	407,5 KvW
Total:	988 Kl	6 175KvW

Klapmuts		Water	Electricity
Klapmuts	Total:	3 269,2 Kl	20 297,5KvW

Stellenbosch Surroundings	Water	Electricity
Jamestown	2 074 Kl	12 962,5 KvW
Jonkershoek (See Bosdorpe)		
De Zalze Annex	185,2 Kl	1 157,5 KvW
Total:	2 259,2 Kl	14 120 KvW

Franschhoek Valley	Water	Electricity
La Motte	See Bosdorpe	
Wemmershoek	See Rural Areas	
Maasdorp	See Bosdorpe	

Settlements along R304	
Koelenhof	See Bosdorpe , Water Affairs settlements and Agri-villages
Muldersvlei	See Rural Areas

Settlements along Baden Powell	
Lynedoch	See Rural Areas
Vlottenburg	

Settlements in Dwarsrivier Valley	Water	Electricity
Johannesdal	137,6 Kl	860 KvW
Kylemore	425,2 Kl	2 657,5 KvW
Lanquedoc	229,6 Kl	1 435 KvW
Groot Drakenstein (See Rural Areas)		
Meerlust (See Bosdorpe)		
Total:	792,2 Kl	4 952,5 KvW

Settlements on Somerset Plain	
Raithby	See Rural Areas

8.4 Additional social Facilities

All sites were rated according to their proximity to schools, ECD sites and crèches, libraries, clinics and places of worship (See table below). In case of a site being 400m and less from an amenity a score of 2 was allocated, in case of a site being further than 400m but closer than 1000m, a score of 1 was allocated with a site being further than 1km, a score of 0 was allocated. Scores for *schools* and *clinics* were doubled and added to the total. (Stellenbosch Municipal SDF, 2019).

Proximity	School	ECD	Library	Clinic	Place of worship	Sports field
≤400	4	2	2	4	2	4
401 – 1000	2	1	1	2	1	2
>1000	0	0	0	0	0	0

Table 53: Ranking Scale & Weights

Erf/ Farm no	IZS Zoning	School	ECD	Library	Clinic	Place of Worship	Sportsfield	Total
Cloetesville								
Erven 6847, 6886 & 6300	Erven 6847: Community Zone /6886 & 6300: Public Open Space Zone.	4	2	0	0	2	0	8
Erven, 8667, 6852 & 8937	Public Roads and Parking Zone.	4	2	0	0	2	0	8
Erven 6668 & 7181	Public Open Space Zone.	4	2	0	0	2	0	8
Erf 7271	Public Roads and Parking Zone / Community Zone.	4	1	0	0	2	0	7
Erf 6705	Public Open Space Zone.	4	1	0	0	2	0	7
Erf 8915	Public Open Space Zone/Education Zone.	4	1	0	0	2	0	7
Erven 7001	Utility Services Zone.	2	1	0	0	1	0	4
Erf 8776	Public Open Space Zone.	2	0	0	0	1	0	3
De Zalze annex								
Farm 1310	Agriculture and Rural Zone.	0	0	0	0	1	4	5
Franschhoek (North)								
Erven 412	Subdivisional Area.	4	0	0	0	2	0	6
Erven 217	Public Roads and Parking Zone.	4	0	0	0	2	0	6
Erven 284	Community Zone.	4	0	0	0	2	0	6
"Langrug" Erven 959-1120 and Erf 2901	Limited Use Zone.	4	0	0	0	1	0	5
Erf 3229 Mooiwater	Public Open Space Zone.	2	0	0	0	1	0	3
Jamestown								
Farm RE/527	Agriculture and Rural Zone.	4	0	0	0	1	0	5

Erf/ Farm no	IZS Zoning	School	ECD	Library	Clinic	Place of Worship	Sportsfield	Total
Jonkershoek								
Various	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Longlands Village								
Farm 393	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Kayamandi (North-West)								
Erf 3603 & Erf 3692	Less Formal Residential Zone.	4	0	0	0	1	0	6
Ptn 1 of Farm 183	Agriculture and Rural Zone.	2	0	0	0	1	0	3
Ptn 36 of Farm 183	Industrial Zone.	2	0	0	0	0	0	2
Ptn 5 of Farm 183	Agriculture and Rural Zone.	2	0	0	0	0	0	2
Farm Re/182	Agriculture and Rural Zone.	2	0	0	0	0	0	2
Ptn 1 of Farm 182	Agriculture and Rural Zone.	2	0	0	0	0	0	2
Ptn 23 of Farm 183		0	0	0	0	0	0	0
Ptn 60 of Farm 183	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Kayamandi (South)								
Town Centre		4	1	0	0	2	0	7
Ptn 33 of Farm 175	Agriculture and Rural Zone.	2	1	0	0	1	2	6
Erven 112, 114, 115, 116	Multi-unit Residential Zone.	4	0	0	0	2	0	6
Erf RE/288 & Erven 1080-1112	Limited Use Zone.	4	0	0	0	2	0	6
Farms 81/2 & 81/9	Agriculture and Rural Zone.	2	1	0	0	2	0	5
Erven 1080 - 1112	Multi-unit Residential Zone.	4	0	0	0	1	0	5
Erven 1123 - 1154	Multi-unit Residential Zone.	4	0	0	0	1	0	5
Erven 513-522, 66, 67, 69, Ptn of Erf 523	Erven 66-69: Multi-unit Residential Zone /Erven 513- 522: Less Formal Residential Zone /Ptn of Erf 523: Private Open Space Zone.	4	0	0	0	1	0	5
Erven 2175	Agriculture and Rural Zone.	2	0	0	0	1	0	3
Ptn of Farm 181	Agriculture and Rural Zone.	2	0	0	0	0	0	2
Ptn 5 of Farm 175	Agriculture and Rural Zone.	2	0	0	0	0	0	2
Watergang Phase 2C: Erf 3603	Less Formal Residential Zone.	2	0	0	0	0	0	2
Farm Re/183	Agriculture and Rural Zone.	0	0	0	0	0	0	0

Erf/ Farm no	IZS Zoning	School	ECD	Library	Clinic	Place of Worship	Sportsfield	Total
Klapmuts								
Erven 2183	Limited Use Zone.	2	0	0	0	1	2	5
Koelenhof								
Ptn 39 & 40 of Farm Koelenhof No 66	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Kylemore								
Erven 64	Agriculture and Rural Zone.	4	0	0	0	1	4	9
La Motte								
Farm RE/1339	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Old Forest Station: Farm 1/1158	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Farm 1/1158 & RE/1158	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Old Forest Station: Farm 1339, Farm 1158 & Farm 1158/1	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Meerlust								
Farm 1/1006	Agriculture and Rural Zone.	0	0	0	0	0	0	0
Stellenbosch								
Lapland Precinct: Erven 2149, 6590, 2608, 2609, 6659, 9106	Conventional Residential Zone/Public Open Space Zone.	4	0	0	0	2	2	8
Teen-die-Bult Precinct: Farm 180 & Erven 2728, 3481-3486	Conventional Residential Zone/Public Open Space Zone.	4	0	0	0	2	2	8
Droë Dyke:RE/284, 17/183, RE/35/183, 8/283, RE/283, Farm 281	Conventional Residential Zone/Public Open Space Zone.	0	0	0	0	0	0	0

(Stellenbosch Municipal SDF, 2019)

8.5 Development Readiness Ranking

A development readiness assessment ranked all pipeline projects.

Three projects are being executed of which one is in Idas Valley and two in Kayamandi (Zone O & Watergang). [3]

Projects that ranked the highest (4) are one in Cloetesville (Erf 7001), one in Klapmuts (La Rochelle) and seven in Kayamandi (Centre, Red Bricks, Mpelazwe, Enkanini & 3 others). [9]

Projects that ranked second highest (3) are one each in Jamestown, Langrug (Franschhoek), Meerlust (Franschhoek Valley) and Kayamandi (Northern Extension). [4]

Projects ranking at two (2) One in Kylemore, one in Groendal, one in La Motte (old Forest Station), one in Cloetesville (across Kayamandi taxi rank) and one in Maasdorp.[5]

Projects ranking at one (1) include six (6) in Cloetesville, three (3) in Stellenbosch and one in Franschhoek (Mooiwater). [10]

Projects ranking at zero (0) include one (1) in Cloetesville, two (2) in Stellenbosch one in Jonkershoek and one on. [4]
(Stellenbosch Municipality Housing Pipeline, 2023)

Settlement	Cur	4	3	2	1	0
Stellenbosch					3	2
Cloetesville		1		1	6	1
Idas Valley	1					
Kayamandi	2	7	1			
Franschhoek			2	1	1	
Klapmuts		1				
Stellenbosch Surroundings						
Jamestown			1			
Jonkershoek						1
Franschhoek Valley						
La Motte (Wiesiesdraai)				1		
Maasdorp				1		
Settlements along R304						
Elsenburg						
Koelenhof, Simonsig						
Settlements along Baden Powell						
Vlottenburg						
Settlements in Dwarsrivier Valley						
Kylemore				1		
Lanquedoc						
Grt Drakenstein, Meerlust						
Settlement on Somerset Plain						
Faure						
Raithby						
Total	3	9	4	5	10	4

9 Enabling Actions

A list of human settlement development enabling actions and/or projects (multi-sectoral) per Priority Area follows.

9.1 Financial Management Instruments and Implementation Strategy

Municipal finance for settlement making can be obtained from Urban Settlement Development Grant (USDG) or from Division of Revenue Act Allocations (DORA).

Enabling infrastructure programme (USDG)

Funds for infrastructure such as utility services, roads and public transport facilities are accessed from National Treasury per the Urban Settlement Development Grant. In addition to the USDG grant and where necessary, Stellenbosch Municipality obtains a loan from a private bank and service the loan from collection of rates and taxes and/or USDG funds received (Municipal debt finance linked approach).

Funds for Social Facilities are obtained from the Departments of Education or Social Services i.e. the RSEP programme. (Stellenbosch Municipality Housing Pipeline, 2023) (Stellenbosch Municipal SDF, 2019).

Available Housing Finance Management Instruments (DORA+)

A range of programmes and funding models are available from the Provincial Department of Infrastructure. The models tabulated below will be applied by Stellenbosch Municipality given the grant made available to the Municipality from National Government housing delivery programmes:

Types of Housing Instrument	Integrated Residential Development Programme (IRDP) (State subsidies)	Upgrading Informal Settlement Programmes UISP & Emergency Housing	Finance Linked Individual Subsidy Programme (FLISP)	Rental Stock/ Social Housing	Rural or Bosdorp of Water Affairs Housing
Stellenbosch	X	X	X	X	
Franschhoek	X	X	X		
Klapmuts		X			
Jamestown (SS)	X		X		
Jonkershoek (SS)	X		X		X
La Motte (Wiesiesdraai) (FV)	X		X		X
Wemmershoek (FV)					
Elsenburg (R304)	X		X		X
Koelenhof (R304)	X				X
Vlottenburg (BP)	X				
Kylemore (DV)	X				
Lanquedoc (DV)					X

Table 54:: Housing funding models applied in Stellenbosch

The table to follow list the enabling actions per project being part of the IHSP pipeline.

*Pre-Planning and/or Planning Phases		
	Name of project / settlement	**Enabling actions**
1	Erf 7001 Stellenbosch, Cloetesville ("Soek-mekaar")	A service provider was appointed to undertake planning studies and obtain development rights for the proposed middle to higher income GAP housing development.
2	Jamestown Development: Phase 2 & 3	A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development.
3	Northern Extension	A service provider was appointed to obtain development rights for a mixed-use development on the properties known as the Northern Extension.
4	Erf 64 Kylemore	A feasibility study report into the proposed housing development was completed. A Power of Attorney has been obtained by the NHDA for the transfer of land. The NHDA has appointed a team of professionals to finalise detailed planning studies and to obtain development rights.
5	Erven 412, 217 and 284 Groendal, Franschhoek	The consultant submitted various proposed concept layout options for the consideration by Council. An Item will be submitted to Mayco to consider the proposed development options for the property.
6	Portion of Erf 7271 Stellenbosch, Cloetesville	Council has approved the project to proceed to detailed planning studies. Funding application to PDoI was submitted, Housing Development await the outcome of funding application.
7	Erven 6300, 6847, 6886 Stellenbosch, Cloetesville	Council has approved the project to proceed to detailed planning studies. Funding application to PDoI was submitted, Housing Development await the outcome of funding application.
8	Erf 8776 Stellenbosch, Cloetesville	Council has approved the project to proceed to detailed planning studies. Funding application to PDoI was submitted, Housing Development await the outcome of funding application.
9	Erf 6705 Stellenbosch, Cloetesville	Council has approved the project to proceed to detailed planning studies. Funding application to PDoI was submitted, Housing Development await the outcome of funding application.
10	La Motte Old Forest Station	A feasibility study report into the proposed housing development was completed. The NHDA has been appointed to facilitate the transfer of land and to finalise detained planning studies for township establishment.
11	Droë Dyke	Forms part of the Adam Tas Corridor initiative. The property is under investigating for future housing development.
12	Jamestown Development: Phase 4	A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development. Minor amendments were made to the MSDF to make provision for this project.

*Social Housing Project		
	Name of project / settlement	**Enabling Actions**
1	Farms 81/2 and 81/9 Stellenbosch.	The Terms of Reference (ToR) was advertised to appoint an accredited Social Housing Institute (SHI) and/or Other Development Agency (ODA) to develop social housing project.
2	Lapland Precinct.	The service provider completed a feasibility study and further detailed studies will commence subject to the availability of funding.
3	Teen-die-Bult Precinct.	The service provider completed a feasibility study and further detailed studies will commence subject to the availability of funding.
*Formalising and Upgrading of Existing Settlements		
	Name of project / settlement	**Enabling actions**
1	Erf 2183 Klapmuts, La Rochelle.	A service provider has submitted land use applications to obtain development rights for enhanced serviced sites.
2	Langrug, Franschhoek.	A service provider will be appointed to finalise detailed plans for the rehabilitation of the freshwater dam and implementation of an in-situ upgrade project.
3	Enkanini Informal Settlement.	The in-situ upgrade of Enkanini to commence in 2025/26 financial year.
4	Kayamandi Town Centre.	A service provider has submitted land use applications to obtain development rights for township establishment for 3-storey (BNG) walk-ups.
5	Maasdorp Village, Franschhoek	A service provider has submitted a land use application to obtain development rights.
6	Five housing projects in Kayamandi	The service provider is in process to register at the Surveyor General (SG)'s office.
7	3460 Meerlust, Franschhoek (200).	A feasibility study report into the proposed housing development project was concluded. The NHDA has been appointed to facilitate the transfer of land and to finalise detailed planning studies for township establishment.
8	Jonkershoek.	A feasibility study report has been concluded. NHDA has been appointed to facilitate the process. Clarity on the way forward need to be determined.

*Housing projects being Implemented		
	Name of project / settlement	**Enabling Actions**
1	Erf 3229 Mooiwater.	Development rights for the project have been obtained. A contractor has completed rehabilitation of the property. The project was implemented in two phases as follows. • Phase 1: A contractor was appointed in July 2022 for the-site rehabilitation and construction of bulk. The project was completed in December 2023. • Phase 2: The Project Management Unit is in the process of appointing a contractor for the installation of Civil and Electrical infrastructure. The completion date of the project is scheduled for June 2024.
2	Idas Valley.	The construction of 166 top structures commenced in July 2022 and completion is scheduled December 2023.
3	The Steps and Orlean Lounge, Cloetesville.	The upgrade of the housing units commenced July 2020. The completion date of the project is scheduled for June 2023.
4	ISSP Kayamandi Zone O (711) UISP.	A contractor was appointed in July 2022 for the installation of civil services for 178 sites. The contractor has been unable to establish on site due to the relocation of 58 families on site. There has been a collaborative effort in the municipality to relocate the families to commence with the implementation of the project. According to the program, the contractor is expected to complete the project by June 2024.

Table 55: Approved Human Settlement Housing Pipeline 2023 – 2026

9.2 Programme of required implementation activities (3-5 year detailed and longer-term indicative)

Table 58 below lists the projects to be implemented over the next 3 – 5 years:

Project No (PMO system to New Naming Convention)	Town	Suburb	Catalytic/ PHDA project	Urgency (Proposed Year of Implementation)	% of Total Need Addressed by Project	Housing Programme/s	Housing Opportunities			
							Site	Serviced sites	Top structures (units)	Other
21) Erven 1080 – 1112 Kayamandi	Kayamandi	Kayamandi	PHDA	2021/22	0.2%	TE			Completed	33
22) Red Bricks Hostels	Kayamandi	Kayamandi	PHDA	2021/22	0.3%	TE				51
23) Erven 1123 – 1154 and 1113	Kayamandi	Kayamandi	PHDA	2021/22	1.1%	TE				175
24) Erven 513-522, 66, 67, 69 & Ptn of Erf 523	Kayamandi	Kayamandi	PHDA	2021/22	0.8%	TE				137
25) Mpelazwe: Erf RE/288	Kayamandi	Kayamandi	PHDA	2021/22	0.3% - 0.4%	TE				54-65
1) 3269 Development: Phases 2 – 4	Stellenbosch	Jamestown	PHDA	Currently Planning	12.3%	Mixed use/ IRDP / FLISP	2 000			
20) Maasdorp Village, Franschhoek	Rural	Maasdorp	N/A	Current – planning	0.1%	TE				16
28) Erf 3229 Mooiwater, TRA	Franschhoek	Mooiwater	No	Current	1.6%	UISP	258			Basic services
29) Erf 9445, Idas Valley	Stellenbosch	Idas Valley	PHDA	Current	1%	IRDP / FLISP			166	
30) The Steps & Orlean Lounge	Stellenbosch	Cloetesville	PHDA	Current	1%	Rectification (Municipal)				161
31) ISSP Kayamandi Zone O (711)	Kayamandi	Kayamandi	PHDA	Current	4.4%	UISP	711			
32) 3259 ISSP Kayamandi Enkanini (1300)	Stellenbosch	Kayamandi	PHDA	Current	8%	UISP	1300			
14) Farms 81/2 & 81/9	Stellenbosch	Cloetesville	PHDA	2023/24	1.5% - 2.1%	SH				±250 - 350
2) 3694 Erf 7001 Cloetesville (360) IRDP	Stellenbosch	Cloetesville	PHDA	2023/24	1.5% - 1.8%	IRDP / FLISP	250 - 300			
4) Northern Extension, Kayamandi	Stellenbosch	Kayamandi	PHDA	2023/24	24.5% - 36.8%	IRDP / FLISP	4000–6000			
17) La Rochelle Klapmuts (Erf 2183)	Klapmuts	Klapmuts	No	2023/24	0.6%	UISP		109	PTRU	

Project No (PMO system to New Naming Convention)	Town	Suburb	Catalytic/ PHDA project	Urgency (Proposed Year of Implemen-tation)	% of Total Need Addressed by Project	Housing Programme/s	Housing Opportunities			
							Site	Serviced sites	Top structures (units)	Other
18) 3256 Langrug (1900)	Franschhoek	Langrug	No	2024/25	TBD	UISP		1900		
19) 3258 ISSP Kayamandi Centre (1000)	Stellenbosch	Kayamandi	PHDA	2024/25	11.3%	UISP			1847	
3) 2053 (20) Stellenbosch Erf 64 Kylemore (171) IRDP	Kylemore	Kylemore	No	TBD	1.0%	IRDP		±600		
5) Erven 412, 217 and 284 Groendal	Groendal	Groendal	N/A	TBD	0.9% - 1.2%	IRDP / FLISP	150 - 200			
6) Ptn of Erf 7271	Stellenbosch	Cloetesville	PHDA	TBD	1%	Plot-Plan / FLISP/ GAP		168		
7) Erven 6300, 6847 & 6886	Stellenbosch	Cloetesville	PHDA	TBD	1.7%	FLISP/ GAP/ (Plot-Plan)	279 (or 90)			
8) Erf 8776	Stellenbosch	Cloetesville	PHDA	TBD	0.2%	GAP/ FLISP	37			
9) Erf 6705	Stellenbosch	Cloetesville	PHDA	TBD	0.07%	GAP/ FLISP			12	
10) Erf 8915	Stellenbosch	Cloetesville	N/A	TBD	0.5%	IRDP / FLISP / Other		84		
11) Erven 6668 & 7181	Stellenbosch	Cloetesville	N/A	TBD	0.5%	IRDP / FLISP / Other		83		
12) La Motte Old Forest Station	Franschhoek	La Motte	No	TBD	6.8%	IRDP / FLISP	830+283			
13) Droë Dyke	Stellenbosch	Stellenbosch	PHDA	TBD	6.1%	IRDP / FLISP / SH	1 000			
15) Lapland Precinct	Stellenbosch	Stellenbosch	PHDA	TBD	2.3%	SH			368	
16) Teen-die-Bult Precinct	Stellenbosch	Stellenbosch	PHDA	TBD	1.1%	SH			180	
26) 3460 Meerlust, Franschhoek (200)	Meerlust	Meerlust	No	TBD	1.2%	IRDP			200	
27) Jonkershoek	Stellenbosch	Jonkershoek	N/A	TBD	0.7%	TE / IRDP / FLISP				40 exist
33) Watergang Phase 2C	Kayamandi	Kayamandi	PHDA	TBD	0.5%	UISP	87			

Table 57: Projects to be implemented in next 3-5 years (Stellenbosch Municipality Housing Pipeline, 2023)

9.3 Linked to a list of funding requirements per financial year

Table 59 below provides the land assembly and release (Readiness) schedule and planning permission schedule (Sustainability) for identified land parcels for Stellenbosch. Sustainability Criteria scores are generated from completing a Layout Plan Checklist. (Stellenbosch Municipality Housing Pipeline, 2023).

Abbreviations: PTRU-Possible Temporary Relocation Units; TE-Township Establishment; LS-Large Scale; LI-Land Invasion; ES-Environmental Sensitivity; SS-Steep Slopes; BEW-Bulk Earth Works; ATC-Adam Tas Corridor; WS-Water Supply; BC-Bulk Capacity; CD-Community Dynamics; DC-Design Concept; CC-Community Challenges; BSP-Bulk Service Provision; UE-Urban Edge; C Coop-Community Cooperation.

	Project Readiness								Project Sustainability			
No.	Land Obtained & Erf/ Ptn No	EIA ROD	Bulk Capacity	Land Use Approvals	DHS Approval	Council Approval	Risks/ Issues	Readiness Score	Geotech Conditions	Sustain-ability Criteria	Strategic Alignment	Planning Conditions
29) Idas Valley Erf 9445	Yes	Yes	Yes	Yes	Yes (PIRR)	Yes	C Coop, LI	Current	Suitable		N/A	Yes
31) ISSP Kayamandi Zone O (711)	Yes, Erf 2991	Yes	Yes	Yes	Yes (PIRR)	Yes	LI, C Coop	Current	Suitable		Yes	Yes
33) Watergang Phase 2C	Yes, Erf 3603	Yes	Yes	Yes	Yes	Yes	Cost	Current	TBD		N/A	Yes
2) 3694 Erf 7001 Cloetesville (360) IRDP	Yes, Erf 7001	No	Yes	No	Yes (PID)	Yes	FLISP Beneficiaries	4	Suitable		Yes	Yes
17) La Rochelle Klapmuts (Erf 2183)	Yes, Erf 2183	Yes	Yes	No	No	Yes	Small Scale, LI	4	Suitable		Yes	Small Site
19) 3258 ISSP Kayamandi Centre (1000)	Yes, Various	No	Yes	No	Yes (PID)	Yes	LS, decanting required	4	Suitable		Yes	Yes
21) Erven 1080 – 1112 Kayamandi	Yes, Erven 1080-1112	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		Yes	TBD
22) Red Bricks Hostels	Yes, Erven 112, 114, 115, 116	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		TBD	TBD
23) Erven 1123 – 1154 & 1113	Yes	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		TBD	TBD
24) Erven 513-522, 66, 67, 69 and a Ptn of Erf 523	Yes	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		TBD	TBD
25) Mpelazwe: Erf RE/288	Yes	No	Yes	No	Yes	Yes	CC & possible encroachment	4	Suitable		TBD	TBD
32) 3259 ISSP Kayamandi Enkanini (1300)	Yes, Various	Yes	Yes	Yes	Yes (PFR)	Yes	LS, Decanting	4	SS, Cost		Yes	Yes

No.	Project Readiness								Project Sustainability			
	Land Obtained & Erf/ Ptn No	EIA ROD	Bulk Capacity	Land Use Approvals	DHS Approval	Council Approval	Risks/ Issues	Readiness Score	Geotech Conditions	Sustain-ability Criteria	Strategic Alignment	Planning Conditions
1) 3269 Jamestown Development: Phases 2 – 4	Yes, Ptn RE/527 & 7/527	No	TBD	No	Yes (PID)	Yes	LS	3	Suitable		Yes	Yes
4) Northern Extension, Kayamandi	Yes, Various	No	TBD	No	Yes (PID)	Yes	LS, LI	3	Mostly Suitable, SS		Yes	Yes
18) 3256 Franschhoek Langrug (1900)	Yes, Erven 959-1120 and 2901	No	TBD	No	Yes (PID)	Yes	Decanting required	3	Suitable, but SS		Yes	Yes
26) 3460 Meerlust, Franschhoek (200)	Yes, Farm 1006/1	No	TBD	No	Yes (PID)	Yes	Location & Small Scale	3	TBD		Potential TBD	TBD
3) 2053 (20) Erf 64 Kylemore (171) IRDP	No, Erf 64	No	Yes	No	No	Yes	Land not Municipal Owned	2	Suitable		Yes	Yes
5) Erven 412, 217 and 284 Groendal	Yes, Erven 412, 217 & 284	No	TBD	No	No	Yes	TBD	2	TBD		Yes	TBD
12) La Motte Old Forest Station	No, Farm 1339, 1158 & 1158/1	No	TBD	No	Yes (PID)	Yes	Land not Municipal Owned	2	Suitable		Yes	Yes
14) Farms 81/2 & 81/9	Yes, Farms 81/2 & 81/9	No	TBD	No	No	Yes	Various	2	Not Suitable		Yes	TBD
20) Maasdorp Village, Franschhoek	No, Farm 1041/27 & 1041/28	Yes	No	No	No	Yes	Cost	2	Suitable		Yes	TBD
6) Ptn of Erf 7271	Yes, Ptn Erf 7271	No	TBD	No	No	Yes	ES, Cost	1	Soil condition & water table adds to cost		Yes	TBD
7) Erven 6300, 6847 & 6886	Yes, Erven 6300, 6847 & 6886	No	TBD	No	No	Yes	ES, Cost	1	Soil condition & water table adds to cost		Yes	TBD
8) Erf 8776	Yes, Erf 8776	No	TBD	No	No	Yes	Cost	1	Soil condition & water table adds to cost		Yes	TBD
9) Erf 6705	Yes, Erf 6705	No	TBD	No	No	Yes	Soil Cond impact costs	1	Soil Condition impact costs		Yes	TBD

No.	Project Readiness								Project Sustainability			
	Land Obtained & Erf/ Ptn No	EIA ROD	Bulk Capacity	Land Use Approvals	DHS Approval	Council Approval	Risks/ Issues	Readiness Score	Geotech Conditions	Sustain-ability Criteria	Strategic Alignment	Planning Conditions
10) Erf 8915	Yes, Erf 8915	No	TBD	No	No	Yes	SS, Poor Soil, insuff Infras	1	SS		Yes	TBD
11) Erven 6668 & 7181	Yes, Erf 6668 & 7181	No	TBD	No	No	Yes	BEW required	1	Poor Soil, BEW required		Yes	TBD
13) Droë Dyke	No, Ptn Farm RE/284, 183/17, RE Ptn 35 of 183, 283/8, RE/283, 281	No	No	No	No	Yes	Scale & Dependence on ATC	1	TBD		Yes	Yes
16) Teen-die-Bult Precinct	Yes, Farm 180, Erven 2728, 3481-3486	No	TBD	No	No	No	Construction on top of existing units	1	TBC		Yes	TBD
28) Erf 3229 Mooiwater, Franschhoek TRA	Yes	No	Yes	Yes	Yes	Yes	Decanting, invasion	1	Suitable		Not indicated	Yes
15) Lapland Precinct	No, Erven 2149, 6590, 2608, 2609, 6659, 9106	No	TBD	No	No	Yes	Relocation of prison, construction on top of existing units	0	TBC		Yes	TBD
27) Jonkershoek	No, Various	No	No	No	No	Yes	Conservation status, BSP Constraints	0	TBD		Potential TBD	TBD
30) The Steps and Orlean Lounge	N/A	N/A	Yes	N/A	N/A	Yes	C Coop, Decanting	N/A	Suitable		Yes	N/A

Table 58: Funding Requirements per Financial Year

10 Conclusion

An overview of all topologies of housing provision to households with an income of less than R15 001 in the Stellenbosch settlements follows in the enclosed table. The percentage it constitutes from the waiting list is also tabulated. A total of 28 612 units is included in the housing pipeline that address the demand as per the 2016 backlog and waiting list.

The demand for subsidized and partially subsidized housing projected in 2036 is 41 953 units in total. In Franschhoek there is not enough land to provide for the demand and the shortfall in Franschhoek is made good in Klapmuts mainly and in Stellenbosch. The need for GAP housing should be met given Greenfields development in Jamestown, the catalytic projects in Stellenbosch (both Adam Tas and Kayamandi Northern Extension) and Klapmuts. Whilst the provision focuses on the three main settlement, provision to formalise and extent within limits of housing in the former forestry settlement and some agri-settlement will be implemented. Overall, Stellenbosch Municipality is in a position to supply in two thirds of the demand projected in 2036.

	Provision Planned: All typologies	
Settlement	**As per pipeline (Provision)**	**% of Backlog**
Stellenbosch		
Cloetesville	1299	8.42%
Kayamandi	9401	57.65%
Idas Valley	166	1%
Stellenbosch East	548	3.4%
Stellenbosch West Droë Dyke	1000	6.1%
Jamestown (SS)	2000	12.3%
Jonkershoek (SS)	40	0.7%
Franschhoek	3013	
Groendal & Mooiwater	433	2.6%
La Motte (Wiesiesdraai) (FV)		
Maasdorp (FV)	16	0.1%
Klapmuts	100	0.6%
Kylemore (DV)	600	1%
Meerlust, Groot Drakenstein (DV)	200	1.2%
	18 816	

Table 59: Need, Demand and Provision till 2025, Overview, Stellenbosch

Integrated Human Settlement Plan

Addendums A - F

Addendum A: Wards per Settlement List and Ward Description and Population, 2011

Ward Description and Population, 2011

Stellenbosch	5-6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
Idas Valley	5, 6
Kayamandi	12, 13, 14, 15
Cloetesville	16, 17
Franschhoek	1
Groendal	2
Mooiwater	1
Langrug	2
Klapmuts	18
Stellenbosch Surroundings	
Jamestown	21
Jonkershoek	5
Devon Valley	11
Franschhoek Valley	2
La Motte (Wiesiesdraai)	2
Robertsvlei	2
Wemmershoek (De Hollandse Molen)	2
Maasdorp	2, 3
Settlement along R304 (R101) (Old Paarl Road)	19
Elsenburg	19
Koelenhof, Simonsig	19
Muldervlei	19
Settlements along Baden Powell	20
Lynedoch	20
Vlottenburg	20
Spier	20
Settlements in Dwarsrivier Valley	3 & 4
Johannesdal	4
Pniël	4
Kylemore	4
Lanquedoc	3
Groot Drakenstein, Meerlust	3
Settlements on Somerset Plain	20
Faure	20
Raithby	20

Ward Description and Population, 2011

From Table 12: Municipal ward population (Stellenbosch IDP, fourth review, 2019)

Ward	Areas	Population (2011)
1	Franschhoek Town, Bo-Hoek Farms, Mooiwater	12 389
2	Langrug, La Motte, Dennegeur, Groendal, Robertsvlei	7 519
3	Wemmershoek (De Hollandse Molen), Lanquedoc, Meerlust	8 952
4	Pniël, Kylemore, Johannesdal	8 230
5	The Ridge, Lindida, Ida's Valley (The Hydro in the direction of Ida's Valley and Omega Street to Jonkershoek)	5 656
6	Ida's Valley and farms (Nietvoorbij, Timberlea, Morgenhof, Remhoogte, Muratie, Groenhof, Delheim, Lievland, Kanonkop, Uitkyk, Glenelly, Emerie, Laundry, Packham, L'Avenir)	5 856
7	Mostertsdrift, Kolonieshof, Karindal, Rozendal, Uniepark, Simonswyk, Universiteitsoord, De Weides	3 873
8	Stellenbosch Central and university areas	5 682
9	Boundaries of the Eerste River, Krige, Herte, Skone Uitsig, Bird, Merriman, Bosman, Victoria, Neethling, Van Riebeeck, Drostdy and Helderberg Street	822
10	Tenantville, Lappan street to Lackay street, La Colline-Faure, Dr Malan Street to Irene Park, Conde Street, Mount Albert, Taylor, Voorplein to Kromriver, Municipal Flats (Lavanda, Aurora, Phyllaria, Molteno Avenue) to Paul Kruger Street and Banghoek Avenue	5 270

11	Dorp Street to Herte Street, Mark Street, Alexander Street, bottom of Bird Street to the Stellenbosch Train Station, all areas in Onder Papegaaiberg and businesses, Devon Valley	6 545
12	Kayamandi: Enkanini, Snake Valley, Watergang, Thubelitsha, New Watergang (106), Zone O (next to Enkanini), Chris Hani Drive, Municipal Flats(10TH and 13TH Street), School Crescent, Ekuphumleni, Siyahlala, Zone A and George Blake	8 009
13	Kayamandi: Old Location from Lamla Street to Luyolo Street, Red Bricks and Old Hostels	2 482
14	Kayamandi: Zone I Setona Street), Zone O (lower part) Mgabadeli Crescent, Monde Crescent, Costa Land, Strong Yard, Zone M (8th Avenue)	5 280
15	Kayamandi: Mjandana Street(Zone L), Mputa Close, Zone K, Ndumela Street(Zone J), Distell Hostels, Vineyard, Zone O Middle part(Fire Street), Municipal Workers Flats, Zone N, and M, Old Corrobricks Hostels, Mdala Street(Old Hostels) Eight(8) Close	10 403
16	Long Street to end of Smarty Town, Eike Street, Curry Street, Primrose Street, Pine (Bo en Onder), North End, Vredelust, Gemsbok, Daffodil Single, Steps, Sylvia Street, Eiland Street, Last Street (White City), Frikkadel Dorp, September Street, Smarty Town and Weltevrede	8 626
17	Kloof and Longstreet flats, Welgevonden and Weltevreden	7 728
18	Klapmuts and surrounding farms	8 763
19	Elsenburg, De Novo, Koelenhof	10 493
20	Vlottenburg, Raithby, Lynedoch to Meerlust, Eikendal, Mooiberge, Faure	9 628
21	Jamestown, Paradyskloof, De Zalze, Techno Park, Blaauwklippen, surrounding farms	8 651
22	Die Boord, Dalsig, Brandwacht, Krigeville, Libertas Farm	4 873

(Stellenbosch Municipality, 2017)

Addendum B: Alignment of WCIHSP Guidelines with Stellenbosch IHSP 2022 – 2027 Chapters

B1. Alignment Overview

IHSP Chapter		Sub Content		Deliverables	Stellenbosch IHSP: Chapters and Sections
A	Human Settlement Planning & Development Context	A1: Legal and Policy Framework	A1.1	Summary of legal and policy informants.	Chapter 1
		A2: Demographic Assessment	A2.1	Estimate of current population distinguished by gender, age, household income and employment profile.	Chapter 2
			A2.2	Estimate of future population based on established population growth rate segmented by household income profile.	Chapter 2
		A3: Human Settlement Status Assessment	A3.1	Identification of key settlement features (areas of informal settlement; areas where overcrowding is a feature; areas undergoing land use change trends), institutions involved in housing delivery of different types etc.	Chapter 3
		A4: Assessment of Municipal-Specific Housing Need	A4.1	Identification of municipal housing demand segmented by: (i) Current number of households by income/affordability; (ii) Future number of households by income/affordability; (iii) Tenure (rental vs ownership).	Chapter 4
		A5: Key Human Settlement Challenges	A5.1	List of challenges as identified during situational analysis.	Chapter 5
B	Strategic Framework for IHSP	B1: Municipal IHSP Vision Statement	B1.1	Long term human settlement development vision aligned with MSDF/IDP.	Chapter 6
		B2: Objectives and Strategies in response to challenges	B2.1	Develop objectives and strategies that respond to identified challenges.	Chapter 7
C	IHSP Portfolio of Projects	C1: IHSP Project Portfolio	C1.1	Spatial identification of land and Priority Areas.	Chapter 8
			C1.2	Portfolio of housing and settlement upgrade projects spatially linked to identified Priority Areas for intervention.	Chapter 8
		C2: IHSP Implementation Pipeline	C2.1	Develop project pipeline.	Chapter 4, Section 4.5
		C3: Enabling Actions	C3.1	List of human settlement development-enabling activities and/or projects (multisectoral) per Priority Area.	Chapter 9
			C3.2	Programme of required implementation activities (3-5 year detailed and longer-term indicative).	Chapter 9, Section 9.2
			C3.3	Linked to a list of funding requirements per financial year.	Chapter 9, Section 9.1
			C3.4	Project Readiness.	Chapter 8, Sections 8.3 – 8.5

(Stellenbosch Municipality Housing Pipeline, 2023)

B2. Alignment Detail

A: Human Settlement Planning & Development Context			
	Components of Generic IHSP	Purpose of Component	Page number, Stellenbosch IHSP
A1:	Legal and Policy Framework		
	Human Settlement Policy Framework • National • Provincial • District Legal Mandate of the Municipality • Set out general roles and responsibilities ITO Housing Act • List any specific project agreements and/or Implementation Protocols/ Assignment Agreements	1. To summarise the key legal and policy informants that guide the municipality in fulfilling its duties and functions in relation to human settlement development.	1
		2. Identify any specific agreements in place related to housing processes to be implemented in the municipal area.	2
A2:	Demographic Assessment		3
	• Most recent official population estimates • Socio-Economic Assessment (Household Income Profiles) • Historic Population Growth Rates • Projected Population Growth: Average and Lo/Hi Scenarios	1. To provide clarity on the current and projected future population of the municipality at settlement level.	3
		2. To develop a profile of the area's population reflecting economic characteristics (income) to inform assessments of housing demand per economic sector.	4
A3:	Human Settlement Assessment		6
	• Urban settlement assessment • Rural settlement assessment Informal settlement: Assessment & Categorisation • ID Current projects in planning phase • Current pipeline • Land Asset Register and Mapping • HS Sustainability SWOT Assessment: - Environmental SWOT - Socio-Economic SWOT - Municipal Infrastructure SWOT - Municipal Finance SWOT - Municipal Admin. SWOT	To provide a clear picture of the status of current urban settlements and, if applicable, rural settlements in the municipal area. Aspects to be identified include: 1. Number and spatial distribution of residential units categorised by typology.	6
		2. Number of informal settlements and estimated number of dwellings, backyard dwellings, overcrowding etc. in settlements. Where these have been assessed and categorised/prioritised for interventions or upgrading, this should be reflected.	14
		3. Any Emergency Housing and/or Temporary Relocation Area (TRAs).	15
		4. Farm Residents.	15
		5. The status of current housing projects by typology (State-funded, social housing, private).	
		6. Current Pipeline.	34

		7. Data on land identified for mixed land use or residential development (Greenfields & Brownfield).	16
		8. Assessment of institutions involved in housing delivery in different market sectors.	23
		9. SWOT assessment that highlights areas of opportunity and areas where priority interventions are required.	18
A4:	Assessment of Housing Demand		25
	• Current assessed housing backlog (Informal Settlements Upgrade Prioritisation, Updated Profile of Prospective Beneficiaries on Housing Demand Database). • Future Demand Projection. • Segmented Demand per Income Bands and Broad Demand Type.	To estimate housing demand and the associated housing need based on: 1. Guidance from Provincial Department of Infrastructure Housing Allocation Policy.	
		2. Current verified housing backlogs.	27
		3. Projected future growth in the number of households.	29
		4. An estimate of demand per economic market sector (as derived from trend analysis of socio-economic data).	33
A5:	Key HS Challenges		43
	• To identify the key human settlement challenges of a municipality. • To inform the strategic direction for human settlement development.	To synthesis the key challenges that human settlement planning must address - based on the outcomes and findings of the analyses of settlements, demand and growth requirements.	43

B: Strategic Framework for IHSP			
	Components of Generic IHSP	Purpose of Component	Page number, Stellenbosch IHSP
B1:	Municipal IHSP Vision Statement		55
	Long-term 20-Year Sustainable Human Settlements Goals (same as IDP and MSDF Visions) • Urban • Rural • Informal Sector Municipal Roles and Responsibilities • HS Developer Role • HS Enabler Role	Set out how the municipality anticipates managing the development of different types of housing opportunities in support of its spatial development and spatial transformation objectives as set out in its MSDF. Reflect on the role of Municipality in various processes related to human settlement development and housing delivery. Reflect on the issue of impact of human settlement development and housing delivery on the financial sustainability Municipality.	55
B2	HS Objectives and Strategies		58
	• Spatial Transformation Objectives. • Identify strategic areas for human settlement development such as land that is available in future MSDF Mixed Land Use Precincts, Integration Zones, Areas prioritised for densification/ intensification of land use or Restructuring Zones.	Identify clear objectives based on the challenges identified in A5 to support the vision for human settlement development. Reflect strategic decisions taken in the MSDF regarding where spatial development interventions are to be targeted. Identify land for different types of housing opportunities envisaged linked to the municipality's strategic approach to infrastructure investment towards achieving fiscal sustainability.	58 60 66

C: IHSP Portfolio of project			
	Components of Generic IHSP	Purpose of Component	Page number, Stellenbosch IHSP
C1	HS Portfolio of Projects	Determine the additional infrastructure capacity and/or social facilities that are required. Where applicable, identify Inter-Governmental Protocols (IGPs) where the programmed investment in specific infrastructure and facilities is identified. Consider and assess proposed projects in terms of their financial impact on municipal financial sustainability, especially where projects are IRDP or UISP funded. Pg 113 Compile a realistic (affordable and achievable) portfolio of housing projects linked to an Implementation Framework that sets out a programme of linked activities in one-year and five-year budgeting periods. This must be aligned to the Municipal IDP and thus subject to annual review informed by technical sectoral assessments (including of the MSDF) and not ad-hoc decision-making. Activities would typically include: land acquisition processes, land assembly processes (making land parcels ready for development by carrying out the necessary planning and statutory approvals); enabling infrastructure development; roads and transport facility developments; social facility developments etc.	68
	• Schedule of Projects over 20- year time frame listed by type of project (e.g. UISP, IRDP, Gap, Social Housing, rural housing etc.) Pg 71 • List of PHDAs (if applicable) Pg 69 • Identified Incremental Upgrading Areas Pg 70 • Land assembly - identifying the required actions to make the identified land parcels ready for development Pg 108 • Additional social facility requirements based on applicable standards of provision Pg 103		
C2:	Implementation Pipeline		
	• Compile projects into a Pipeline that sets out project details for implementation (as illustrated in Table 7).		Addendum Pg 115
C3:	Enabling Actions		108
	• Financial Management instruments (state subsidies, Municipal debt finance-linked approach, FLISP support) Pg 111 • Enabling infrastructure programme (Utility services, Roads and public transport facilities, Social facilities). • Land assembly and release. • Planning permissions schedule for identified land parcels. • Project Readiness.		

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7.6	**INFRASTRUCTURE SERVICES : (PC : CLLR P JOHNSON)**

7.6.1	**STELLENBOSCH STATION PARKING AREA**

Collaborator No: **758593**
IDP KPA Ref No: **Good Governance & Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: STELLENBOSCH STATION PARKING AREA

2. PURPOSE

That Council takes note of this report and approves the proposals contained herein.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Taxi operators are currently using the Stellenbosch Station parking area as a holding and loading facility, which is problematic since adequate provision is not made for such a facility at this location. The lack of public parking spaces, increasing activities in taxi operators, lack of ablution facilities, increase in noise, litter etc are some of the complaints from the community that the municipality receives on a regular basis.

Following an internal assessment of the matter, it was confirmed that the Stellenbosch Station parking area must be re-established as a parking area, as it would address a parking need in the area and function as a park and ride when train services resume. Utilizing the area as a tour bus facility is not feasible since the Municipality has tour bus facilities earmarked for implementation in the medium term.

The Bergzicht Taxi Rank is proposed as the alternative ranking location for those with valid permits. The provision of an adequate relocation facility must be complete and operational before the Stellenbosch Station Parking area can be re-established as a parking area.

When taxi operators are relocated to the new facility, the Municipality should undertake assessments to determine the most appropriate parking management model. The most appropriate parking management model should be implemented ensuring that the parking area operates efficiently and ensuring that the concerns raised by the community are addressed.

5. RECOMMENDATIONS

(b) that Council makes provision for the implementation of an adequate relocation facility at the Bergzicht Taxi Rank Site; and

(c) that Council makes provision for assessments to determine the most appropriate parking management model for the Stellenbosch Station parking area and implement the model once the taxi operators have been relocated.

6. DISCUSSION / CONTENTS

6.1 Background

Taxi operators are currently using the Stellenbosch Station parking area as a holding and loading facility, which is problematic since adequate provision is not made for such a facility at this location. The lack of public parking spaces, increasing activities in taxi operators, lack of ablution facilities, increase in noise, litter etc are some of the complaints from the community that the municipality receives on a regular basis.

Following an internal assessment of the matter, it was confirmed that the Stellenbosch Station parking area must be re-established as a parking area, as it would address a parking need in the area and function as a park and ride when train services resume. Utilizing the Area as a tour bus facility is not feasible since the Municipality has tour bus facilities earmarked for implementation in the medium term.

6.2 Discussion

Commuters use different public transport modes (i.e., trains, buses and taxis) to travel to and from the municipal area. It should be noted by PRASA had commenced with repairs to the rail services and that the rail service is expected to be operational within a few months however, buses and taxis are also modes which are extensively utilised by commuters. This presents major challenges to the municipality in terms of providing public transport infrastructure, in the form of (holding and loading) facilities for bus and taxi operators.

Over the years there has been an increasing demand, for taxi holding facilities, and the municipality, despite putting significant investment into public transport facilities in recent years, was not able to meet this demand in all instances. This has resulted in the growth of informal ranks and most notably the informal rank at the Stellenbosch Station parking area.

Conditions stipulated in taxi operating license and permits historically issued, has resulted in a large number of taxi's being legally permitted to operate at the Stellenbosch Station parking area. It is proposed that a detailed assessment be carried out on these operating licenses and permits. Historic records are not readily available and will need to be searched from neighbouring Municipalities and the Provincial Transport department.

The Bergzicht Taxi Rank is proposed as the alternative ranking location for those with valid permits. The Bergzicht Taxi Rank will however need to be extended into portion of the Aandklass parking area. It should be noted that the Aandklass parking area is highly under-utilized, due to its proximity to the taxi rank and other trading facilities. PRASA property near the railway line is also a feasible option to be considered, however only a limited number of Taxis can be accommodated at this location.

The provision of an adequate relocation facility must be complete and operational before the Stellenbosch Station Parking area can be re-established as a parking area. When taxi operators are relocated to the new facility, the Municipality should undertake assessments to determine the most appropriate parking management model. The most appropriate parking management model should be implemented ensuring that the parking area operates efficiently and ensuring that the other concerns raised by the community are addressed.

6.3. Financial Implications

Approximately R10m over a period of 2 financial years is required for the provision of an adequate relocation facility at the Bergzicht Taxi Rank Site.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation as discussed under delegated authority.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

No Previous council resolutions

6.7 Risk Implications

This report has no risk implications for the Municipality.

FOR FURTHER DETAILS CONTACT:

NAME	**Shane Chandaka**
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DIRECTORATE	***Infrastructure Services***
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REPORT DATE	***26 October 2023***

7.6.2	DENNESIG NEIGHBOURHOOD PEDESTRIANISATION

Collaborator No: **758590**
IDP KPA Ref No: **Good Governance & Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: DENNESIG NEIGHBOURHOOD PEDESTRIANISATION

2. PURPOSE

That Council takes note of this report and approves the proposals contained herein.

3. DELEGATED AUTHORITY

Municipal 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. The Municipality's Comprehensive Integrated Transport Plan also list the partial or full pedestrianization of streets in CBD (Central Business District) as a strategic transport intervention.

Urban Design Guidelines and a Transport Master Plan for the Dennesig Neighborhood was approved in 2019 after receiving multiple development proposals within the area. The objective is to change the character of the neighborhood and the behavior of motorists to create "living streets" that would prioritize pedestrians and cyclists.

Pedestrianization is therefore proposed along Dennesig Road (between Bird and Hofman Streets), along Hofman Street (between Paul Kruger and Dennesig Roads) and Paul Kruger Street in front of the church.

5. RECOMMENDATIONS

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

(b) that the Dennesig neighborhood pedestrianization be accepted as the copy to be used in a Public Participation process;

(c) that the Dennesig neighborhood pedestrianization be duly advertised for the purpose of a public participation process; and

(d) that upon the completion of the public participation process, together with any comments/objections be resubmitted to Council for final approval and adoption.

6. DISCUSSION / CONTENTS

6.1 Background

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 Municipality's Comprehensive Integrated

Transport Plan also list the partial or full pedestrianization of streets in CBD (Central Business District) as a strategic transport intervention.

Urban Design Guidelines and a Transport Master Plan for the Dennesig Neighborhood was approved in 2019 after receiving multiple development proposals within the area. The objective is to change the character of the neighborhood and the behavior of motorists to create “living streets” that would prioritize pedestrians and cyclists.

6.2 Discussion

The main transport objective is therefore to reduce vehicular demand especially for students and residents to link the Dennesig Neighborhood with the Campus and CBD by introducing pedestrian walkways and cycle lanes/ways.

Pedestrianization is therefore proposed along Dennesig Road (between Bird and Hofman Streets), along Hofman Street (between Paul Kruger and Dennesig Roads) and Paul Kruger Street in front of the church. It is furthermore proposed to extend the pedestrian corridor of Dennesig Road over Bird Street by means of a raised pedestrian crossing, to prioritize NMT movement across Bird Street.

Establishing the “Woonerf”

The establishment of the Woonerf includes changing the neighborhood spatial structure and bringing about the following measures:

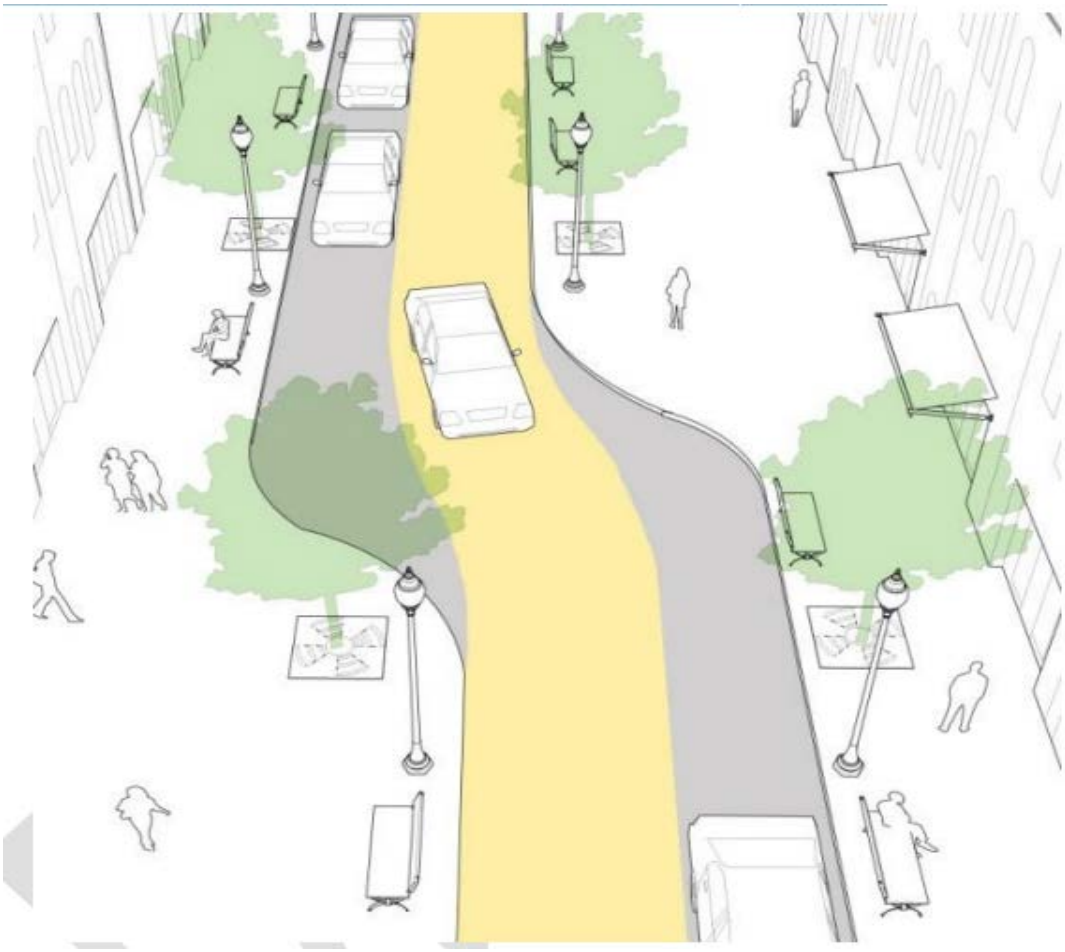
- Remove kerbs and establish a level surface from building edge to building edge.
- Define the extent of the space for vehicles through changes in surface materials.
- Allow for the movement of vehicle routes to deviate through the course of the woonerf.
- Shift movement patterns to prioritize one side of the road reserve and make room for concession spaces.
- Establish interactive faces through the length of the woonerf with the corners accommodating retail use such as coffee shops, local grocers, or service relation retail such as laundromats.
- Use landscaping to direct changes in vehicular movement.
- Change the interface with existing multi-story developments over time to respond to the woonerf.
- Create multiple entrances off the woonerf. Make provision for limited on-street parking for visitors and loading bay areas.

It is therefore proposed to change the neighborhood spatial structure by converting Dennesig and Hofman Streets into a pedestrian-oriented woonerf street and transform these integral roads into living streets. Vehicles are slowed by creating an indirect route and maximize the opportunity to create interactive edges along both sides of the street

that include building entrances and public uses. These changes will prioritize these streets for pedestrians and cyclists.

See illustration below:





6.3 Financial Implications

All costs involve will be covered by the **Dennesig Developer Association** (DDA)

6.4 Previous / Relevant Council Resolutions:

N/A

FOR FURTHER DETAILS CONTACT:

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DIRECTORATE	***Infrastructure Services***
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REPORT DATE	***12 October 2023***

7.6.3	**REQUEST FOR APPROVAL OF THE 2023-2028 COMPREHENSIVE INTEGRATED TRANSPORT PLAN 2022-2027**

Collaborator No:
IDP KPA Ref No: **Good Governance & Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: REQUEST FOR APPROVAL OF THE 2023-2028 COMPREHENSIVE INTEGRATED TRANSPORT PLAN 2022-2027

2. PURPOSE

For Council to approve the 2023-2028 Comprehensive Integrated Transport Plan.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The Provincial Minister of Infrastructure (previously Minister of Transport and Public Works) had designated Stellenbosch Municipality as a Type 1 Planning Authority, in terms of the National Land Transport Act 2009. Stellenbosch Municipality is therefore required by legislation to compile a Comprehensive Integrated Transport Plan (CITP). CITP's are valid for a five-year period, are overhauled / reviewed every 5 years and are updated annually.

The Comprehensive Integrated Transport Plan (CITP) presents the municipality's long-term transport vision and objectives, as well as providing the strategy that would enable the municipality to realize its transport vision.

The Draft CITP was tabled at Council on the 29 March 2023, where Council accepted the Draft CITP and approved it to proceed for public comment. The Draft CITP was advertised for public comment on the 6 April 2023, and the comment period closed on the 12 May 2023.

A considerable number of comments were received from the public when the Draft CITP was advertised for public comments.

Most notable among the comments were the following: The "Dualling of Dorp Street Project" and the proposed implementation of portions of the "Eastern Link Road".

Dorp Street Dualling: This project involves the dualling of a relatively short section (300m) of Dorp Street, between Adam Tas Road and Strand Street only. Some approval processes and consultants had been undertaken up to the Preliminary Design Phase.

During the CITP public participation process however, numerous comments and enquiries have been received with respect to the Dorp Street project. The Municipality has taken note of these comments and commissioned the project team to undertake more focussed public engagements and to review the design of the Dorp Street project. To address community concerns, the following will now be included into the design of the project:

- Insertion of a median break to improve access and mobility for local residents. To prohibit any possible any rat running across the median break, the Municipality will consider signage and enforcement.

- To offset the loss of some on-street parking bays along Dorp Street and Aan de Wagen Road, the Municipality has started processes to re-establish the public parking facility opposite Stellenbosch Station, providing alternative taxi ranking facilities at Bergsig Taxi rank for the taxis currently using this parking area.

- A further analysis of the traffic flows will be undertaken, to improve access for the local residents, and to ensure that households within the block are minimally affected by the project.

Ultimately the project will improve access to residents and businesses and alleviate the congestion of all vehicles wanting to enter and exit the CBD area. Municipal Officials will also be engaging with the public during, and up to the conclusion of the Design Phase.

Eastern Link Road: The matter was also raised during the CITP Public Participation phase of the now approved Roads Master Plan which was formally approved by Council. The road formally known as the Eastern Link Road cannot be constructed as initially envisaged. In summary the Municipality proposes, within the next 10 years, to implement the Wildebosch Extension north to Trumali (Phase 1), and thereafter the possible Wildebosch Extension south to Technopark Avenue as a Phase 2. To provide more clarity on the Municipality's position on the above portions of the Eastern Link Road, amendments to various paragraphs in the Plan were made, these amended paragraphs have been highlighted in yellow.

The Directorate has the view that the final document incorporates all relevant inputs from the engagements held and duly addresses comments received when the Draft CITP was advertised for public comment.

Favourable comments were also received on the Draft Transport Vision namely:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

5. RECOMMENDATIONS

(a) that Council takes note that, following extensive consultation sessions, the Draft Comprehensive Integrated Transport Plan (CITP) was published for public comment;

(b) that Council adopts the Transport Vision;

(c) that Council notes the comments received, and the Directorates view; and

(d) that Council approves the 2023-2028 CITP.

6. DISCUSSION / CONTENTS

6.1 Background

The Provincial Minister of Transport and Public Works had designated Stellenbosch Municipality as a Type 1 Planning Authority, in terms of the National Land Transport Act 2009, Stellenbosch Municipality must therefore compile a Comprehensive Integrated Transport Plan (CITP). CITP's are valid for a five-year period, are overhauled / reviewed every 5 years and are updated annually.

The Comprehensive Integrated Transport Plan (CITP) presents the municipality's long-term transport vision and objectives, as well as providing the strategy that would enable the municipality to realize its transport vision.

The Draft CITP was tabled at Council on the 29 March 2023, where Council accepted the Draft CITP. The Draft CITP was advertised for public comment on the 6 April 2023, the comment period closed on the 12 May 2023.

6.2 Discussion

Public engagements are essential to the successful development of a CITP. To achieve a fully inclusive public participation process, the several consultative discussions were held with interested and affected parties, provision was made for 2 No. open days where the public was invited to attend and provide inputs, a 30-day comment period was also provided where comment could be submitted on the Draft CITP.

The following public participation process was followed:

1. Engagements

1.1 Context Setting and Current realities (understanding needs, gaps and issues)

- Workshop 1 – 6 April 2022 – various Departments of Stellenbosch Municipality
- Workshop 2 – 4 May 2022 – Stellenbosch Taxi Association (TA) & Kayamandi TA
- Workshop 3 – 3 May 2022 – officials from PRASA, US, CWDM, WCP

1.2 Feedback on Future Transport Solutions (strategic approach and projects)

- Workshop 4 – 29 November 2022 – Feedback session to the TA & Kayamandi TA
- Workshop 5 – 29 November 2022 – Feedback session to Internal Stellenbosch Departments
- Workshop 6 – 30 November 2022 - officials from PRASA, US, CWDM, WCP

2. Open Days

Two open days for the public and any interested and affected party to attend, held in Stellenbosch and in Franschhoek.

3. Advertisement of Draft CITP for Public Comment

A considerable number of comments were received from the public when the Draft CITP was advertised for public comments.

Most notable among the comments were the following: The "Dualling of Dorp Street Project" and the proposed implementation of portions of the "Eastern Link Road".

Dorp Street Dualling: This project involves the dualling of a relatively short section (300m) of Dorp Street, between Adam Tas Road and Strand Street only. Some approval processes and consultants had been undertaken up to the Preliminary Design Phase.

During the CITP public participation process however, numerous comments and enquiries have been received with respect to the Dorp Street project. The Municipality has taken note of these comments and commissioned the project team to undertake more focussed public engagements and to review the design of the Dorp Street project. To address community concerns, the following will now be included into the design of the project:

- Insertion of a median break to improve access and mobility for local residents. To prohibit any possible any rat running across the median break, the Municipality will consider signage and enforcement.

- To offset the loss of some on-street parking bays along Dorp Street and Aan de Wagen Road, the Municipality has started processes to re-establish the public parking facility opposite Stellenbosch Station, providing alternative taxi ranking facilities at Bergsig Taxi rank for the taxis currently using this parking area.

- A further analysis of the traffic flows will be undertaken, to improve access for the local residents, and to ensure that households within the block are minimally affected by the project.

Ultimately the project will improve access to residents and businesses and alleviate the congestion of all vehicles wanting to enter and exit the CBD area. Municipal Officials will also be engaging with the public during, and up to the conclusion of the Design Phase.

Eastern Link Road: The matter was also raised during the CITP Public Participation phase of the now approved Roads Master Plan which was formally approved by Council. The road formally known as the Eastern Link Road cannot be constructed as initially envisaged. In summary the Municipality proposes, within the next 10 years, to implement the Wildebosch Extension north to Trumali (Phase 1), and thereafter the possible Wildebosch Extension south to Technopark Avenue as a Phase 2. To provide more clarity on the Municipality's position on the above portions of the Eastern Link Road, amendments to various paragraphs in the Plan were made, these amended paragraphs have been highlighted in yellow.

Comments were reviewed and assessed, to address comments received relevant information was included in the Plan (these are highlighted in yellow) and for further clarification, feedback on comments was provided in **APPENDIX F**. Comments received and feedback to these comments are summarized in the attached **APPENDIX F.**

The Directorate has the view that the final document incorporates all relevant inputs from the engagements held and duly addresses comments received when the Draft CITP was advertised for public comment.

Favourable comments were also received on the Draft Transport Vision namely:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

6.3 Financial Implications

Project cost estimates are high level estimates, further approval processes, such as project prioritizations, budget and municipal approval processes are required before any listed project / intervention is taken forward by the Municipality.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and will ensure Municipal compliance in terms of the National Land Transport Act 2009.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

Previous Comprehensive Integrated Transport Plans including its annual updates had been approved by Council, as well as by the Provincial Minister of Transport and Public Works.

COUNCIL MEETING: 2023-03-29: ITEM 11.6.7 RESOLVED

a. that Council notes that extensive consultations had been carried out with the public and with interested and affected parties;

b. that Council takes note of the proposed draft transport vision.

c. that the Draft Comprehensive Integrated Transport Plan (CITP), attached as

ANNEXURE A, be accepted

d. that Council grants approval for the draft CITP to be published for public comment

e. that the comments received from the public be considered before approval of the CITP; and

f. that the CITP, once approved by council, be submitted to the Provincial Minister of Transport and Public Works for final approval.

6.7 Risk Implications

This report addresses risks associated with Transport within the Municipal area, and endeavours to mitigates such risk.

ANNEXURES
Annexure A: 2023 – 2028 CITP for Stellenbosch
Incorporating:

- **Appendix A: Public Transport Plan**
- **Appendix B: Detailed Traffic Surveys Oct/Nov 2022**
- **Appendix C: Stellenbosch Infrastructure Services 10-Year Budget**
- **Appendix D: Short-Term NMT Projects for Stellenbosch Municipality**
- **Appendix E: STB RMP Proposed Road Projects (including Provincial road projects)**
- **Appendix F: Summary of Comments Received and Responses**

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REPORT DATE	***6 November 2023***

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

NONE

ANNEXURE A

B/SM 13/21-66.2: REVIEW OF THE STELLENBOSCH COMPREHENSIVE INTEGRATED TRANSPORT PLAN

Stellenbosch CITP 2023 – 2028 – Final Draft 4

11 November 2023

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
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Acronyms

1LM	FIRST- AND LAST MILE
4IR	FOURTH INDUSTRIAL REVOLUTION
ACSA	AIRPORTS COMPANY OF SOUTH AFRICA
AI	ARTIFICIAL INTELIGENCE
AM	ANTE MERIDIEM (BEFORE NOON)
ATC	ADAM TAS CORRIDOR
AVT	AUTONOMOUS VEHICLE TECHNOLOGY
BAR	BASIC ASSESSMENT REPORT
BRT	BUS RAPID TRANSIT
CBD	CENTRAL BUSINESS DEVELOPMENT
CCTV	CLOSE CIRCUIT TELEVISION
CITP	COMPREHENSIVE INTEGRATED TRANSPORT PLAN
COVID-19	CORONAVIRUS DISEASE 2019
CWDM	CAPE WINELANDS DISTRICT MUNICIPALITY
DITP	DISTRICT INTEGRATED TRANSPORT PLA
DoI	DEPARTMENT OF INFRASTRUCTURE
DORA	DIVISION OF REVENUE ACT
DOT	DEPARTMENT OF TRANSPORT
DTPW	DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
EA	ENVIRONMENTAL AUTHORISATION
EIA	ENVIRONMENTAL IMPACT ASSESSMENT
EMME/4	EMME/4 RANSPOR
ETA	ESTIMATED TIME OF ARRIVAL
EV	ELECTRICAL VEHICLE
FIFA	FEDERATION OF INTERNATIONALE DE FOOTBALL ASSOCIATION
GABS	GOLDEN ARROW BUS SERVICES
GDP	GROSS DOMESTIC PRODUCT
GHG	GREEN HOUSE GAS
HEALTHNET	HEALTH NON-EMERGENCY TRANSPORT
HOV	HIGH OCCUPANCY VEHICLE
IDP	INTEGRATED DEVELOPMENT PLAN
IoT	INTERNET OF THINGS
IPTN	INTEGRATED PUBLIC TRANSPORT NETWORK
ITP	INTEGRATED TRANSPORT PLAN
IUDF	INTEGRATED URBAN DEVELOPMENT FRAMEWORK
LED	LOCAL ECONOMIC DEVELOPMENT
LGES	LOCAL GOVERNMENT EQUITABLE SHARE
LITP	LOCAL INTEGRATED TRANSPORT PLAN
LRT	LIGHT RAIL TRANSIT
MAAS	MOBILITY AS A SERVICE
MBT	MINI-BUS TAXIS
MEC	MEMBER OF EXECUTIVE COUNCIL
MFMA	MUNICIPAL FINANCE MANAGEMENT ACT
MIG	MUNICIPAL INFRASTRUCTURE GRANT
MOU	MEMORANDUM OF UNDERSTANDING
MSA	MUNICIPAL SYSTEMS ACT
MSDF	METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK
MTEF	MEDIUM TERM EXPENDITURE FRAMEWORK
NATMAP	NATIONAL TRANSPORT MASTER PLAN
NDC	NATIONALLY DETERMINED CONTRIBUTION
NDOT	NATIONAL DEPARTMENT OF TRANSPORT
NFC	NEAR FIELD COMMUNICATION
NGO	NON-GOVERNMENT ORGANISATION

NLTA	NATIONAL LAND TRANSPORT ACT
NMT	NON-MOTORISED TRANSPORT
O-D	ORIGIN-DESTINATION
OL	OPERATING LICENCE
OLP	OPERATING LICENCE PLAN
OLS	OPERATING LICENCE STRATEGY
PM	POST MERIDIEM (AFTER MIDDAY)
PPP	PUBLIC-PRIVATE PARTNERSHIP
PRE	PROVINCIAL REGULATING ENTITY
PTMF	PROVINCIAL TRANSPORT MANAGEMENT FORUM
PTNG	PUBLIC TRANSPORT NETWORK GRANT
PLTF	PROVINCIAL LAND TRANSPORT FRAMEWORK
PPTIF	PROVINCIAL PUBLIC TRANSPORT INSTITUTIONAL FRAMEWORK
PSDF	PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK
PSTP	PROVINCIAL SUSTAINABLE TRANSPORT PROGRAMME
PT	PUBLIC TRANSPORT
PTP	PUBLIC TRANSPORT PLAN
PTSN	PUBLIC TRANSPORT SERVICE NETWORK
PV	PRIVATE VEHICLE
RFID	RADIO FREQUENCY IDENTIFICATION
RMP	ROADS MASTER PLAN
RSC	REGIONAL SERVICES COUNCIL
SALGA	SOUTH AFRICAN LOCAL GOVERNMENT ASSOCIATION
SAPS	SOUTH AFRICAN POLICE SERVICES
SB	STELLENBOSCH
SBCITP	STELLENBOSCH COMPREHENSIVE INTEGRATED TRANSPORT PLAN
SDF	SPATIAL DEVELOPMENT FRAMEWORK
SDP	SITE DEVELOPMENT PLAN
SM	STELLENBOSCH MUNICIPALITY
SMSDF	STELLENBOSCH MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK
SRA	STELLENBOSCH RATE PAYERS ASSOCIATIN
SSW	SOMERSET WEST
SU	STELLENBOSCH UNIVERSITY
TCT	TRANSPORT FOR CAPE TOWN
TDM	TRANSPORT DEMAND MODEL
TOD	TRANSIT ORIENTED DEVELOPMENT
WCG	WESTERN CAPE GOVERNMENT

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1 INTRODUCTION

1.1 Legal Basis for the Preparation of Integrated Transport Plans

Stellenbosch Municipality has been designated as a Type 1 Planning Authority and therefore a Comprehensive Integrated Transport Plan (CITP) needs to be prepared, updated and overhauled in terms of the National Land Transport Act 2009.

In terms of Government Gazette No. 881, National Land Transport Act 2009, Minimum Requirements for the Preparation of Integrated Transport Plans, 26 July 2016, CITPs are to be prepared every 5 years. CITPs need to present the Municipality's long-term transport vision and objectives, as well as provide strategy that would enable the Municipality to realise its transport vision. Once the first ITP had been prepared, selected aspects are to be updated on an annual basis, synchronised with the annual updating of the Integrated Development Plan (IDP). A complete overhaul of an ITP needs to be done very 5 years.

The last CITP for Stellenbosch Municipality was prepared for the period 2016-2020, with the last annual update completed in June 2020. A review of the CITP for the period 2023 to 2028 commenced in January 2022 and this update represents a 5 yearly **Overhaul**. The overhauling of the CITP requires, *inter alia,* that:

- every aspect of the previous CITP must be re-examined to see if it is still up to date,
- the previous CITP revised and updated where necessary and relevant new aspects added,
- a new Transport Register be prepared,
- reflect new revisions of the Municipality's Spatial Development Framework (SDF),
- provide a revised Public Transport Plan dealing with the restructuring of the public transport network of services, and
- provide an update of progress made with previously proposed action plans and projects and propose additional plans and projects.

1.2 Purpose of the CITP

Generally, transportation planning is strategic in nature and focussed on the longer-term outcomes as derived from national, provincial and local policies and inputs and guides the restructuring and development of the transportation network and services. The desired outcomes of the CITP include:

- Improved mobility, access and travel times;
- Reduction of congestion and parking challenges;
- Affordability of transport to all users of the system, and
- An increased use of non-motorised transport (NMT).

Further, these outcomes need to be pursued in the context of promoting environmental sustainability, social inclusion, improved traveller security and integration with land use development. Resilience in relation to changes in the external environment, as well as the efficiency benefits offered by technological advancement and development are also important considerations in planning the future municipal transport system.

Transformation of a municipal transportation network takes time and requires substantial investment and resources to develop significant pieces of infrastructure. Given the fact that the CITP is a plan for a 5-year period, there needs to be a realistic view and understanding of what can be done and implemented within this timeframe and with the resources and budgets available. However, the manner in which the municipal transportation network is developed over the next 5 years should not prevent or preclude the restructuring thereof in pursuit of the longer-term vision and objectives for transport in Stellenbosch.

1.3 Area Covered by the Stellenbosch CITP

Stellenbosch Local Municipality covers approximately 830 km^2 and forms part of the Cape Winelands District (CWDM) municipal area and borders the Drakenstein, Breede Valley and Theewaterskloof Local Municipalities as well as the Cape Town Metropolitan Municipality on the West as shown in Figure 1-1.



Figure 1-1: Stellenbosch Local Municipality Locality

The municipal area includes the towns of Stellenbosch and Franshoek, as well as the settlements of Klapmuts, Koelenhof, Kylemore, Johannesdal, Pniel, Jamestown and Raithby as shown in Figure 1-2. The 2020 Socio-economic Profile published by the Western Cape Government (WCG) and quoting 2019 figures, indicate the Municipality has a population of 193 000 inhabitants and contains 49 000 households. 80% of the population is between the ages of 15 and 65. The population is projected to grow to 210 000 by 2024. Close to 90 000 of the Municipality's inhabitants stays in the town of Stellenbosch and its suburbs, whereas 18 000 stays in Franschhoek. The average household size is 3.7 persons, with the population density of the Municipality being 232 people/km^2.

The town of Stellenbosch is linked to the N1 in the north by the R44 and to Somerset West in the south. The R310 links it to Cape Town Metro in the west and Groot Drakenstein in the north-east. Franschhoek is connected to the rest of the municipal area by the R45.

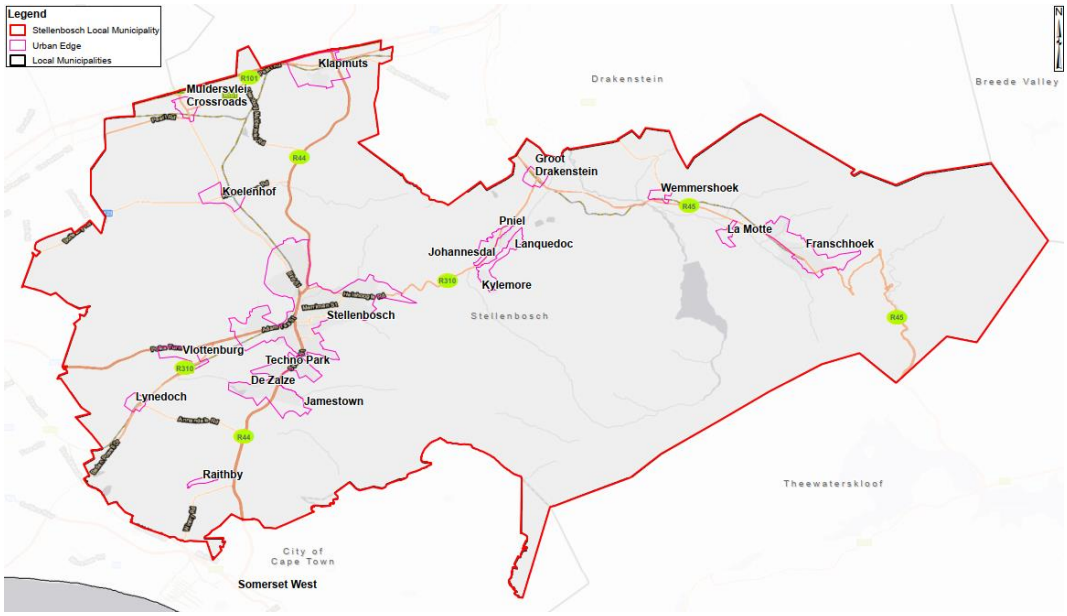


Figure 1-2: Stellenbosch Local Municipality

A railway line and commuter service link the town of Stellenbosch to Paarl, just across the northern municipal border and extends to Cape Town.

1.4 Institutional and Organisational Arrangements

The Western Cape Provincial Land Transport Framework underwent its most recent upgrade in 2016. The Province is currently in the process of appointing a team to do a new update. The Province is part of the stakeholder engagement process of the CITP overhaul.

The District Integrated Transport Plan, which addresses transportation in the Cape Winelands District which Stellenbosch forms part of, must be prepared by the Cape Winelands District Municipality (CWDM). The coordination and integration of this DITP and the Stellenbosch CITP is therefore important. The District Municipality also has a shared responsibility for municipal roads in the district as a whole, as well as regulating road-based passenger transport services in the district. The District Municipality formed part of the stakeholder process.

The Municipal Council have adopted the 5th generation Integrated Development Plan (IDP) 2022-2027 in August 2022, which contains a section on transportation. Alignment between the CITP and IDP is essential and needs to be coordinated, as the IDP provide the basis for the annual municipal budget.

PRASA plans and operates the commuter rail services between Stellenbosch and neighbouring municipalities. Although a route network of scheduled long- and short-distance road-based public transport services was included as one of the key strategies in the CITP 2016-2020, at present no scheduled and/or subsidised road transport services are operated within the Municipality.

The following Municipal partnerships have been established and relate to Transportation:

- ICLEI (International Council for Local Environmental Initiatives) - A partnership between the City of Cape Town, ECLEI and Stellenbosch Municipality to discuss developments in Transport, Waste and Electricity Generation, towards ensuring sustainability.
- IPC (Integrated Planning Committee) - The IPC is a working group between the City of Cape Town, Stellenbosch, Saldanha Bay, Overstrand, Theewaterskloof, and Drakenstein Municipality that discuss all transport related matters to effectively promote regional planning;
- LTAB (Land Transport Advisory Board) - is a partnership between political leaders to discuss Land Transport related matters that affect transport in the area.
- The Mobility Forum and NMT Working Group - this group was established to discuss transport related matters that affect the Stellenbosch municipal area, including all relevant governmental institutions and other role-players.
- NMT (Non-motorised Transport Working Group) -
- WCG Department of Environmental Affairs and Development Planning – A partnership around the implementation of the Adam Tas Corridor Catalytic initiative.
- Western Cape Department of Public Works, Roads and Transport – As part of the Provincial Sustainable Transport Programme (PSTP) the Western Cape Department of Public Works, Roads and Transport identified Stellenbosch as a priority municipality for the development of a sustainable transport system. The emphasis will be the development of a public transport system. The emphasis will be the development of a public transport system and the development of infrastructure to improve non-motorised transport.

1.5 Liaison and Communication Mechanisms

- Periodic meetings with internal municipal departments
- Periodic meetings held with Provincial Roads Department
- Periodic meetings held with the University of Stellenbosch
- Taxi Liaison Committee meetings are periodically held
- Stake Holder Consultations and Public Participation during the Annual Updates of the CITP
- Periodic Meetings with the NMT Working Group
- Municipal Processes such as the public participation processes of the IDP

1.6 Contents of the ITP

The contents and format of the overhauled CITP 2023-2028 for Stellenbosch Municipality complies with the Minimum Requirements for the Preparation of Integrated Transport Plans, 26 July 2016 and consists of the following chapters:

- Chapter 2 – a summary of relevant and applicable policy directives and legislation that enabled the review and potential update of the longer-term transport vision and objectives for Stellenbosch Municipality;
- Chapter 3 – a description of the transport system within the Stellenbosch Municipal area, which also forms the core of the Transport Register;

- Chapter 4 – a summary of the relevant SDFs and the inter-action between land use development and transport;
- Chapter 5 – provides for a description of transport user needs assessment, which is largely based on the stakeholder engagement process;
- Chapters 6 to 11 – the review, update and development of new plans and strategies for the various components of the Stellenbosch transport network and services;
- Chapter 12 – a summary of the existing funding strategy and budgets, and
- Chapter 13 – provides a description of the stakeholder engagement and consultation process.

In addition to providing transport vision statement and objectives, a preferred longer-term transport scenario and a future transport concept are also described in Chapter 2, which provides the basis for the strategies and projects contained in Chapters 6 to 11.

During this overhaul of the CITP, limited additional surveys and counts were done and most of the information contained in the Transport Register was either taken from the last CITP update or from data collected prior subsequently, but not forming part of the overhaul process. A CITP overhaul process often is based on outputs from a travel demand forecast model, which would then form the basis for certain proposals and projects put forward in such a plan. Modelling and analytical assessments were done during the development of the Roads Master Plan and the Municipality is currently in the process of further updating its transport model. The scope for the overhaul and development of the CITP 2023 - 2028 did not include travel demand forecast modelling and therefore options put forward were not tested in a more quantitative manner.

Many projects identified for implementation in the CITP have been identified through IDP processes. Extensive engagements were held to align transport and planning strategies, as transport needs must be accounted for during municipal planning processes. The CITP largely provides for transport solutions, initiatives and projects at a conceptual level and proposals will be further developed as separate individual projects. This will include engagement, public participation and approval processes as part of these respective projects.

The most significant new development initiative that will in future have a significant impact on the transport system in Stellenbosch is the Adam Tas Corridor (ATC), as described in Chapter 4. The Adam Tas Local SDF was adopted in 2021 and it therefore was key to assess the transport proposals contained in this local SDF, as well as to consider the impact that this development will have on the Stellenbosch transport system and the manner in which the development of the transport system can best support and unlock this development initiative.

2 TRANSPORT VISION & OBJECTIVES

2.1 Introduction

The Transport Vision and Objectives for the Stellenbosch Municipality needs to be:

- Aligned with the latest National and Provincial Policy and Legislation;
- Aligned with Transport Vision(s) and Objectives of the Western Cape Province as expressed in its latest Provincial Land Transport Framework (PLTF), the Cape Winelands District Municipality, as well as the transport related policies and objectives in the Stellenbosch Municipality Integrated Development Plan (IDP) 2022-2027;
- Promote and support the integration of transport and land use development as put forward in the SDF/s);
- Be underpinned by policies and strategies applicable to transportation and aimed at promoting of sustainability;
- Take cognisance of latest technological advancements to improve the efficiency of transport;
- Consider needs identified through the Stakeholder Engagement process, and
- Address gaps and deficiencies in the municipal transport system.

2.2 Context Setting

As part of setting the context for the development of the ***Vision and Objectives***, the legislation and policies applicable to transportation in Stellenbosch is summarised below, as well as the general vision(s), policy statements and objectives contained in the various transportation planning frameworks and plans developed at the national, provincial and district municipal level. The mode specific objectives are mostly provided and expanded on in the mode specific chapters.

The background and transport context in this Chapter is further extended with a summary of the legislation, policies and strategies developed at various spheres of government, with the aim of promoting sustainability.

2.2.1 Legislation

The purpose and scope of the National Land Transport Act (NLTA) of 2009 is:

- to further the process of transformation and restructuring the national land transport system initiated by the Transition Act;
- to give effect to national policy;
- to prescribe national principles, requirements, guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces and other matters contemplated in Section 146 (2) of the Constitution, and
- to consolidate land transport functions and locate them in the appropriate sphere of government.

The NLTA further prescribes in *Chapter 4 – Transport Panning* of the Act, that land transport planning must be integrated with the land development and land use planning processes, and the integrated transport plans required by this Act are designed to give structure to the function of municipal planning mentioned in Part B of Schedule 4 to the Constitution, and must be accommodated in and form an essential part of integrated development plans, with due regard to legislation applicable to local government, and its integrated transport plan must form the transport component of the integrated development plan of the Municipality.

Types of plans required by this Act includes:

- A National Land Transport Strategic Framework prepared by the Minister;
- Provincial Land Transport Frameworks prepared by the MECs, and
- Comprehensive Integrated Transport Plans prepared by planning authorities.

The Municipality of Stellenbosch is subject to the requirement of item c) above which is to develop an integrated transport plan. This requirement will be complied with by means of the Comprehensive Integrated Transport Plan (CITP) development.

The NLTA Minimum Requirements for the Preparation of Integrated Transport Plans of 2016 further stipulates the desired outcomes of an Integrated Transport Plan (ITP or CITP) and guides the planning authorities to understand which improvements are needed to achieve these desired outcomes, as summarised below. The desired outcomes of ITPs are improved accessibility, reduction of congestion, improved affordability of transport, improvement of travel times, increased use of NMT and solving problems relating to parking.

The improvements needed to achieve the desired outcomes of the ITPs, are:

- Proactive Transport planning;
- Facility planning;
- Better informed law enforcement;
- Infrastructure planning (road and rail upgrades required etc.);
- Integration of public transport services, and
- Land-use/spatial planning.

2.2.2 Policy

The National Transport Policy White Paper presents the broad goal of transport in South Africa to be the smooth and efficient interaction that allows society and the economy to assume their preferred form.

The White Paper's vision for South African transport is a system which will: "Provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable".

The following broad goals are set by the National Government's transport policy to achieve this vision:

- To support the goals of the Reconstruction and Development Programme for meeting basic needs, growing the economy, developing human resources, and democratising decision-making;
- To enable customers requiring transport for people or goods to access the transport system in ways which best satisfy their chosen criteria;
- To improve the safety, security, reliability, quality, and speed of transporting goods and people;
- To improve South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally;
- To invest in infrastructure or transport systems in ways which satisfy social, economic, or strategic investment criteria, and
- To achieve the above objectives in a manner which is economically and environmentally sustainable and minimises negative side effects.

The policy further expands on specific goals and objectives for the following six areas grouped into *Infrastructure* and *Operation and Control* as listed below:

- Infrastructure
  - Transport infrastructure (all modes)
- Operation and Control
  - Land passenger transport;
  - Land freight transport;
  - Civil aviation;
  - Maritime transport, and
  - Road traffic and safety.

The Revised White Paper of the National Transport Policy reformulated the vision for South African Transport in the 2017 draft as follows:

"A transport system that provides equitable and reliable access for all in an economically and environmentally sustainable manner to advance inclusive growth and competitiveness of the country."

This vision will be achieved if the government succeeds to provide a transport system that can/will:

- Facilitate the movement of goods and people;
- Enable equitable access to personal economic opportunities and social services;
- Support economic and environmental sustainability and inclusive growth, and
- Advance national, regional, and global competitiveness of the country.

To achieve this, there must be adequate supply of transport infrastructure and services in relation to demand. Furthermore, for the users of transport, the supply should be **accessible, cost effective, time efficient and reliable, safe and secure**.

The 2017 draft revision White Paper concluded that the policy goals and objectives of 1996 are still relevant today.

2.2.3 Western Cape Provincial Land Transport Framework (PLTF) – 2016/17-2020/21

As for all plans and frameworks, the PLTF strategy for coordinating provincial transport across all modes and sectors was developed in alignment with the following:

- A legal framework;
- A strategic and policy framework, and
- The “status quo” for transport in the Western Cape.

In considering these listed strategy outputs the following goals and respective objectives have been developed for the PLTF:

- PLTF-1: Establish and operationalise a Provincial Transport Management Forum (PTMF) to manage and coordinate trans-modal and transversal transport across the Western Cape
  - Appoint the core and second-tier groups;
  - Finalise the entity name, mission and mandate, modus operandi;
  - Review the PLTF strategic goals and KPIs, and amend as required;
  - Institute PLTF monitoring and reporting from the outset, and
  - Assess organisational options, whether legal/regulatory enablement of the PTMF is necessary and take appropriate action.
- PLTF-2: Develop a transversal plan to promote transport safety and security for road, rail and NMT
  - Develop a road safety plan addressing issues such as compliance with road safety regulations, education and awareness;
  - Develop a rail safety plan covering the network, stations and intermodal interchanges;
  - Develop a plan to ensure regulatory compliance for vehicles, covering registration, licencing, overloading;
  - Develop a plan for collective management of unrest occurrences, e.g. MBT/Bus conflict, other civil unrest affecting transport, and
  - Develop an NMT masterplan and ensure it is incorporated appropriately at all levels of government. Ensure that it promotes commuter safety and mobility, via provision of dedicated NMT facilities, e.g. cycle paths, pedestrian paths, bridges, signals.
- PLTF-3: Promote and coordinate integrated transport
  - Monitor IPTN progress at MyCiTi and GoGeorge;
  - Develop strategies for implementing the actual “integration” across more modes, e.g. integrate route scheduling and fare management across Metrorail, other non-contracted bus services, MBTs, and
  - Develop lower budget IPTN-equivalents for less affluent municipalities/districts.
- PLTF-4: Develop transport plans to respond to rural socio-economic challenges and development objectives
  - Review the draft PPTIF proposal and finalise the rural transport development approach and plan;

- Ensure that appropriate aspects of the NMT masterplan are incorporated in all rural transport plans and transport development projects, and
- Review options to assume control of "scholar transport" and integrate with public transport to improve efficiency.

- PLTF-5: Develop key trans-modal strategies to promote economic efficiencies within transport
  - Develop a strategy to promote a shift from private to public transport;
  - Develop a strategy to promote a shift of freight from road to freight rail;
  - Focus infrastructure maintenance on highest priority road and rail networks, and
  - Develop coordination mechanisms within spatial, road and rail planning to improve commuter access to public transport.
- PLTF-6: Optimise transport fund sourcing and allocation
  - Review transport funding priorities, and revise funding allocation as required;
  - Ensure all available State funding sources are fully exploited, via rigorous socio-economic analysis and substantiation;
  - Explore alternative funding sources, e.g. strategic partnerships, special grants, green technology opportunities, and
  - Identify opportunities to optimise funding by applying demand management and user-pay principles.
- PLTF-7: Roll out the PLTF strategic goals and objectives to all transport entities.
  - Identify the PLTF goals and objectives that are applicable to each transport entity (e.g. PRASA, Metrorail, TCT, and District & Local Municipalities;
  - Incorporate the PLTF goals into current and future transport plans, and
  - Monitor and ensure implementation.

2.2.4 District Integrated Transport Plan (DITP) of Cape Winelands

The Cape Winelands District Integrated Transport Plan for 2016 – 2021 contains the district and local municipalities vision for transport.

''***Innovative Mobility***'' was the Transport Vision as stated in the previous DITP of 2011-2016 and has remain the same for the 2016-2021 plan. The vision is supported by the mission statement of ''***A sustainable transport system which provides access for social and economic opportunity"***, which suggests that sustainable transport is a system with low negative environmental impacts yet high positive social value, and which supports efficient economic development. The Cape Winelands District Integrated Transport Plan proposes how to translate these principles into practical applications.

2.2.5 Stellenbosch Municipality 5th Generation Integrated Development Plan 2022-2027 (IDP)

Stellenbosch introduced the One Plan (20-30 Years), which is a strategic plan put in place to strengthen and enhance the IDP. The IDP is to be reviewed on in a 5-year cycle, based on progress made with the implementation of the One Plan, updates to the SDF, Sectoral Plans, Infrastructure Plans and Financial Strategies. The CITP is one of the sectoral plans that forms part of this 5-year update cycle, with the IDP providing a guiding framework for the next CITP update and the CITP update to be taken into the following IDP as one of the sectoral plans.

The Vision of Stellenbosch is portrayed in terms of Figure 2-1, where Stellenbosch Municipal area is envisaged as an Integrated **"Valley of Opportunity and Innovation**". The vision is supplemented by the mission of the Municipality; to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens. In order to achieve the vision and mission, 5 Strategic Focus Areas were identified as outlined in this figure.

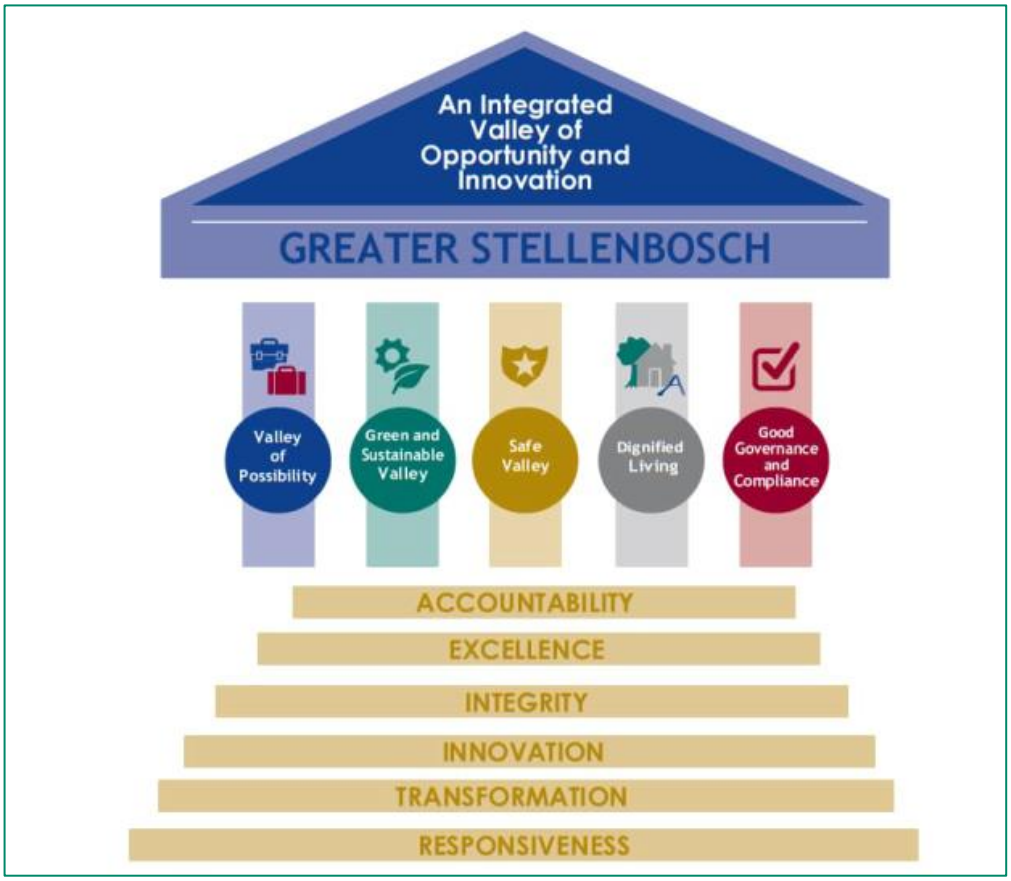


Figure 2-1: Vision and Strategic Focus Areas for the Greater Stellenbosch

The following key priorities in the latest IDP have relevance to the integrated transport planning for Stellenbosch, namely:

- Fostering a customer centric approach to basic services;
- E-governance (SMART CITY) – Stellenbosch and partners are in the process of planning for the first smart city in the Cape Winelands – with a view to optimise existing infrastructure;
- Critical road infrastructure upgrades are required from a safety and developmental point of view;
- The Adam Tas Corridor Development – an excellent private-public partnership for sustainable urban development and inclusive growth, and
- Continuing to improve on a safer environment, through adding to our existing cameras and surveillance networks, as well as supporting and creating more neighbourhood watches.

The IDP indicate that the manner that the vision should be translated for transport and addressed in the CITP is shown in Figure 2-2.

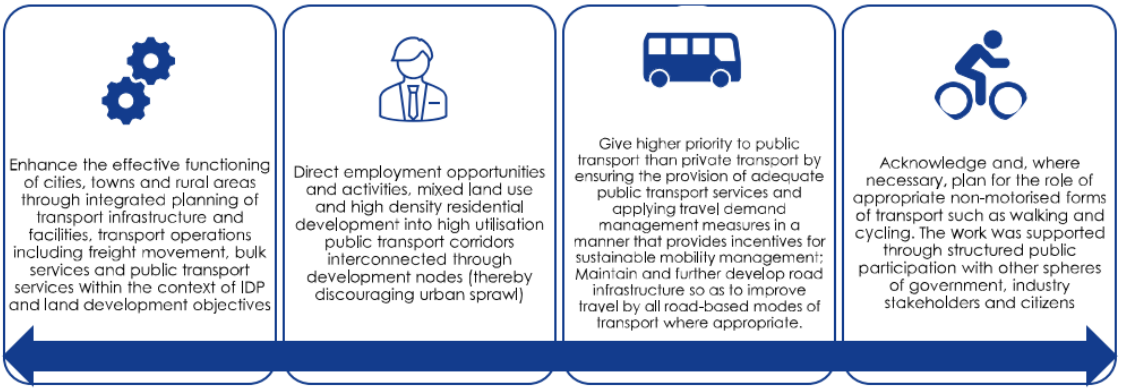


Figure 2-2: Translation of the Vision into the development of the Transport System

More specifically aimed at making progress towards the realisation of Vision from a transport perspective, the IDP proposed the following four strategic transport interventions, which is unpacked more extensively in Figure 2-3:

- ***Towards a Car-Free Living*** – 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*** - refers to strategies that manage overall demand for travel during peak periods, such as congestion pricing and parking management
- ***Infrastructure and Operational Enhancements*** - refer to capacity improvements to transport infrastructure but only as part of the overarching transport philosophy in Stellenbosch, and
- ***Optimal Land Use and Interconnected nodes*** - refers to integrated land use and transport planning, which supports and promotes transit orientated development (TOD).

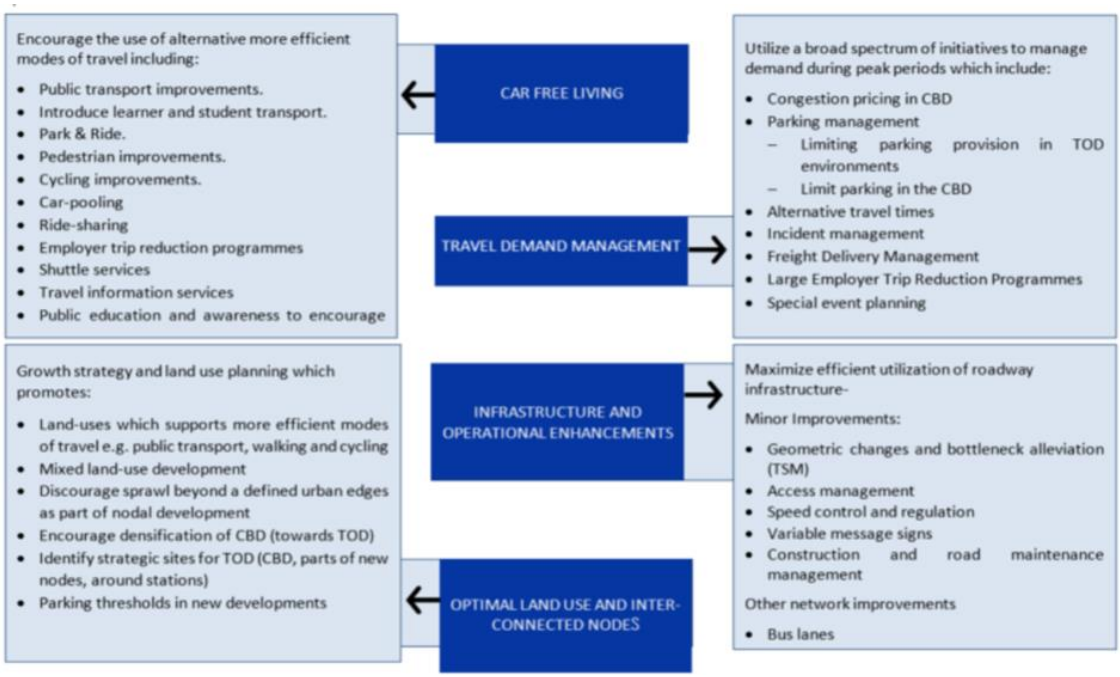


Figure 2-3: Strategic Transport Interventions provided in the IDP

2.2.6 Previous Stellenbosch Municipality CITP(s)

The previous CITP for the Municipality of Stellenbosch echoes the Strategic Focus Areas of the IDP and enhances the transport elements of the various focus areas. The key action areas that were identified to expand the IDP Strategic Focus Areas to include transportation is as follows:

- Road infrastructure improvements;
- Effective public transport system;
- Walking and cycling network improvements;
- Freight network improvements;
- Travel demand management, and
- Streamlined governmental and administrative processes to facilitate the implementation of much needed transport solutions.

The key action areas as listed above were further focused on key areas of implementation action for transport in within the Stellenbosch Municipality and includes:

- A well-functioning road network with good regional access;
- An effective public transport system with good regional access and local public transport, and
- A walkable and cyclable centre of town.

2.2.7 Stellenbosch SDF

The Stellenbosch SDF of 2019 aims to achieve the following:

- Enable a vision for the future of regions and places that is based on evidence, local distinctiveness and community derived objectives;
- Translate this vision into a set of policies, priorities, programmes, and land allocations together with the public-sector resources to deliver them;
- Create a framework for private investment and regeneration that promotes economic, environmental and social well-being for a specific region or area, and
- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

Listed below are the specific spatial policies to support the MSDF concept and settlements plans:

- Maintain and grow the assets of the Stellenbosch Municipality's natural environment and farming areas;
- Respect, preserve and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations;
- Direct growth to areas of lesser natural and cultural significance. Allow future opportunity to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented or expanded;
- Clarify and respect the different roles and potentials of existing settlements;
- Ensure a balance approach to transport in Stellenbosch Municipality, that appropriately serves regional mobility needs and local level accessibility improvements;
- Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land;
- Actively seek conditions to enable the private and community sectors to align their resources and initiatives with the MSDF principles and proposals, and
- Focus major development energy in Stellenbosch Municipality on a few catalytic development areas that offer extensive, inclusive opportunity.

2.2.8 Promotion of Sustainable Transport

Sustainable Transport is the planning and provision of services and infrastructure for the mobility of people and goods in a manner that is safe, accessible, and affordable for all. Sustainable Transport is efficient and resilient, while minimising the environmental impact and advancing economic and social development to benefit today's and future generations. Sustainable Transport aligns fully with key imperatives of poverty alleviation and reduced inequality and is therefore key to achieving a **Just Transition.**

The specific approaches contributing to Sustainable Transportation includes the:

1. **Society** - where Sustainable Transport will facilitate equitable and safe access to opportunities;
2. **Economy** - where Sustainable Transport will be affordable and support a vibrant economy inclusive of growth. and
3. **Environment** - where Sustainable Transport will limit the impact on the environment.

The above three pillars should be applied for the integration of urban and land use planning with transportation and can be achieved by implementation of the spheres of NMT, Public Transport, Travel Demand Management and Transport Oriented Development.

Applicable legislation and policies to take into consideration in the vision and objectives to develop Sustainable Transportation include:

- Green Transport Strategy 2018 – 2050;
- Nationally Determined Contribution (NDC), and
- WCG 2019 Greater Cape Metro Regional Spatial Implementation Framework.

The abovementioned documentation is summarised as follow:

- Green Transport Strategy 2018 – 2050

  The transport Sector contributes 10.8% (cities +/-40%) SA's Green House Gas (GHG) emissions and the strategy is therefore integral to achieving the National Development Contribution (NDC) targets for reducing GHG emissions. The stated Goal is: "… ***substantially reduce GHG emissions and other environmental impacts from transport sector by 2050***". This can be achieved by having at least a 20% migration of persons/passengers from private to public transport and NMT and 30% migration of freight from road to rail.

- Nationally Determined Contribution (NDC)

  The Presidential Climate Commission (2021) provides the overarching approach to reducing GHG emissions to stay below 2^0C and achieve a Nett Zero worldwide by 2050. The Energy Sector will be the initial focus leading up to 2030 whereafter the Transport Sector will follow. It should be ensured that current planning does not lock out opportunities to shift.

- WCG 2019 Greater Cape Metro Regional Spatial Implementation Framework

  The framework provides long term strategic direction and coordination to the overall growth, spatial development, land use management, and conservation. The framework sets out the region's spatial agenda through 9 levels including *Integrated Transport and Mobility.* The specific strategies to be developed for include:

  - Regional Public Transport;
  - NMT;
  - Freight Logistics, and
  - Freeways.

Some changes in the external environment to consider in the planning of Sustainable Transportation include:

- The Climate Change dialogue that is rapidly shifting;
- The concept of 15-Minute Cities where all amenities are within a 15 – 20 minute walking or cycling distance;
- The need to consider NMT (walking and cycling) and Public Transport and not only Electric Vehicles as key enablers in reducing GHGs;
- The recognition of the need for a Just Transition addressing inequality issues in the accessing of opportunities, and
- The implications of evolving technology supporting the **Active Mobility** space such as e-bikes, pedelecs, e-scooters, cargo bikes and so forth.

2.2.9 The Fourth Industrial Revolution (4IR)

The Fourth Industrial Revolution (4IR) can be described as the application of technology to merge the physical and digital world. The 4IR is characterized by the speed at which is it evolving and its presence in almost every industry and country. As a result of the 4IR the world experiences the transformation of entire systems of production, management, and governance. Breakthroughs in fields such as artificial intelligence (AI), robotics, the Internet of Things (IoT), autonomous vehicles, 3-D printing, nanotechnology, biotechnology, materials science, energy storage, and quantum computing to list a few (Schwab, 2016).

The 4IR has an impact on businesses, the government, people, but most importantly for this study an impact on transportation and the future of it.

A 4IR product/development that can be classified as one of the outcomes with most significant impact on the transportation system is Autonomous Vehicle Technology (AVT). AVT is the idea of a vehicle that is fully automated with no human control required. It is expected that the use of AVT will result in operational efficiencies, lower freight costs, improved fuel efficiency and reduced delivery times. An example is where AI and IoT based radar, laser and camera systems allow freight vehicles to navigate pathways so as to effectively reduce any dysfunctionalities or accidents while optimizing fuel consumption (Ranawat, 2020).

Some beneficial key changes took place in the way an ordinary consumer interacts with the transportation industry because of Artificial Intelligence. These changes include (Ranawat, 2020):

- The introduction of smart cashless and cardless payment using radiofrequency identification (RFID) or near field communication (NFC) that can be applied in various scenarios;
- Secure booking systems that are enhancing mobility as a service for instance Uber, and
- Multi-channel Customer Assistance, AI and IoT have enabled mobility service authorisers to convey transport related information with consumers including Estimated Time of Arrival (ETA) and virtual assistants.

With the automation of systems, it became possible to optimise transport operations more efficiently than before as high-quality data and analytics significantly became available and improve transportation planning through increased visibility. With the new access to rich data generated daily it became possible to anticipate demand, plan more effectively and track distribution in real time (Logistics & Transport, 2020).

Even though South African logistics and transportation companies are still exploring innovations from the Second and Third Industrial Revolutions, a solid foundation needs to be created to support the implementation of 4IR technology.

2.3 Vision

The stakeholder participation process engaged participant on the importance on matters and aspects directly and indirectly related to transportation in Stellenbosch. The outcome of this process is summarised in

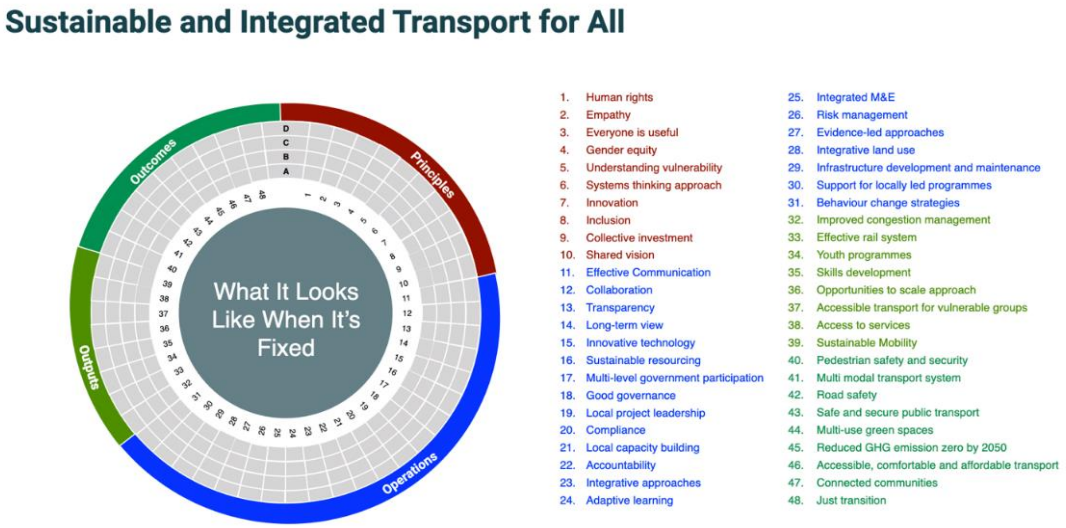


Figure 2-4.

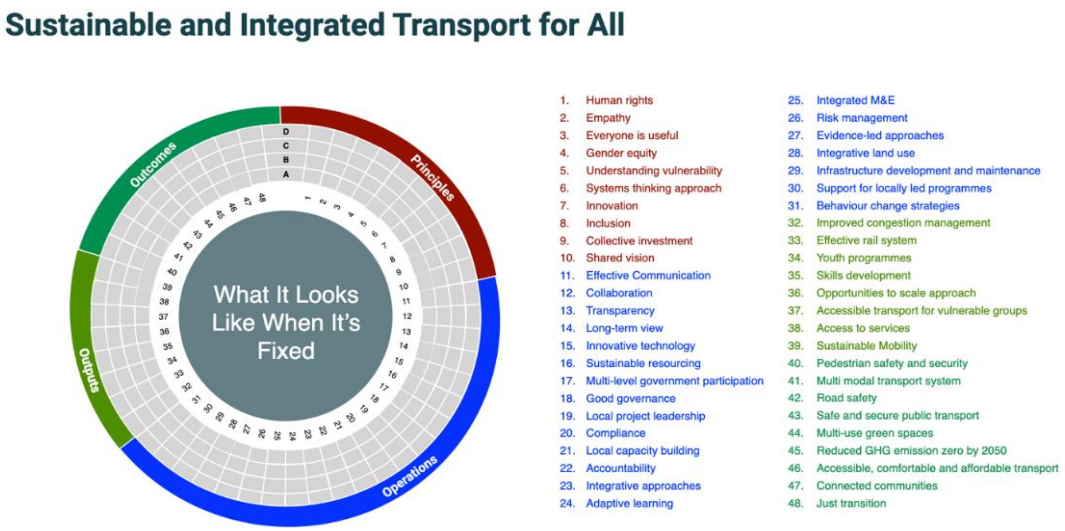


Figure 2-4: Stakeholder Engagement and Participation Process Summary

It can be concluded that transport is not an end in itself, but a facilitator of wellbeing and property, giving people access to opportunities such as work, health, education and social and recreational activities. A well-functioning transport system facilitates equitable access to key opportunities and services.

Taking cognisance of the existing policy and legislative framework summarised in sections above, identified user needs and the stakeholder engagement process, the proposed Vision for transport for Stellenbosch Municipality is as follows:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

2.4 Objectives

Pursuant in achieving the Vision and addressing user needs, issues and gaps, the following Objectives for the transport system for Stellenbosch Municipality over the next 5 years and beyond are proposed:

Sustainable Mobility for All

1. Adequate mobility and inclusion of all communities, road users and pedestrian groups:
   - Commuters;
   - Scholars and Students;
   - Tourists, and
   - Mobility impaired and persons with disabilities.
2. All mobility options available to travellers are:
   - Safe;
   - Accessible;
   - protects the environment, and
   - preserves heritage.

Land Use and Transport Integration

1. Densification at public transport nodes and along key transport corridors;
2. Higher density housing developments within or close to the core and nodes, well served by public transport;
3. Diversify types of land use at new nodes to reduce travel, and
4. Mixed use developments well served by NMT.

Road Infrastructure & Parking

1. Provides adequate capacity and safe mobility of all modes of transport on all routes, roads and streets;
2. Reduced congestion;
3. Minimises the impact of through traffic;
4. Reduce the impact of extensive on-street parking of private vehicles;
5. Parking developments that tie-in with and promotes the use of public transport;
6. Acceptable maintenance;
7. Include Universal Design principles, and
8. Maintains the character and heritage of the Stellenbosch and Franschhoek Towns.

Public & Non-motorised Transport

1. Affordable, safe, secure and attractive public transport services;
2. Access to all communities and areas within the municipal boundary;
3. Enhance the role of commuter rail;
4. Safe and convenient first- and last mile (1LM) travel of public transport users;
5. Safe and convenient infrastructure & facilities for travellers using NMT as a primary mode, and
6. Promote car free living in the Stellenbosch Municipal area.

Freight Transport
1. Designated, controlled and policed freight route through the Municipal Area, 2. Routes for transportation of hazardous freight, and 3. Efficient over-load control.

Safety & Security
1. Prioritise safety and security of all users; 2. Monitored, controlled, and executed; 3. Behaviour change programmes to improve mutual consideration of different road users, and 4. A gendered lens on safe mobility.

Institutional, Funding and Communication
1. Integrated Planning that has broad buy-in and is achievable, understandable, and communicable; 2. Transport budget allocations in line with future vision for the municipal transportation system; 3. Inter-governmental collaboration and coordination; 4. Partnerships with private sector; 5. Programmes, projects and plans include innovation, introduction of technologies that will promote efficiency and sustainability, and 6. Communication strategy and responsive and accountable feedback loops between users and the Municipality.

2.5 Preferred Future Transport Scenario

2.5.1 Scenario Development

A preferred scenario was developed to guide the strategies, implementation plans and key projects for the CITP. The process commenced with the identification of a number of high-level scenarios that were narrowed down to the following two scenarios:

- **Scenario 1: Improved Current Trajectory**
- **Scenario 2: Focussed Investment on Public Transport and Non-motorised Transport**

These two scenarios were further unpacked, assessed and measure against the transport Vision and Objectives, in order to decide on a preferred scenario. Based on the assessment, it is proposed that the Scenario 2, with a focus on public and non-motorised transport, is the preferred approach to be taken by the Municipality in the further development of its transport system.

Although the two scenarios are not mutually exclusive and Scenario 1 could be a first step and provide a basis for pursuing Scenario 2, there is a risk with following such an approach, as the Municipality may remain locked into very much a “business as usual" scenario, which could then impact on its ability to change tack towards a more public transport and non-motorised transport investment focus later.

The preferred scenario is aligned and in support of the future transport system as described in a number of strategies and plans already adopted by the Municipality, which articulates its support for more focussed investment in public and non-motorised transport, such as:

Strive towards car-free living in Stellenbosch

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 pedestrianised 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 cyclability

Achieving a modal shift towards public transport, walking and cycling will require that streets must be transformed into vibrant pedestrian-friendly space with supporting land use, sidewalks that are universally accessible, traffic management in favour of pedestrians, cycling and public transport.

Parking in the CBD reduced over time by introducing differential parking tariffs with more affordable parking at the outskirts of the CBD.

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.

2.5.2 Description of Key characteristics of the preferred scenario

The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non-motorised Transport, are described as follows:

Mobility for All

- Roads and streets are for all (not only private vehicles) with selected streets dedicated to walking and cycling with vehicular access restricted/not allowed;
- Travellers within the municipal area have a variety of viable and safe mobility choices, ranging from NMT, public transport, MAAS options and private vehicles;
- Travellers exercise a wider variety of mobility choices than for choice users only relying on their private vehicles;
- Congestion is reduced as a result of travellers making different choices;
- More commuters travelling from outside the Municipality to work in Stellenbosch use public transport to do so;
- In addition to using mini-bus taxi services, commuters also use scheduled public transport available on certain key routes and within core areas;
- Travellers that cannot afford any other transport, use well developed and safe NMT facilities;
- Residents living in new decentralised nodal developments on core public transport routes can rely on scheduled public transport to commute to work, go to university, school, etc.;

- Students mostly use park-&-ride facilities, shuttle bus services or walk/cycle between the university and their places of residence;
- Although many scholars are picked up and dropped off at schools by private vehicles, other modes are available to them to travel conveniently and safely to school and back, such as walking and cycling;
- Tourists mostly use private vehicles and MAAS to access the Stellenbosch Town, but then use park-&-ride facilities, shuttle bus services or NMT to move around, and
- The elderly and people with physical disabilities have very limited mobility options.

Sustainable Transport

- A significant reduction in transport related green-house emissions is due to both a reduction in the need to travel and a shift towards sustainable modes;
- Travel is reduced due to the integration of land use and transport throughout the Municipality;
- Shift from private to public transport by choice-users has and is taking place as a result of viable and safe public transport and/or MAAS options;
- Shift from motorised to non-motorised transport is taking place because of improved NMT infrastructure and facilities, and
- Behaviour change strategy being implemented.

Land-use & Transport Integration

- The need to travel is reduced by more mixed-use land use development;
- Development of the transport network and land use development is better integrated, with the main driver being sustainability;
- Adam Tas corridor development continues as planned and is supported by scheduled public transport services along key routes;
- Continued densification within the Urban Edges and focus on brownfield redevelopment;
- New high density housing developments is supported by scheduled public transport services;
- Existing higher density housing areas to be expanded through land-use diversification to better support need for convenience, commercial and public facilities, and
- Transit -Oriented development nodes are established around transport nodes (for instance at rail stations) where modal transfers can be facilitated.

Road Infrastructure & Parking

- The road network is developed and redeveloped such that streets within Stellenbosch Town, provide for different types of functionalities, some providing for

higher levels of mobility for private vehicles and others providing more for access, public transport and specifically NMT;

- Upgrades, redevelopment and development of roads makes adequate allowance for all mode of transport (cross-section, servitude boundary to boundary, urban design);
- Bypass road options for through traffic are developed and evaluated through a strategic environmental assessment;
- Parking requirements related to new development are scaled down in favour of public transport and NMT facilities considering all socio-economic and environmental costs/benefits;
- Park-&-ride facilities have been developed to serve the Stellenbosch Town and Franschhoek;
- On-street parking has been reduced and/or taken away on certain functionality type streets;
- Where available, on-street parking has been made more expensive to encourage motorists to park-&-ride and/or use NMT, and
- Continued and improved road maintenance.

Public Transport

- Commuter rail is reintroduced and provides a viable public transport option for both captive and choice users to areas surrounding/outside the Municipality;
- Commuter rail is expanded (possibly including LRT between SSW and SB on current line);
- Provincially subsidised bus services are extended to link areas from outside the Municipality, not served by rail;
- A scheduled shuttle service link park-&-ride facilities with key destinations with the Town CBD and University (dedicated US student shuttle service was absorbed into this service) – also in Franschhoek;
- Scheduled public transport services link key nodes within the municipal area, including the Town CBD, i.e. Adam Tas Corridor and Jamestown;
- Unscheduled public transport, mainly mini-bus taxis provide for the demand for public transport where scheduled services do not exist, and
- Student transport – evaluating re-introduction of e-scooters (may be e-bikes) as on campus mobility platform.

Non-motorised Transport

- Pedestrianisation of some streets in the Stellenbosch Town CBD;
- Further development of bike paths and pedestrian routes linking outlying communities and neighbourhoods with economic opportunities within the Municipality;
- Expanded NMT essential infrastructure, including previously “missing links”;
- Pedestrian routes are well integrated at public transport interchanges;
- Cycle facilities within Stellenbosch Town, along with bicycle parking and safe storage;
- A bike-sharing scheme has been introduced;
- Improved NMT facilities around schools, with scholars walking and bicycling, and
- Decluttered sidewalks to promote NMT and Universal Access as part of urban design.

Freight Transport

- Whilst freight by road remains the main transport mode, the role of rail in this respect is re-evaluated;
- Strategic freight network;
- Klapmuts truck-stop development;
- Effective overloading control, backed by law enforcement (weigh-in-motion mats)/technology introduction;
- Regulated and enforced routes for the transportation of dangerous goods, and
- First and last mile services – EV support.

Safety & Security of Travellers

- Behaviour change programmes to improve mutual consideration of different road users;
- Stellenbosch municipal area is a 24/7 complete user-friendly town;
- Road safety and awareness is improved;
- Security is improved at public transport ranks, interchanges and major NMT routes throughout the Municipality;
- Safety training for taxi associations and taxi drivers;
- Safety dialogues between taxi associations, taxi drivers and potential new users;
- Safe and healthy sanitation at public transport ranks;
- Safety grading system for public transport;
- Vulnerable road users are prioritised at points of intersection;
- Speed limited and traffic calming around schools;
- Visible policing;
- Urban design which includes safety-in-design considerations;
- Perceptions of safety (personal public safety) and security is significantly improved;
- A gendered lens on safety and security, and
- Map and respond to user patters, elderly, youth, people with disabilities, women and children.

Technological Advancement & Innovation

- Traffic management systems and information available for traffic and congestion management;
- Technology applied for commuter safety at interchanges and key NMT routes;
- Technological advancement in vehicle propulsion systems reduce emissions;
- Public charging facilities are available for EVs in collaboration with private sector, and
- Preparing to introduce new technology into transportation system (autonomous vehicles, 4IR and big data, electric vehicles and charging stations, e-bikes/scooters for hire, also student focussed).

Funding

Additional funding allocated and secured through partnerships with public and private entities for;

- the development and improvement of NMT infrastructure and facilities in general, but specifically along provincial routes, as well as at and around new private developments, and
- public charging facilities available for electric vehicles, in partnerships with the private sector.

Institutional Arrangements & Communication

- Communication mechanism focusses on behaviour change and accountability framework through relationship building and trust (culture of mutual respect, high expectations and trust). It should include a clear public engagement and education programme;
- SDPs include provision for public transport (where applicable) and NMT;
- Zoning implications such as building lines and parking requirements consider the safe NMT infrastructure and facilities;
- TIAs are based on person trips (not vehicle trips) and include NMT;
- Municipal by-laws are aligned with IDP strategic objectives;
- Partnerships for the development and management of transportation with the various sectors of government, as well as the private sector are in existence;
- Development and implementation of communication strategy in support of the scenarios;
- Responsive and accountable feedback loops between users and city;
- Development and implementation of communication in support of the scenarios, and
- Responsive and accountable feedback loops between users and the city.

Preservation of Heritage

Balanced approach is followed towards mobility and preservation of heritage, specifically with consideration given to the development of NMT infrastructure.

2.6 Future Transport Concept

To provide a framework and guidance to the mode specific strategies and plans contained in Chapters 6 to 11 of the CITP, the Vision, objectives and preferred transport scenario were translated into a Future Transport Concept consisting of a number of building blocks that will enable the future development of public and non-motorised focussed integrated transport system for Stellenbosch Municipality. The Concept and its building blocks are:

1. Development of **park-&-ride facilities** for travellers traveling to Stellenbosch from outside the municipal area, with e-vehicle charging facilities
2. Introduction of **scheduled shuttle services**, linking;
    - park-&-ride facilities;
    - Krigeville school precinct;
    - key nodes; Kayamandi, Stellenbosch CBD, University, rail stations and higher-density residential areas;
    - higher-density corridors, such as Adam Tas Corridor, and
    - to Somerset-West (as a later phase).
3. Reinstatement and expansions of **commuter rail** (possible additional stations in ATC)
4. Partial or full **pedestrianisation of some streets** within the Stellenbosch Town CBD and Franschhoek
5. Establishment of a **"core" bicycle network** with related infrastructure and facilities with the introduction of a Bike Sharing Scheme
6. Development and **redevelopment of streets and roads**, which provides for different types of functionality, some providing more for access, public transport and NMT and others providing for higher levels of mobility for private vehicles
7. **Reduced on-street parking**
8. Needs of the elderly and people with disabilities as pedestrians are catered for in the development and redevelopment of streets (layout and cross-section, fence-to-fence)
9. **HOV facilities** and public transport priority measures on arterials, such as the R44
10. **Bypass road options** for through traffic be considered
11. **Integrated traveller safety and security framework** in place with active monitoring and management through application of technology
12. **Deployment of ITS solutions** to promote convenient travel, TDM, information sharing, public transport ticketing, freight vehicle over-load control, etc.

3 TRANSPORT REGISTER

The objective of the Transport Registry is to provide an overview of the current land transport system operations within Stellenbosch Municipality. It reflects various aspects of the area which include demographics, the transport system status quo, system management, performance levels, and the status and condition of transport facilities. This will assist in understanding the transport system, as well as its ability to meet the needs of the community by providing effective and efficient transport services and infrastructure.

The register will further assist in pinpointing the shortcomings and identifying strengths, weaknesses, and opportunities.

3.1 Demographic and Socio-Economic Characteristics of Stellenbosch Municipality

3.1.1 Population

Stellenbosch's population totals 196 036 persons in 2021, and is expected to increase to 209 854 by 2025, equating to an average annual growth rate of 1.7 % for the period. Stellenbosch has an ageing population. The highest growth for the aged cohort is an average annual rate of 3.6% for the period 2021 to 2025. This is more than double the growth in the working age cohort (1.6%).

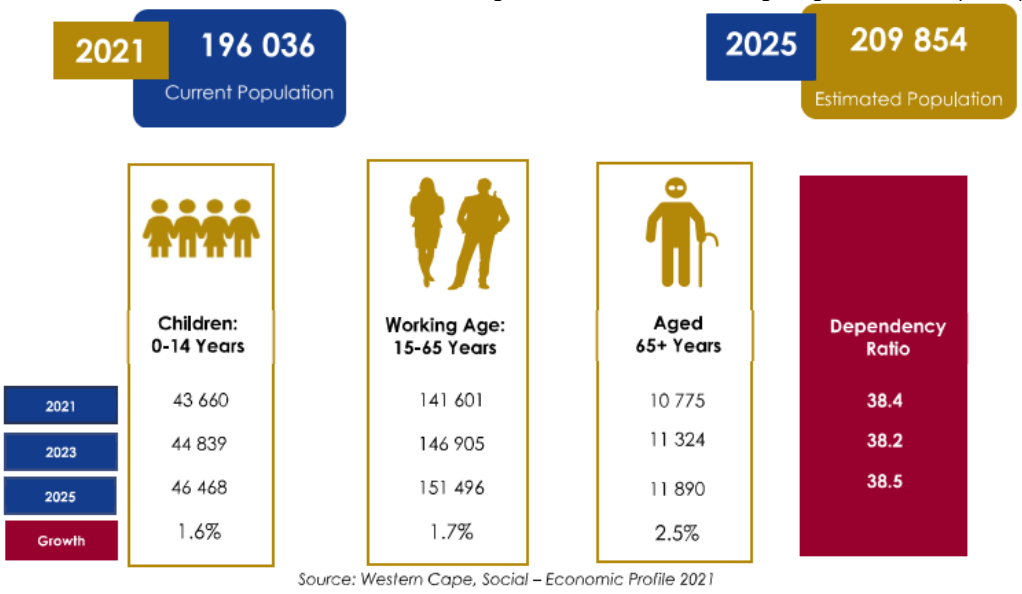


Figure 3-1 has been taken from the IDP 2022-2027.

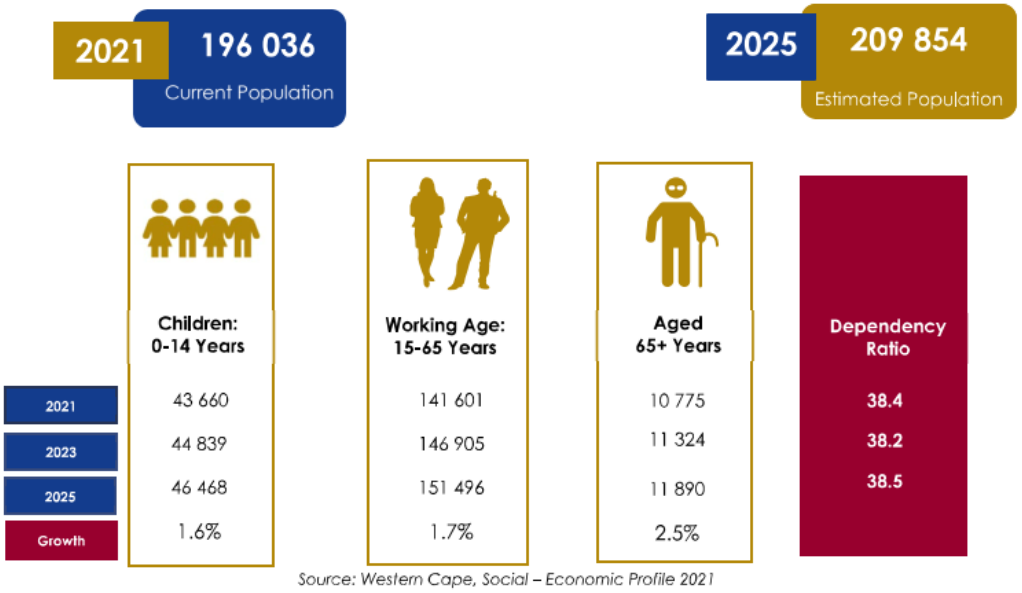


Figure 3-1: Age Cohorts and Dependency Ration

3.1.2 Population Density

Stellenbosch has a population density of 234 people / km².

3.1.3 Learner growth rate and schools

Learner enrolment in the Stellenbosch area increased with the same rate as population as the growth rate (1.7%). There are 39 schools in the Stellenbosch area.

3.1.4 Health Facilities

In 2020, the Stellenbosch municipal area had 8 primary healthcare facilities which comprise of 7 fixed clinics and 1 community day care centre. There is also a district hospital, 9 ART treatment sites and 13 TB clinics.

3.1.5 Income Levels

The Gross Domestic Product (GDPR) per capita is on a downward trend across most local municipal areas. The Gini-coefficient (measuring income inequality) has worsened in the Stellenbosch Municipal area and increase from 0.614 in 2014 to 0.631 in 2020.

3.1.6 Basic Service Delivery

Access to affordable transportation is not currently measured in basic service delivery and is believed to be a gap in the approach to service delivery as access to public facilities and amenities is facilitated by affordable transportation.

3.1.7 Economic Growth and Employment

In 2019, the economy of the Stellenbosch Municipal area was valued at R 16.759 billion (current prices) and employed 78 449 people. The economy is expected to decline with 6.7% (and even more due to the impacts of loadshedding) with a significant number of jobs being lost.

The finance, insurance, real estate, business services and wholesale and retail trade, catering and accommodation and manufacturing are the main drivers of the Stellenbosch economy. The former two grew by 2.4% and 2.1% respectively between 2015 and 2019. The largest decline is expected in the construction industry which is expected to decline by 19.8%.

It is estimated that total employment in 2020 was expected to be 73 790 workers of which 73.6% is in the formal sector while 26.4% is informally employed. The average growth for the formal sector is 0.4% and for the semi-skilled sector 0.5%. Low-skilled employment contracted at an average annual rate of 1.4% per annum. Overall, formal and informal employment contracted by 0.4% and 2.1% respectively between 2016 and 2020 (and is expected to continue or the contraction rate may even increase.

3.2 General Overview of the Transportation System

3.2.1 Modal split

The 2016 CITP indicated a vehicle modal split with a high bias towards private "light" vehicles. However, the more recent National Household Travel Survey of 2020 (Department of Statistics, 2020) data was analysed at a Transport Zone level, to try and get more up to date information on transport in Stellenbosch. Table 3.1 shows the modal split for the Transport Analysis Zones that constitute the Stellenbosch area.

Table 3.1: Modal Split for Stellenbosch

Description	Percentage
Train	4
Bus	0.5
Taxi	63
Car/bakkie/truck/lorry driver	28
Car/bakkie/truck/lorry passenger	2
Walk	1
Total	**100**

3.2.2 Public Transport System

In the absence of passenger rail services in Stellenbosch at present, public transport in Stellenbosch Municipality consists mainly of minibus-taxi services and limited services by Golden Arrow Bus Service (GABS). The minibus-taxi operators transport the majority of commuters not only within the Municipality's boundaries but also between areas from outside of the Municipality such as Somerset West, Kuils River, and Paarl. There is a large prevalence of unlicenced minibus-taxi operators operating on routes within the Municipality. Golden Arrow Bus Services provides 6 services into and out of Stellenbosch. Passenger rail services were provided by Metrorail, a member of PRASA, and provided a minimal passenger service of around two trains per peak hour, stopping at seven train stations within the Stellenbosch municipal boundaries.

Stellenbosch University (SU) provides a weekday shuttle service exclusively for students and staff between various campus and parking facilities. Tygerberg resident students are also able to book a shuttle seat in advance between the Tygerberg and Stellenbosch campus.

Other public transport services include the long-distance commercial bus services provided by, Translux, and Intercape and on-demand transport services provided by e-hailing companies such as Uber. There are also various tourist related transport services. (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

3.2.3 Institutional and Organisational Structure of the Public Transport Industry

As indicated above, the minibus-taxi is the main mode of public transport in Stellenbosch. The industry in Stellenbosch has organised itself into three associations:

- Stellenbosch Taxi Association;
- Franschhoek Taxi Association, and
- Kayamandi Taxi Association.

There are also limited scheduled bus services in Stellenbosch Municipality. These are operated by Golden Arrow Bus Services (GABS) in terms of an operating contract with the WCG.

The passenger rail service, (currently not operating in Stellenbosch) is operated by Metrorail a division of PRASA.

Although Stellenbosch Municipality does not have direct control over these management entities, it is important for them to foster good relationships with transparent and regular liaison.

3.2.4 Minibus Taxis

Minibus taxis provide unscheduled flexible services that can adapt to transport demand. This makes it the dominant public transport mode in Stellenbosch. Minibus taxi vehicles do not display routes, origin, destination, or fares. Fares are paid in cash. The capacity of minibus taxis ranges between 12-16 (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

The main minibus taxi hubs in Stellenbosch Municipality include Stellenbosch, Kayamandi, Franschhoek and Klapmuts. Figure 3-2 shows the taxi ranks within Stellenbosch Municipality (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

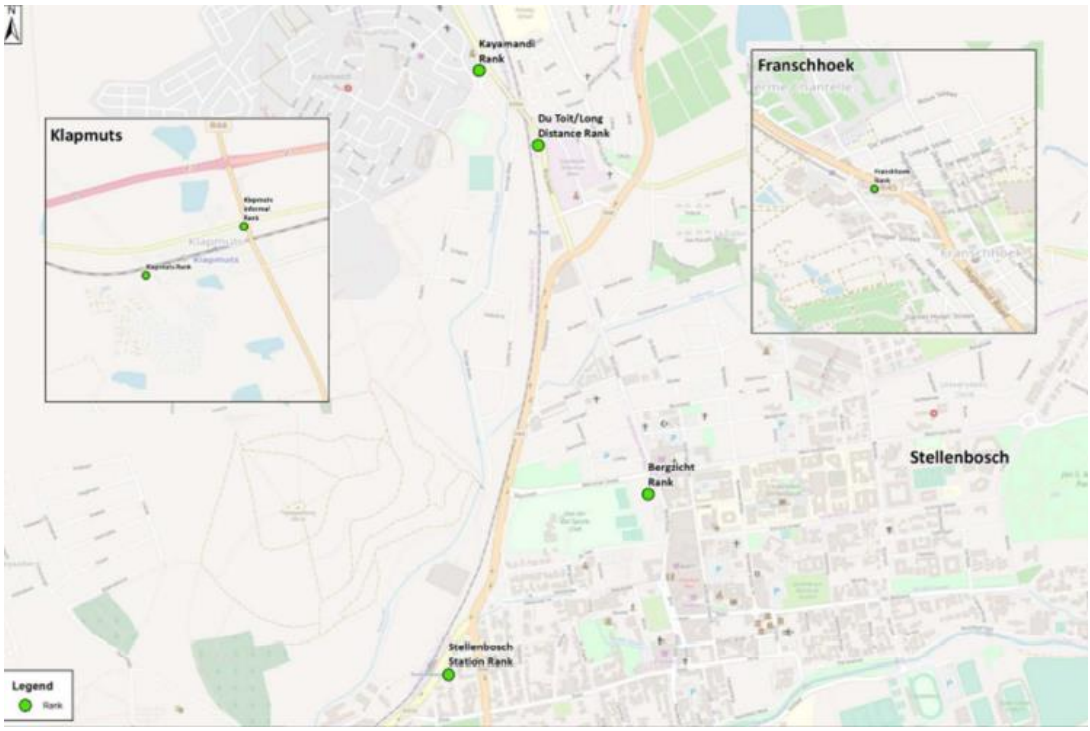


Figure 3-2: Taxi Ranks within Stellenbosch University

(Source: Update of the Comprehensive Integrated Transport Plan for Stellenbosch Municipality, 2020)

The passenger volumes at the various taxi ranks were observed during surveys in 2019. The counts only include AM and PM peaks (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.2 reflects the minibus-taxi passenger volumes.

Table 3.2: Minibus Passenger Volume

Rank	W/day	%	Fri	%	Sat	%	All pay	%	Total	%
Bergzight	3568	42	4599	47	2988	44	4726	55	15972	47
Kayamandi	1835	21	1842	19	1417	21	2023	24	7118	21
Du Toit Station	1023	12	1140	12	967	14	1116	13	4246	13
Stellenbosch Station	1058	12	1141	12	212	3			2411	7
Franschhoek	590	7	562	6	617	9			1769	5
Klapmuts WC			103	1				8	103	
Klapmuts	481	6	373	4	596	9	671		11	6
Total	**8645**		**9760**		**6797**		**8536**		**13374**	

It was identified that minibus routes in Stellenbosch were problematic. Table 3.3 shows the various problems, together with the best way forward.

Table 3.3: Minibus Route Problems and Solutions

Minibus Taxi Route Problem	Best Way Forward
• Inaccurate and lack of correlation or consistency between all database sources i.e. PRE database, taxi associations, and municipality making it difficult to verify the actual number of routes • Routes were established more than 20 years ago; they are therefore no longer relevant with new or changing land use • Road network and other infrastructure changes (consolidation of ranks) have occurred making route descriptions no longer valid • No correlation or accuracy of the number of OLs • Not accurate vehicle registration numbers or owner information • No maps of routes make it difficult to confirm actual route alignments • There are duplicate or multiple route numbers between the same origin and destinations (OD) pair	• Multiple route numbers for the same O-D pair were consolidated into one route number • Where there were minor route variations or “vias” between the same O-D pair these were included in the one route number with a few road link options • Where the B destination was a neighbourhood without a rank the route was modified to allow collection and feeding within the boundaries of the neighbourhood • Route numbers that were no longer viable due to a shift in rank location or lack of demand were deleted. • The final consolidated route description took into account all route variations between O-Ds as well as the actual routes recorded as part of the onboard surveys.

Table 3.4 and Table 3.5 summarise the revised route structure for local routes. These changes were made based on the above principles. This revision allowed for a consolidation of routes between the same O-D. A total of 16 local routes which serve the following local neighbourhood destinations and towns within the municipal area.

- Between Stellenbosch and Kayamandi, Idasvalley, Cloetesville, Jamestown, Koelenhof, Vlottenburg, Lynedoch Station, Devon Valley, Elsenberg, Jonkershoek and the R310;
- Between Stellenbosch and Klapmuts, Pniel, Kylemore, Lanquedoc, Franschhoek;
- Between Franschhoek and surrounding residential areas and farms, and
- Between Klapmuts and surround residential areas, Simondium and Muldersvlei and Elsenburg.

Table 3.4: Revised Local Routes for Stellenbosch Municipality

TA	New #	Route Name	Consolidate Route #s	Route Numbers Removed
Stellenbosch 9 routes	656	Stellenbosch - Idasvalley	656, 657, 658, 659, 660, 661,	630, 631, 632, 633, 634, 635, 705, 706, 707, 916, 917, 942
	665	Stellenbosch - Cloetesville	665	636, 637, 666, 702, 703, 704
	670	Stellenbosch - Jamestown	670,671	638, 639, 782, 783
	662	Stellenbosch - Koelenhof	662	
	663	Stellenbosch - Vlottenburg/ Lynedoch Station/Devon Valley	663, 664, 672	
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	902, 903, 667, 668,754	
	675	Stellenbosch - Jonkershoek	675	
	673	Stellenbosch-Elsenburg	673a, 673b, 674a, 674b, A63	
	Y48	Stellenbosch-R310	Y48, Y49, Y50	
Franschhoek 5 routes	A96	Franschhoek - Franschhoek Plase		
	G60	Klapmuts- Stellenbosch via Muldersvlei	G58, G60	
	G61	Klapmuts - Simondium		
	M59	Klapmuts - Klapmuts		
	Z47	Franschhoek - Stellenbosch		
Kayamandi 1 route	676	Stellenbosch - Kayamandi	676, 677, 722, 723, 813, 814, 815	

Table 3.5: Revised Inter-Municipal Routes for Stellenbosch Municipality

TA	New #	Route Name	Consolidate Route #s	Route Numbers Removed
Stellenbosch 2 routes	669	Stellenbosch – Somerset West	669, 741, T43	
	A88	Stellenbosch – Kuils River		
Franschhoek 4 routes	755	Franschhoek - Paarl	755, 873	
	G15	Klapmuts - Paarl	G15, G57	
	G59	Klapmuts-Dandarach Farms Paarl		
	N42	Franschhoek - Paarl Mall		
Kayamandi 2 routes	N12	Stellenbosch (DuToit) –Bellville (long distance rank)		
	Q80	Kayamandi-Lwandile		

Table 3.6 shows the routes that serve each rank.

Table 3.6: Routes serving the Various Ranks in Stellenbosch

No.	Facility Name	Destinations Local / Commuter (C); Inter-Municipal (IM); Long Distance (LD)	Route Nos per Rank
1.	Bergzicht	C: Idasvalley, Cloetesville, Jamestown, Koelenhof, Vlottenburg/ Lynedoch Station/Devon Valley, Kylemore/ Pniel/ Lanquedoc, Jonkershoek, Elsenburg, Kayamandi IM: Somerset West,	656, 665, 670, 662, 663, 667, 675, 673, Y48, 676
2.	Kayamandi	Stellenbosch CBD	676

No.	Facility Name	Destinations Local / Commuter (C); Inter-Municipal (IM); Long Distance (LD)	Route Nos per Rank
3.	Du Toit	IM: Lwandile, Bellville LD: Eastern Cape destinations	N12, Q80
4.	Stellenbosch Station	IM: Somerset West, Kuils River	669, A88
5.	Franschhoek	C: Franschhoek Plase, Stellenbosch IM: Paarl, Paarl Mall	A96, Z47
6.	Klapmuts Winelands Centre	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59
7.	Klapmuts	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59

Table 3.7 and Table 3.8 summarise the distances per route. It also summarises the average 1-way route distance for all routes serving a particular rank as well as the average speed and estimated turnaround time for these group of routes.

Table 3.7: Distance and Average Travel Time per Local Route

TA	New #	Route Name	Average 1-way Route distance [km]	Avg. Speed	Turn-around Time [hh:mm]
Stellenbosch	669	Stellenbosch – Somerset West	20.5	59	00:35
	A88	Stellenbosch – Kuils River	No data		
Franschhoek	755	Franschhoek - Paarl	36.3	61	01:00
	G15	Klapmuts - Paarl	17.4	56	00:31
	G59	Klapmuts-Dandarach Farms Paarl	Na data		
	N42	Franschhoek - Paarl Mall	34.2	70	00:49
Kayamandi	N12	Stellenbosch (DuToit) –Bellville (long distance rank)	25.6	64	00:40
	Q80	Kayamandi-Lwandile	26.3	53	00:50

Table 3.8: Distance and Average Travel Time per Inter-municipal Route

TA	New #	Route Name	Average 1-way Route distance [km]	Avg. Speed	Turn-around Time [hh:mm]
Stellenbosch	656	Stellenbosch - Idasvalley	5.9	28	00:21
	665	Stellenbosch - Cloetesville	10.5	38	00:27
	670	Stellenbosch - Jamestown	8.5	31	00:27
	662	Stellenbosch - Koelenhof	24.0	62	00:39
	663	Stellenbosch - Vlottenburg/ Lynedoch Station/Devon Valley	10.9	78	00:14
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	16.5	57	00:29
	675	Stellenbosch - Jonkershoek	3.0	25	00:12
	673	Stellenbosch-Elsenburg	16.9	41	00:41
	Y48	Stellenbosch-R310	18.0	95	00:19
Franschhoek	A96	Franschhoek - Franschhoek Plase	No data		
	G60	Klapmuts- Muldersvlei- Stellenbosch	8.8	52	00:17
	G61	Klapmuts - Simondium	22.6	42	00:54
	Z47	Franschhoek - Stellenbosch	8.9	40	00:22
Kayamandi	676	Stellenbosch - Kayamandi	22.6	42	00:54

Passenger waiting times usually serves as a measure or indicator for service quality. The average waiting time was recorded at the various ranks. It is based on the time a person enters the queue and when the vehicle departs. Table 3.9 summarises the average waiting time during peak periods at the various ranks. Typically, the average waiting time during peak hour ranges from 1 minutes to 54 minutes. The analysis shows that Bergzicht station has the longest wait time of 54 minutes. On average Klapmuts Winelands Centre has the highest waiting time of 25.50 minutes and Franschhoek Rank has the least waiting time of 4.72 minutes.

Table 3.9: Average Passenger Waiting Time

Rank Number	Rank Name	Average Wait Time During Peak Hour (minutes)
1	Bergzicht	14.34
2	Franschhoek Rank	4.72
3	Kayamandi	7.91
4	Du Toit	8.14
5	Klapmuts	14.10
6	Klapmuts Winelands Centre	25.50
7	Stellenbosch Station	10.95
8	**Average Waiting Time**	**9.60**

The general services characteristics of the minibus-taxi operations in Stellenbosch as conveyed by the taxi associations during the stakeholder consultation process are summarised as follows:

- Peak: 6am - 9am and 2pm – 5pm;
- These patterns are fairly regular patterns due to daily commuters;

- Age of typical passengers during peak period 18 – 45;
- Off-peak show much less predictable usage patterns;
- Mix of ages, sometimes older passengers above 60 (on social grant days mostly), and
- R44 route is quieter on Mondays when many restaurants are closed.

During the stakeholder consultations held with the minibus-taxi associations on 3 May 2022, the associations indicated that people are using e-hailing services and lift clubs because they collect at drop them at their destination. These services are reliable and convenient, users perceive them as safe. The taxi associations indicated that they have a schedule that taxis follow. Stellenbosch Taxi Association taxis leave every half an hour from ranks between 9am and 5pm, even if they are not full while Kayamandi Association indicated that from 6am their taxis depart every 15 minutes from ranks even if not full.

The associations further indicated that they have not fully recovered from the impact of COVID-19. They have lost 40% of their income since COVID-19 as some people have lost their jobs, others are working from home and people opt for lift clubs or e-haling services to minimise the risk of contracting COVID-19. Many operators have had vehicles repossessed as they could not keep up with repayments. The representatives indicated that they are experiencing an increase in the number of people who are using their services as a result of an increase in petrol prices. They have also shared that there are more people using public transport around social grant collection dates.

3.2.5 Commuter Bus Services

Golden Arrow runs limited services into and out of Stellenbosch as shown in Table 3.10. It was indicated by the company that certain services had to be cancelled owing to a reduction in subsidy from the provincial Department of Transport.

Table 3.10: Commuter Bus Service in Stellenbosch[1]

Code	Origin	Destination	Distance	Days	Times
MKC2	Stellenbosch	Town Centre	57.2	MO-FR	17H00
MKC6	Stellenbosch	Town Centre	63.6	Cancelled	
MKC7	Town Centre	Stellenbosch	63.3	Cancelled	
MKC8	Town Centre	Stellenbosch	63.6	Cancelled	
MKC9	Town Centre	Stellenbosch	61	Mon-Fri	05H30
RRB5	Macassar	Somerset West	26.4	Cancelled	
RSA2	Stellenbosch	City	62	Cancelled	
RSA3	City Golden Acre D Line	Stellenbosch	62	Cancelled	
RSA4	Stellenbosch	City	63.3	Mon-Fri	05h00
RSA5	City Golden Acre D Line	Stellenbosch	64.1	Mon-Fri	17h10
RUG2	Kuils River Term	Polkadraai	12.8	SAT	11h30
RUG3	Polkadraai	Kuils River Term	12.9	SAT	08h25

Detailed route descriptions are provided in **Appendix A**.

3.2.6 University Shuttle Services

During weekdays, Stellenbosch University offers shuttle services for students and staff to and from various campus destinations to decentralised parking facilities. 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 to and from service divisions and departments on the edge of campus (e.g. Food Science and Welgevallen), to and from central campus, and
- Transport of congress attendees to and from the general parking areas on the edge of campus.

[1] e-mail correspondence received from Mr Eckhard Scholtz, Schedules Manager at GABS, on 24 May 2022.

Tygerberg students can book the services between the campus collection point and a nearby shopping centre, currently Tyger Valley between Monday and Wednesday, and to Parow Centre on Thursdays (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). The daily central campus service runs between 07:00 -17:30 and a booked evening service is available from 18:00 to 02:00. The service focuses on transport from parking areas to campus, transport from departments to and from the central campus, and the transport of congress attendees to and from the general parking areas (Update of The Comprehensive Integrated Transport Plan (CITP) For Stellenbosch Municipality, 2020).

In 2017 The University also offered a night shuttle service to Kayamandi. This service operates twice a day, namely at 18:00 and 20:00 (https://www.matiemedia.org/night-shuttle-service-kayamandi-fully-operational/)

3.2.7 Rail

3.2.7.1 Infrastructure and Services

The rail network in the Western Cape is extensive and provides linkages between various points within the province. The Stellenbosch municipal railway system consists of 18km of railway line. There are seven (7) railway stations in the municipal area namely Klapmuts, Muldersvlei Koelenhof, Du Toit, Stellenbosch, Vlottenburg, and Lynedoch (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). The stations can be seen in Figure 3-3.

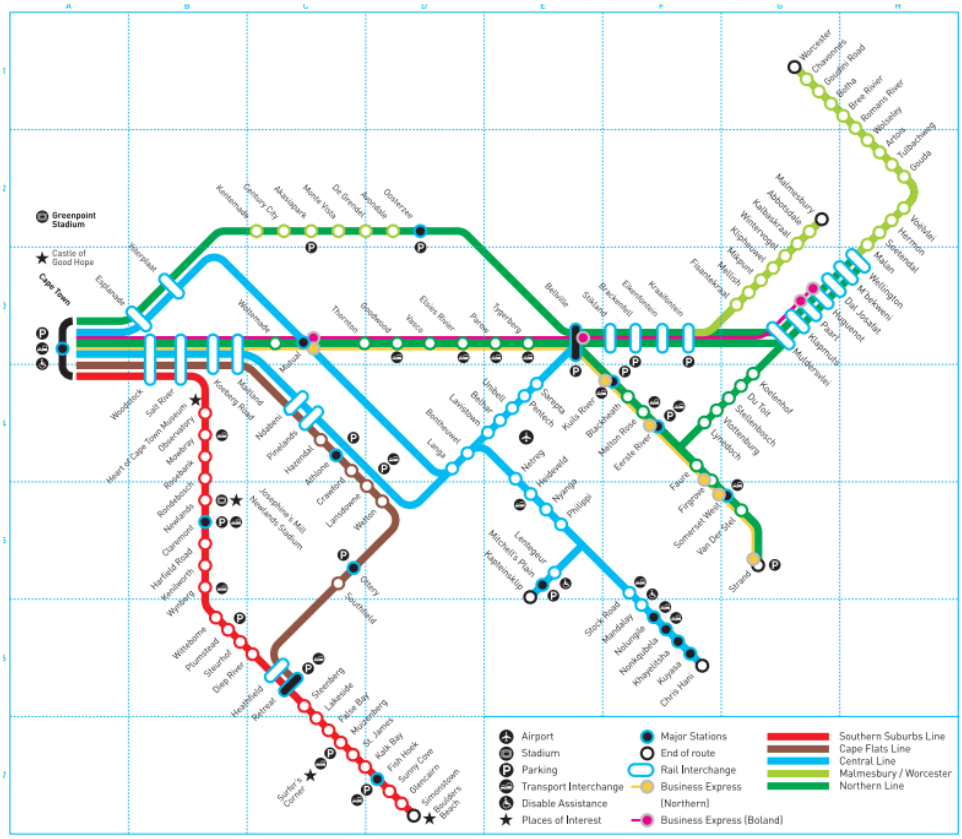


Figure 3-3: Railway line in Stellenbosch

(Source: Comprehensive Integrated Transport Plan for Stellenbosch Municipality, 2016)

At present (May 2022) there are no railway services running in the Stellenbosch municipal area. However, there were limited rail services in operation during the previous update of the CITP (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020), with the rail services originating from the northern line through the Stellenbosch Municipal area, with two trains per peak hour. From Monday to Friday, 25 trains operated daily, in each direction whereas Saturday and Sunday 15 and 13 trains operated respectively.

Table 3.11 shows the outdated fares for rail as of 2015.

Table 3.11: Rail Rates

Station	km Zone	Single		Week		Month	
		Metro Plus	Metro	Metro Plus	Metro	Metro Plus	Metro
Lynedoch	30/40	R15.50	R9.50	R127	R61	R394	R184
Vlottenburg	41 – 135	R18.50	R12	R152	R78	R471	R239
Stellenbosch	41 – 135	R18.50	R12	R152	R78	R471	R239
Du Toit	41 – 135	R18.50	R12	R152	R78	R471	R239
Koelenhof	41 – 135	R18.50	R12	R152	R78	R471	R239
Muldersvlei	41 – 135	R18.50	R12	R152	R78	R471	R239
Klapmuts	41 – 135	R18.50	R12	R152	R78	R471	R239

The rates are based on km zoning pricing, with distances ranging between 136-200km.

As per rail passenger surveys conducted in 2007 and 2012, there was a substantial reduction in rail ridership with a decrease of 13%. This data is outdated, and this figure could be considerably higher. Table 3.12 illustrates the decrease in rail ridership (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.12: Rail Ridership

Station	Boarding		Alighting		% Difference 2007 to 2012
	2007	2012	2007	2012	
Klapmuts	1692	1468	1646	1426	**-13.3%**
Muldersvlei	3919	3713	3213	3722	**4.2%**
Koelenhof	651	686	576	614	**5.9%**
Du Toit	2808	2863	2589	2695	**3.0%**
Stellenbosch	2209	2471	2553	2286	**-0.1%**
Vlottenburg	448	482	505	544	**7.7%**
Lynedoch	653	624	793	811	**-0.8%**

Although there are at present no rail services running, stakeholders such as the Municipality has expressed views that the public transport system in the Stellenbosch area must have a rail component so that communities have access to such rail options where warranted.

3.2.7.2 Planned re-introduction of rail services in Stellenbosch

At a meeting with PRASA's Western Cape Regional Management on 8 April 2022, firm plans and timelines for the re-introduction of passenger rail services in Stellenbosch were shared with the project team. According to this plan the following actions and timelines are applicable:

- Full services started on 31 March 2022 on the Northern Corridor, from which the line to Stellenbosch branches off;
- PRASA is in contact with Transnet as the owner of the line to repair the damage to OHTE infrastructure on the Paarl line;
- PRASA is aiming to reintroduce services from Bellville to Eerste River by June 2022 and then from Eerste River to Muldersvlei by from 1 September 2022;
- PRASA aims to introduce services based on the same timetables and fare structure as before the cessation of services, and
- Diesel locomotives will be considered if electric traction is not feasible in the short term.

PRASA also expressed the desire to work closely with Stellenbosch Municipality to determine demand levels and ensuring effective service delivery. It was also indicated that PRASA was aware of the proposed initiatives on the redevelopment of the Adam Tas corridor which proposes the redevelopment of the Van der Stel sportsground and the possibility of relocating the station towards the sportsground. However, no formal communication has been directed to PRASA in this regard. PRASA expressed the

clear desire to become part of this (and other) TOD initiatives in a structured and co-ordinated manner. they did express the view that this initiative.

With regards to the rail line infrastructure PRASA indicated that there is sufficient space in the current rail reserve for the doubling of the Eerste River to Strand line, but this development is totally dependent on demand on the section.

3.2.8 Other Public Transport

Other Public Transport include long-distance and cross-border transport, non-motorised transport (NMT), and health transport services.

3.2.8.1 Long-Distance and Cross-Border Transport

In the recent past, three (3) commercial bus services provided services to and from Stellenbosch, namely Greyhound, Translux, and Intercape (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). However, Greyhound announced in February 2021 that all services in South Africa will be ceased.

The operators mainly travel on the national routes (N1, N2, and N3) between major cities. The Translux bus currently operates along four routes through Stellenbosch which depart from the Stellenbosch Station while Intercape operates from Cape Town on routes throughout South Africa and to neighbouring countries. (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). Langeberg Bus Service also offers services into and from Stellenbosch to various destinations in the Western Cape.

3.2.8.2 Tourist Services

There are various operators that offer tourist services in and around Stellenbosch. Table 3.13 shows the schedules and tour types offered by three tour bus operators in the Stellenbosch Area (Stellenbosch and Franschhoek CBD Tour Bus Study, 2018)

Table 3.13: Tour Bus Operators

Tour		Days	Departure Time	Return Time
Cape Explorer	Full-day	Monday, Wednesday, Friday, Saturday	08:25 to 09:00	17:30
Hylton Ross	Full-day	Weekdays and weekends	08:00	18:00
Hylton Ross	Half-day	Weekdays and weekends	13:45	18:00
Springbok Atlas	Full-day	Weekdays and weekends	08:30	17:00
Springbok Atlas	Half-day	Weekdays and weekends	14:00	18:00

Apart from the above tour operators, there are also operators like Stellenbus Tours, Sunbird Tours, A2B Tours, Oak Leaf Shuttles, Wynland Toere, Camino Tours and Stellenbosch Wine Tours to name a few. There is also a Guided Bike Tour of Stellenbosch service.

Table 3.14 shows the inbound and outbound tour bus movements for the period 16 May – 22 May 2018. It should be noted that these volumes are pre-COVID-19 and are also outside traditional high traffic periods such as the Easter Weekend (Stellenbosch and Franschhoek CBD Tour Bus Study, 2018).

Table 3.14: Daily Tour Bus Screen-Line Counts: Stellenbosch

Direction	Wed, 16 March 2018	Thu, 17 May 2018	Fri, 18 May 2018	Sat, 19 May 2018	Sun, 20 May 2018	Mon, 21 May 2018	Tue, 22 May 2018
Inbound	55	49	79	53	27	56	39
Outbound	39	37	79	63	27	63	56
Total	94	86	158	116	54	119	95

3.2.9 Non-Motorised Transport (NMT)

NMT includes walking, cycling, animal-drawn vehicles, wheelchairs, and all other transport that does not utilise a motor or engine for movement. The most common forms of NMT in Stellenbosch are walking and cycling. Figure 3-4 shows the definition of NMT (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020)

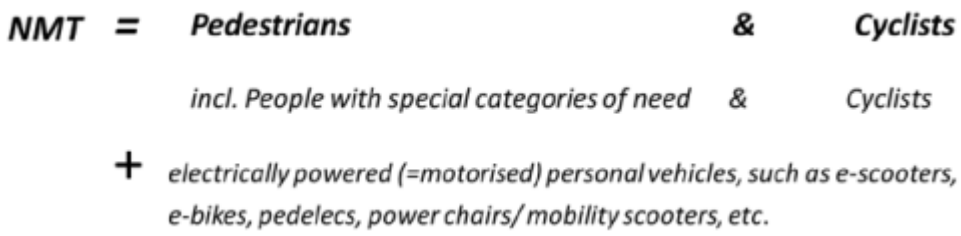


Figure 3-4: NMT Definition

Stellenbosch has a very attractive environment for NMT, as it has a walkable CBD with short distances between residential areas. The demand for NMT transport is further increased due to the University of Stellenbosch being within the CBD where students primarily walk between venues. There are 120 km of sidewalks and 30km of cycle infrastructure which makes up 80% of NMT infrastructure in Stellenbosch Municipality. More than half of the infrastructure is in the town of Stellenbosch (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Although the CBD is relatively pedestrian-friendly the ever-increasing traffic and parking in the CBD as well as old street infrastructure with no dropped kerbs pose a threat for disabled people using wheelchairs and people using trolleys/ prams, skateboarders, and cyclists.

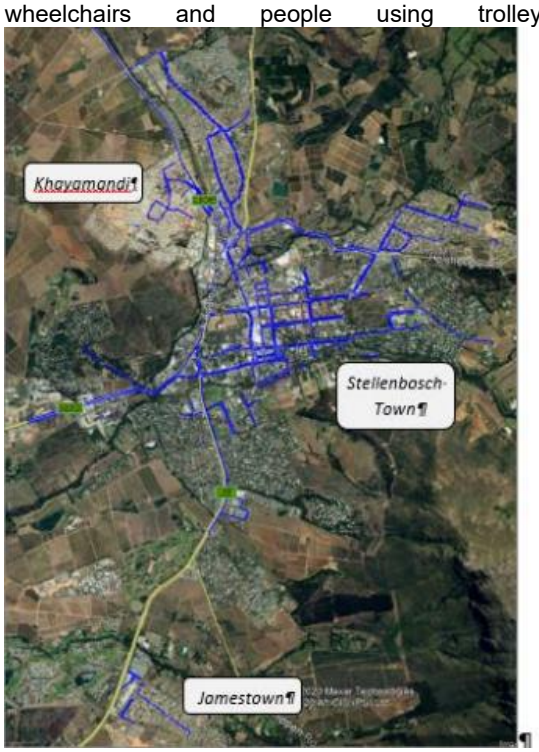




Figure 3-**5** and Figure 3-6 show the NMT infrastructure in Stellenbosch Municipality (Update of The Comprehensive Integrated Transport Plan (CITP) For Stellenbosch Municipality, 2020).



Figure 3-5: Existing Sidewalk Infrastructure in Stellenbosch with Cycle Facilities (Green)



Figure 3-6: Existing Sidewalk Facilities in Kylemore/Pniel/Franschhoek and Existing Cycle Facilities (Green)

Around 30% of roads in the Municipality have sidewalks, however, cycle infrastructure has shared facilities with pedestrians and in many cases, sidewalks are too narrow and lack continuity (i.t.o condition and connectivity) (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

3.2.10 Health Transport Services

The HealthNET (Health non-emergency Transport) provides a provincial function for non-emergency patients between home and facilities. Bookings are made online through the provincial health care facility (hospital/clinic). There is a total of 90 HealthNet vehicles operational in the Western Cape. Table 3.15 shows the list of Healthcare Facilities and Locations in Stellenbosch Municipality (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.15: List of Healthcare Facilities and Locations in Stellenbosch Municipality

Healthcare Facility Name	Location/Address

Aan-het-Pad Clinic	6851 Long Street, Cloetesville, 7600
Cloetesville CDC	c/o Bell and Tennant Street, Cloetesville, 7600
Devon Valley Mobile 1	Helshoogte Road, Idas Valley, 7600
Dirkie Uys Street Satellite Clinic	Dirkie Uys Street, Franschhoek, 7690
Don and Pat Bilton Clinic	5 Pajora Way, Jamestown, 7600
Franschhoek Mobile 1	Dirkie Uys Street, Franshhoek, 7690
Groendal Clinic	1 Stiebeuel Straat, Franshhoek, 7690
Groot Drakenstein Mobile 1	19 Skoolstraat, Kylemore, 7680
Idas Valley clinic	Helshoogte Road, Idas Valley, 7600
Kayamandi Clinic	56 Bassi Street, Kayamandi, Stellenbosch, 7600
Klapmuts Clinic	342 Merchant Street, Klapmuts, 7600
Koelenhof Mobile 1	6852 Long Street, Cloetesville, 7600
Kylemore Clinic	19 Skoolstraat, Kylemore, 7680
Simondium Clinic	Watergate Road, Simondium, 7670
Simondium Mobile Clinic	Watergate Road, Simondium, 7670
Stellenbosch Hospital	80 Merriman Street, Stellenbosch, 7600

3.2.11 Learner Transport Services

Apart from the Western Cape Department of Education's learner transport contract services, private operators also provide specific learner transport to several schools in and around Stellenbosch. Such operators include (but are not limited to) the following:

- GEM Shuttles and Transport (Pty) Ltd and Stubbs Tours (Stellenbosch and Pniel);
- Somerset West Bus Fund;
- Eljosa;
- Trisvana Charter and Scholar Services;
- Bettina Shuttle, and
- P Jagers Transport.

3.2.12 Levels of satisfaction with aspects of the transport system and different modes

The NHTS (2020)[2] asked households to indicate their levels of satisfaction with the various public transport modes. Table 3.16 to Table 3.18 show the satisfaction levels of households in Stellenbosch, with each table highlighting the top five issues that households are not satisfied with.

[2] data for the NHTS were collected mid-Jan to mid-March 2020, i.e. pre-COVID-19.

Table 3.16: Household Satisfaction (Metrorail)

Metrorail				
	#	Description	Satisfaction	Value[3]
TOP 5 ISSUES	1	The travel time by train	Dissatisfied	3,2
	2	The punctuality of trains	Dissatisfied	3,2
	3	The level of crowding in the train	Dissatisfied	3,2
	4	The frequency of trains during peak period	Dissatisfied	3,1
	5	The facilities at the stations e.g. Toilets, Offices	Dissatisfied	3,1
	6	The frequency of trains during off-peak period	Dissatisfied	3,1
	7	The train service overall	Dissatisfied	3,1
	8	Security on the walk to/from the station	Dissatisfied	3,0
	9	Security on the train	Dissatisfied	3,0
	10	Security at stations	Dissatisfied	3,0
	11	Safety from accidents	Dissatisfied	3,0
	12	The distance between the train station and your home	Dissatisfied	2,7
SATISFIED	13	The train fares	Satisfied	2,3

(Source: NHTS, 2020)

Table 3.17: Household Satisfaction (Minibus-taxi)

Minibus-taxi				
	#	Description	Satisfaction	Value
TOP 5 ISSUES	1	The level of crowding in the taxis	Dissatisfied	2,7
	2	The facilities at the taxi ranks e.g. Shelters	Dissatisfied	2,7
	3	The waiting time for taxis	Dissatisfied	2,6
	4	Safety from accidents	Dissatisfied	2,6
	5	The frequency of taxi during off-peak period	Dissatisfied	2,5
SATISFIED	6	The taxi fares	Satisfied	2,4
	7	Security at the taxi ranks	Satisfied	2,4
	8	Behaviour of the taxi drivers towards passengers	Satisfied	2,4
	9	The frequency of taxi during peak period	Satisfied	2,4
	10	The taxi service overall	Satisfied	2,4
	11	Roadworthiness of taxis	Satisfied	2,4
	12	The travel time by taxi	Satisfied	2,4
	13	Security on the taxis	Satisfied	2,4
	14	Security on the walk to/from the taxi rank	Satisfied	2,3
	15	The distance between the taxi rank/route and your home	Satisfied	2,1

[3] Very satisfied = 1 / Satisfied = 2 / Dissatisfied = 3 / Very dissatisfied = 4

(Source: NHTS, 2020)

Table 3.18: Household Satisfaction (Bus)

Bus[1]				
	#	Description	Satisfaction	Value
SATISFIED	1	The facilities at the bus stops e.g. shelters	Satisfied	2,4
	2	The distance between the bus stop and your home	Satisfied	2,2
	3	Security on the walk to/from the bus stop	Satisfied	2,2
	4	Availability of information	Satisfied	2,2
	5	The travel time by bus	Satisfied	2
	6	Security on the buses	Satisfied	2
	7	Behaviour of the bus drivers towards passengers	Satisfied	2
	8	The bus service overall	Satisfied	2
	9	Security at the bus stops	Satisfied	1,8
	10	The level of crowding in the bus	Satisfied	1,8
	11	Safety from accidents	Satisfied	1,8
	12	The frequency of buses during peak period	Satisfied	1,8
	13	The frequency of buses during off-peak period	Satisfied	1,8
	14	The punctuality of buses	Satisfied	1,8
	15	The bus fares	Satisfied	1,8

(Source: NHTS, 2020)
[1] Interpret with caution as the sample size is only 5.

3.2.13 Average travel times

Table 3.19 indicates the average household travel times as recorded during the NHTS (2020). For walking, the average walking time to use public transport is reflected.

Table 3.19: Average Household Travel Times by mode of transport

Description	Values in minutes	
	Stellenbosch	South Africa

Trip purpose	Work	35	45
	Food and grocery shops	18	19
	Other shops[1]	34	97
Walking time to Public Transport	Train	30	
	Bus	12	
	Taxi	17	
	Average	**20**	

[1] For example, furniture or clothing shops

3.2.14 Main public transport problems and issues

In this section the main transport problems and issues are presented based on two main sources of information. General problems and issues as identified by households during the NHTS (2020) are discussed in Section 3.3.9.1 and the issues identified during the first set of stakeholder engagements (April and early May 2022) are presented in Section 3.3.9.2.

3.2.14.1 Transport problems identified by Households

Households were asked to indicate the two main issues they have with transportation. The following are their answers *ranked from most frequently reported to least frequently reported.* The top concerns are accessibility followed by safety as shown in Table 3.20.

Table 3.20: Transport problems identified by Households (NHTS, 2020).

Issue	Description	Value[1]
1	No buses available	1,609587083
2	No taxis at specific times e.g. late at night	1,758052308
3	Congestion	1,773643932
4	Reckless driving by taxi drivers	1,795727861
5	Crime	1,827836179
6	Trains are not reliable	1,830560928
7	No trains available	1,863039273
8	Overload	1,879875536
9	Parking	1,920780422
10	Trains too far	1,947657893
11	Rude drivers	1,960541586
12	Taxis too expensive	1,970515516

[1] Where 1 = Yes and 2 = No. Therefore, the closer to 1, the more of an issue.

3.2.14.2 Transport problems identified during the stakeholder consultation process

During peak traffic, congestion levels along arterial roads are high. This is especially problematic for minibus taxis, since public transport users' trips typically involve several chains, and therefore are already longer in duration than private transport users' journeys. In addition, minibus taxis must load and off-load passengers along the route, resulting in further delays. Minibus taxi association leaders have expressed strong desire for dedicated HOV (high occupancy vehicle) lanes to be added along key arterial roads to alleviate this issue.

Increasingly students are contributing to traffic congestion levels in Stellenbosch, since there have been relaxations of parking eligibility criteria by Stellenbosch University (previously first year students were not permitted to park on campus, however, this policy was withdrawn). Since Stellenbosch University does not have sufficient parking on campus to accommodate students' vehicles, most students park in streets and parking lots in and around Stellenbosch (exacerbated by reduction from R8 per hour to R4 per hour due to political pressure exerted after the initial increase to R8).

There are not enough laybys/dedicated stopping bays for minibus taxis in central parts of Stellenbosch.

Relocation of the “Die Braak” minibus taxi rank (which was very centrally located) to Bergzicht means that most passengers do not disembark at the rank, but rather in the street close to the old “Die Braak” rank, where minibus taxis are no longer permitted, but do so anyway due to the needs of their passengers. In addition, those passengers who then need to return home via taxi must walk an additional kilometre to get to Bergzicht (which is far especially when carrying shopping).

Stellenbosch University indicated that in response to protests and disruption caused by minibus taxi operators, university properties which were accessed by students via university operated shuttles were sold. The minibus taxi operators argued that the shuttles were encroaching on their routes and taking business away from them. The shuttle service was however for students/staff only, and not a paid for service.

Criminal syndicates in the area have vandalised and stolen significant amounts of copper cabling and signalling equipment along Metrorail lines servicing the Municipality, therefore despite travel demand returning post-COVID-19, service cannot resume.

Roads are automobile oriented, with inadequate provisions for NMT modes. This is especially problematic for school children and parents, who are not adequately protected from motorised traffic. In addition, those wanting to use push scooters and skateboards on public roads are in contravention of by-laws. Stellenbosch Municipality plans to implement NMT facility upgrades in historic centre have been met with resistance from residents, due to heritage concerns.

In the post-COVID-19 era, many restaurants continue to have outdoor dining tables on the sidewalks, however this further reduces space for pedestrians. Proposals to remove parking bays to extend sidewalks have been put forward by the Municipality, but some business owners in the area are strongly opposed to this, due to their concern that reduced street parking will result in a reduction in customers/patrons.

Many higher order roads fall partially under the jurisdiction of the Municipality, and partially under the jurisdiction of provincial government. A lack of coordination means that maintenance along these roads, particularly along portions under the jurisdiction of provincial government, is poor. Compounding the issue is incompatibility in terms of infrastructure specifications of the two spheres of government. For example, while the Municipality uses LED lighting, the province still uses sodium lighting.

Littering was cited as a major concern at taxi ranks, deterring potential choice users of minibus taxis further, and likely motivating captive users to seek alternative/private transport modes as their financial circumstances improve.

Property developers are constrained by current legislated minimum parking requirements even in central parts of Stellenbosch, hampering potential for densification through mixed-use redevelopment.

It is understood that much of the traffic congestion during peak periods is a result of through-traffic, rather than vehicles starting/ending their journey within Stellenbosch (it is for this reason that several bypasses are being planned).

A lack of affordable central housing was identified to be a primary contributing factor for high levels of commuting by those who work in Stellenbosch (but who are unable to afford to live in Stellenbosch). Similarly, schools are far from most outlying residential areas, increasing the need for travel.

Most planned affordable and low-income housing projects are greenfield developments in peripheral locations, which would perpetuate the need for longer distance travel. Some of the planned smaller affordable housing projects in more central areas have been heavily resisted by property owners in these areas (including the mayor), due to fears that such development would reduce property values in the area.

A lack of adequate provision for the circulation of vehicles in informal settlements makes it challenging for motorised public transport to service these areas. In addition, fire and rescue services are often unable to access these sites during emergencies, resulting in far larger scales of damage that there might have been otherwise.

Suspected extortion rackets are operating at some minibus taxi ranks, whereby vehicles and their occupants are “held hostage” by rent seekers, who only allow vehicles to depart once a ransom has been paid. In addition, it is alleged that sometimes drivers who are members of one association prevent drivers who belong to competing associations from entering taxi ranks.

3.3 Roads and Traffic

The Stellenbosch Municipal Area is located within the district municipality of Cape Winelands, both municipalities included in the Western Cape Province. This placement indicates that the roadway infrastructure and associated traffic conditions of the roadways within the Stellenbosch Municipal boundary are shared (to an extent) between authorities. Within this chapter, Chapter 3.4, a summary of

the roadways and associated conditions with specific regard to the Municipality of Stellenbosch is provided.

3.3.1 Road Network and Infrastructure

The total road network of Stellenbosch Municipality totals to 312 km of which the town of Stellenbosch consists of 160.1 km access roads and 52.9 km collector roads. The next largest extent of road network is Franschhoek (32.2 km) and then Klapmuts (20.8 km). Table 3.21 illustrates the kilometres of the Stellenbosch Municipality road network by functional class (Review of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, June 2020).

Table 3.21: Kilometres of Stellenbosch Municipality Road Network by Functional Class

	Functional Class (road length in km) – Source 2020 CITP Review				
Town	**Arterial**	**Distributor**	**Collector**	**Access**	**Total**
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
TOTAL	**4.0**	**0.0**	**North 58.1**	**250.4**	**312.5**

The major roads serving the town of Stellenbosch can be defined as a radial network, combining in the central town to form a single north/south route through the town – the R44/Adam Tas Road, which is largely under provincial control, whilst the Municipality is responsible for a section through Stellenbosch – refer to Figure 3-7. Three routes from the north and east plus three from the south and west feed into the central Adam Tas Road. This major road layout resulted from the topography of the area and the farming activities to the west. It does confirm that **the R44** is the access route with the highest significance in the Municipality, which is confirmed by the modelling results from the 2019 Stellenbosch RMP – refer to Figure 3-8. The R44 forms a southerly link to Somerset West, as well as a northerly link to Paarl. The six major routes serving central Stellenbosch from the surrounding areas are:

- M12/Adam Tas Road - a westerly link to the City of Cape Town;
- R310/Adam Tas Road – a westerly link to the City of Cape Town;
- R44 south – a southerly link to Somerset West;
- R310/Helshoogte Road – an easterly link to Franschhoek;
- R44 north – a northerly link to Klapmuts and Paarl, and
- R304/Klipheuwel Road – a northerly link to the N1 freeway and also Cape Town.

The most important secondary routes for central Stellenbosch are those providing access into the town (from the major network):

- Dorp Street – Access from Adam Tas to central town;
- Merriman Street – Access from Adam Tas to central town;
- Bird Street – Access from R304 and northern areas to central town;
- Van Reede/Piet Retief – Access from R44 and southern areas to central town, and
- Cluver Street – Access from the R310 to central town.

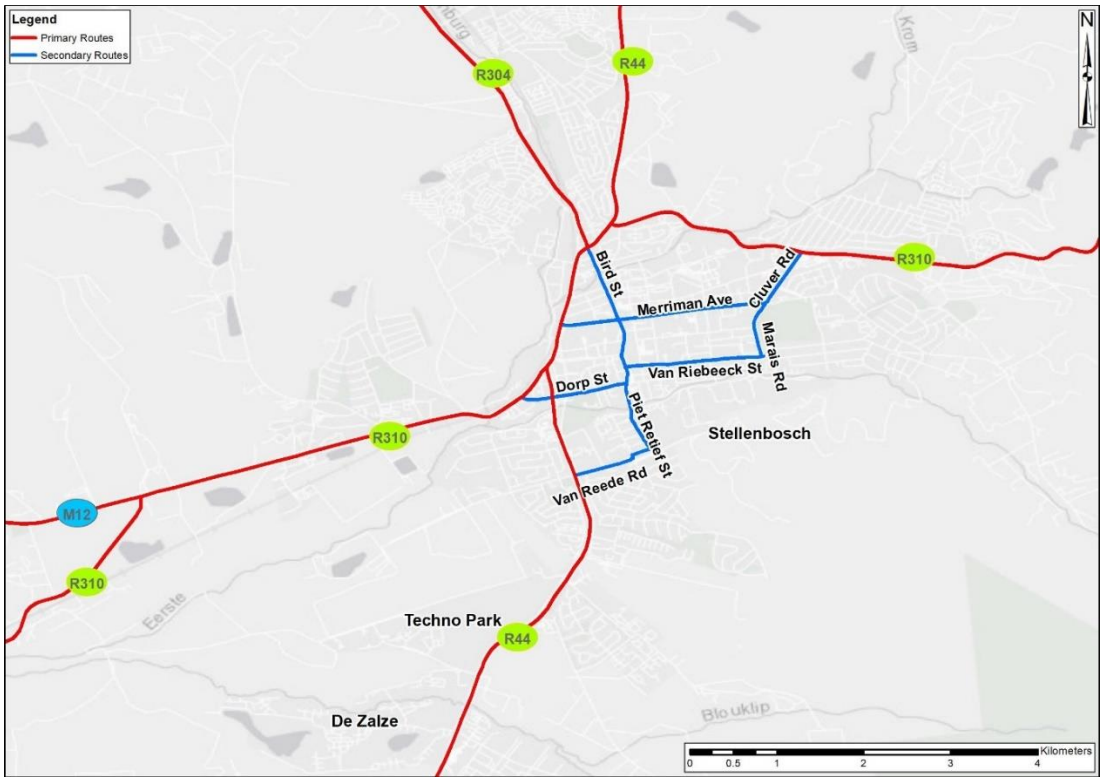


Figure 3-7: Radial layout of major and secondary roads serving central Stellenbosch

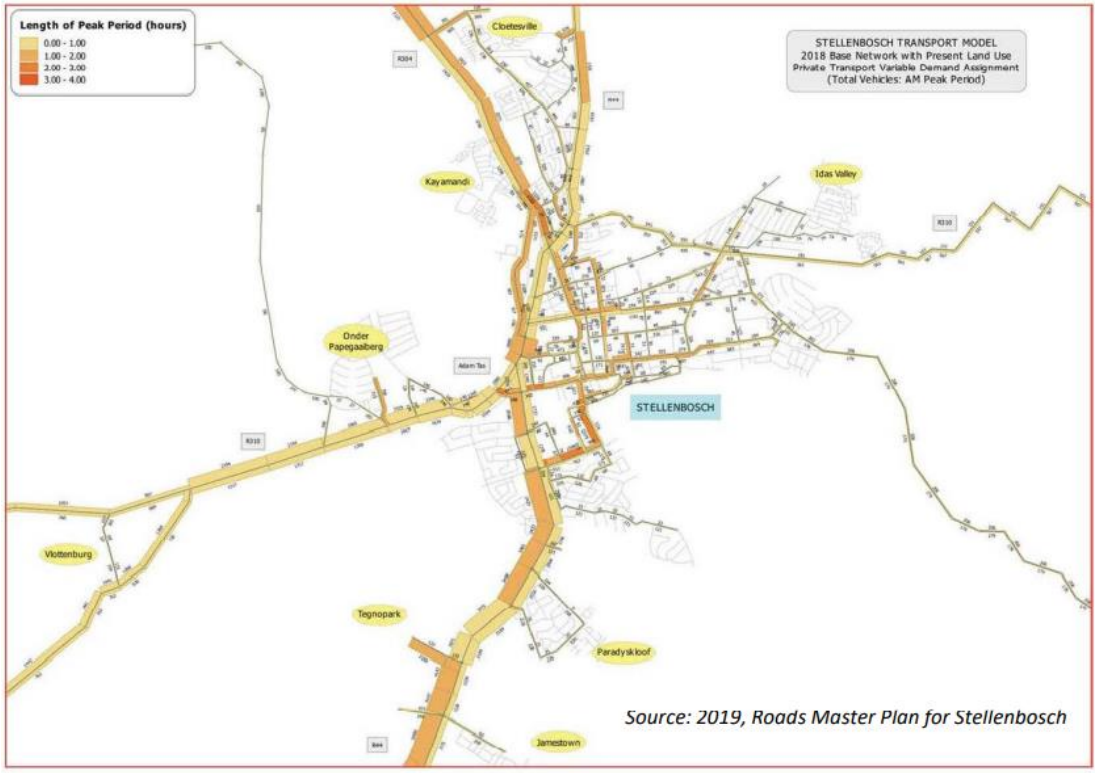


Figure 3-8: Modelled traffic volumes for am peak period for 2018 – Stellenbosch Roads Master Plan (2019) – confirming major north/south traffic demand on western side of Stellenbosch - through R44/Adam Tas/R304

A more detailed summary of the Stellenbosch Municipality and all its major connectors are provided in Table 3.22 and Figure 3-9 illustrates the network of roads in the full municipal area (Review of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.22: Stellenbosch Municipality Roads and Connections

Road Name	Connectivity

R45- R43-R62 route	Connects the Saldanha Industrial Development Zone and the N2 via Worcester
R46-R62	Connects movement to and from the northern areas of the Western Cape along the N7 towards the N2
R300	Provides connection between the N1 and the N2 on the western side of the Drakenstein Mountain
R44	Provides connection between the N7 in Malmesbury, with the N1 and the N2 as well as linkages to Paarl in the north and Somerset West/Khayelitsha in the south. The R44 further extends from Wellington in the north of the Drakenstein Municipality, continues through Agter-Paarl, intersects with the N1 just north of Klapmuts, continues through Stellenbosch and Somerset-West to Kleinmond in the Overberg District Municipality.
R310	Internal east-west connection to Kylemore and Pniel.
R45 and R310	Provides connectivity between Franschhoek and Paarl
R304	Extends from the Atlantis area on the West Coast, around the northern and eastern side of Durbanville, to eventually link into Stellenbosch – forms an important link with the N1 and the Koelenhof node
M12	Also known as the Polkadraai road, the M12 extends from Parklands and crosses the N1 in the Plattekloof area. It then extends eastwards into Stellenbosch.

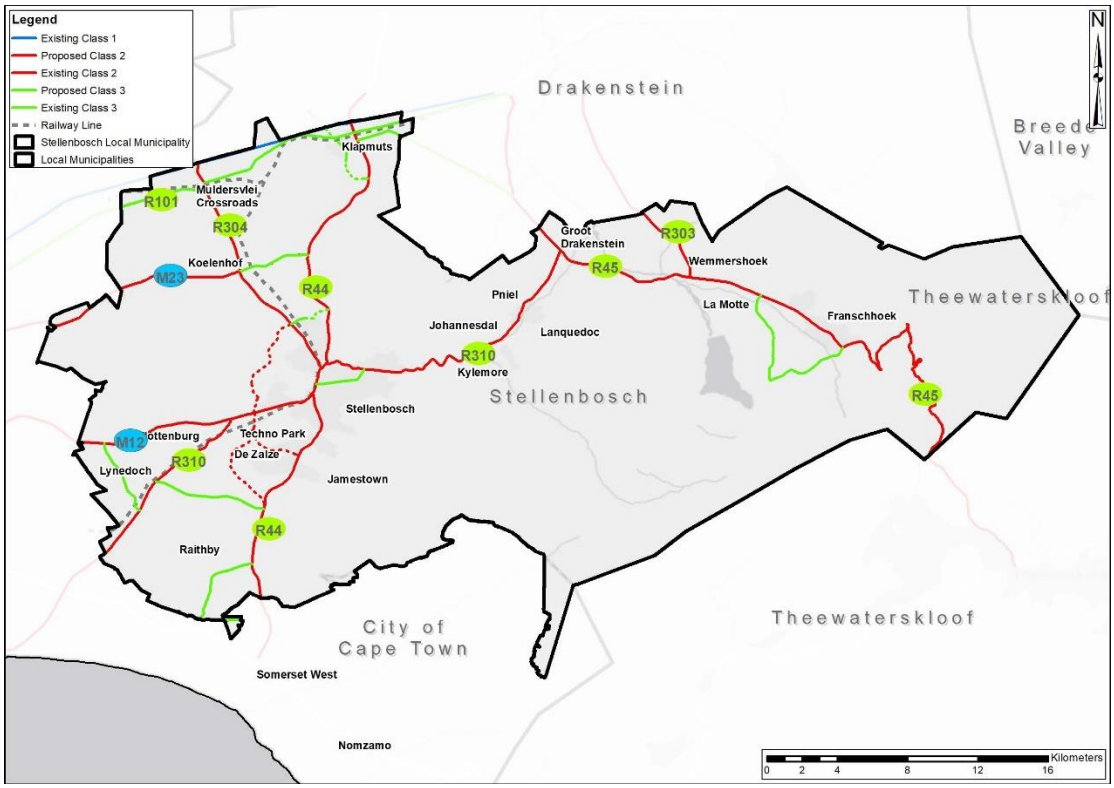


Figure 3-9: Network of Major Roads in Stellenbosch Municipal Area

3.3.2 Road Conditions

Of the Municipal Road Network approximately 98% of the total road length is bitumen paved roadways with remainder block paved roads (1.8%) and concrete paved roads (0.02%). The road conditions are summarised in Table 3.23 (CITP 2016).

Table 3.23: Road Conditions

Element	Condition (% of total)				
	Very Good	Good	Fair	Poor	Very Poor
Road Surfacing	31	26	25	15	4
Structural Condition	51	32	5	9	4

Also refer to Section 7.3.

3.3.3 Traffic Volumes and Congestion

Traffic surveys have been done in October/November 2022 in the municipal area, largely to compare with previous observations and to determine any discernible effects due to the COVID-19 epidemic of 2020/21. The counts were done at 15 intersections and divided into three groups as shown below. The detailed survey information for each intersection is shown in **Appendix B**.

Traffic volume surveys – five major access points to Stellenbosch but excluding the direct vicinity of the Stellenbosch CBD

Figure 3-10 show the location of the five major access points where traffic volume surveys were done.

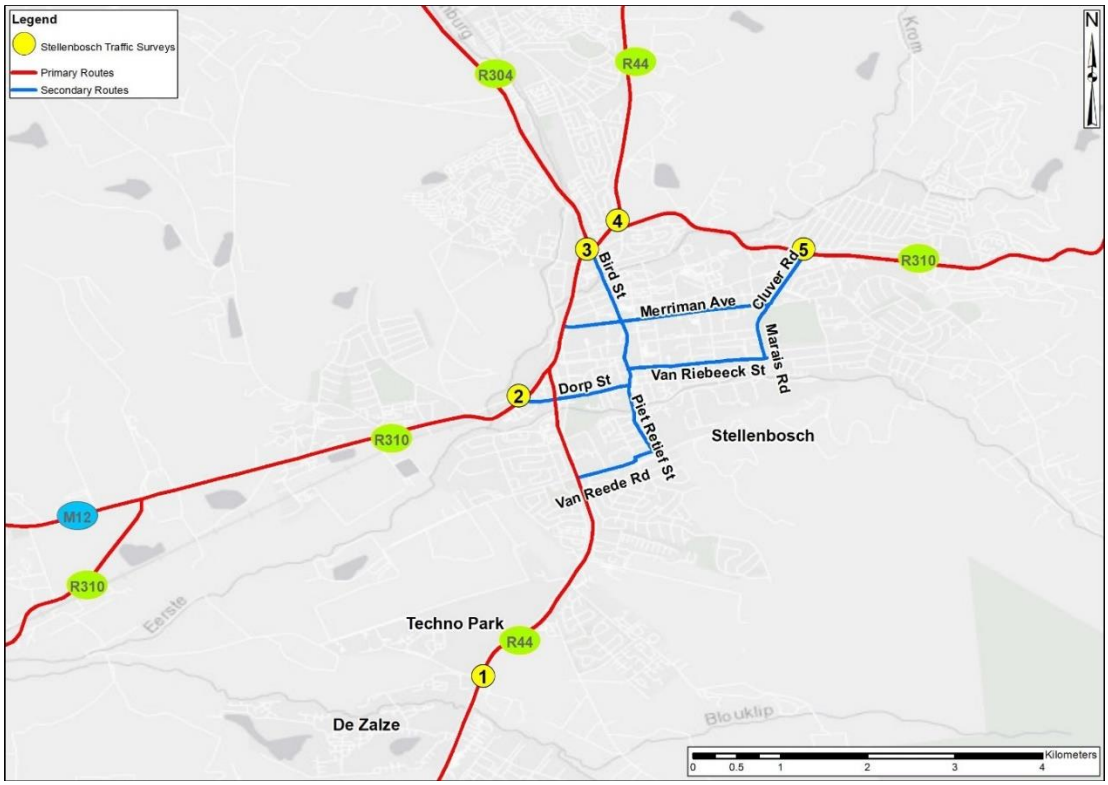


Figure 3-10: Location of five major access points to Stellenbosch town where traffic volume surveys have been done in 2022

1. Techno Park / R44;
2. R310-Adam Tas / Dorp Street;
3. R310-Adam Tas/R304/R44/Bird Street;
4. R44/Helshoogte Road
5. Helshoogte Road/Cluver Street

The surveys were undertaken during the following times (the exact days are shown in **Appendix B**):

- Tuesday/ Wednesday, 12 hour counts from 06:00 to 18:00;
- Thursday, 3 hour AM peak counts from 06:00 – 09:00
- Thursday, 3 hours PM peak counts from 15:00 – 18:00

Traffic volume surveys – nine major (but smaller) nodes in the Stellenbosch Municipal area

Figure 3-11 shows the location of nine major intersections where traffic volume surveys were done.

6. R310-Baden Powell/ Annandale (for the Lynedoch area);
7. R44/Winery Road (for the Raithby area);
8. R304/Bottelary Road (for the Koelenhof area);
9. R44/Kromme Rhee Road (for the Koelenhof area);
10. R101-Old Paarl Road/R44 (for the Klapmuts area);
11. R310-Helshoogte Road/R45 (for the Franschhoek-Stellenbosch-Paarl link area);
12. R45/R301 (for the Wemmershoek area);
13. R45/Lambrecht Road (for the Franschhoek area and entrance into Franschhoek);
14. Helshoogte Road in vicinity of Kylemore and Pniel to determine through traffic of these areas.

These surveys were undertaken during the same times as indicated for (a) above (the exact days are shown in **Appendix B**.

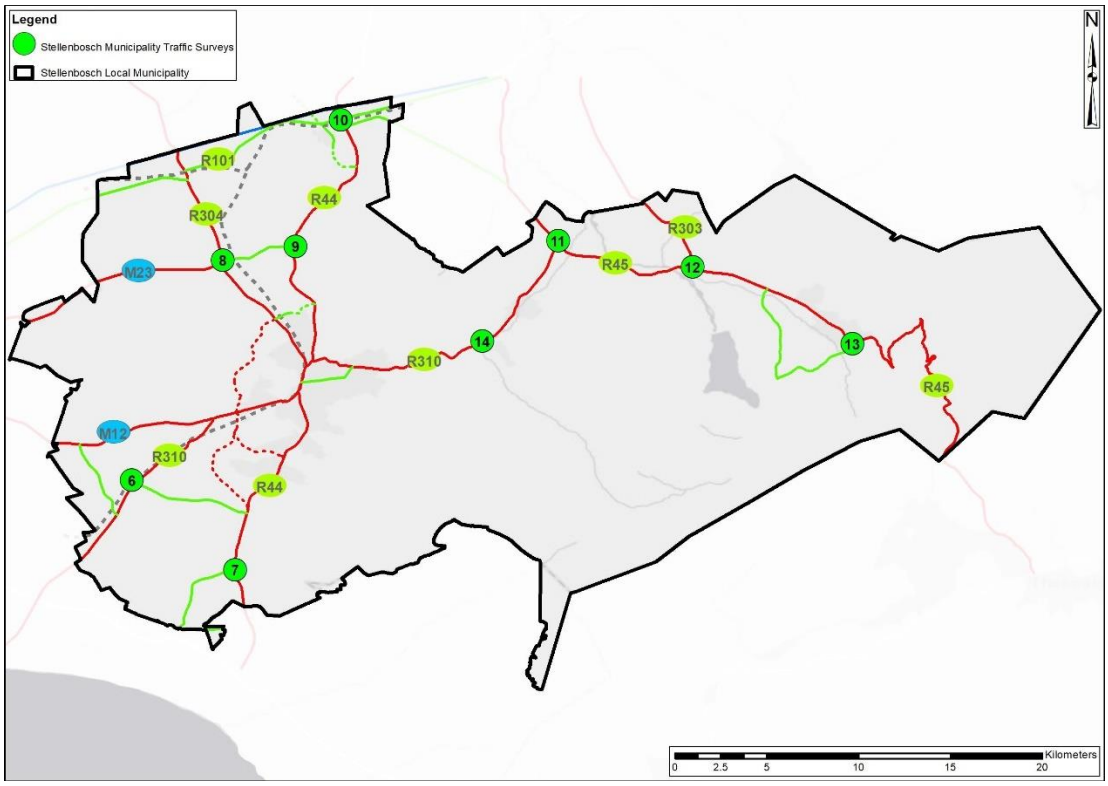


Figure 3-11: Location of nine major intersections in Stellenbosch Municipal area where traffic volume surveys have been done in 2022

Traffic volume surveys – one location in Franschhoek over the weekend peak period

Figure 3-12 shows the location of one intersection in Franschhoek where traffic volume surveys were done over a weekend.

15. Weekend peak period survey in Franschhoek at the intersection of R45-Huguenot St / Lambrechts Rd / Excelsior Rd on a Saturday, 3 hour counts from 09:00 to 12:00.

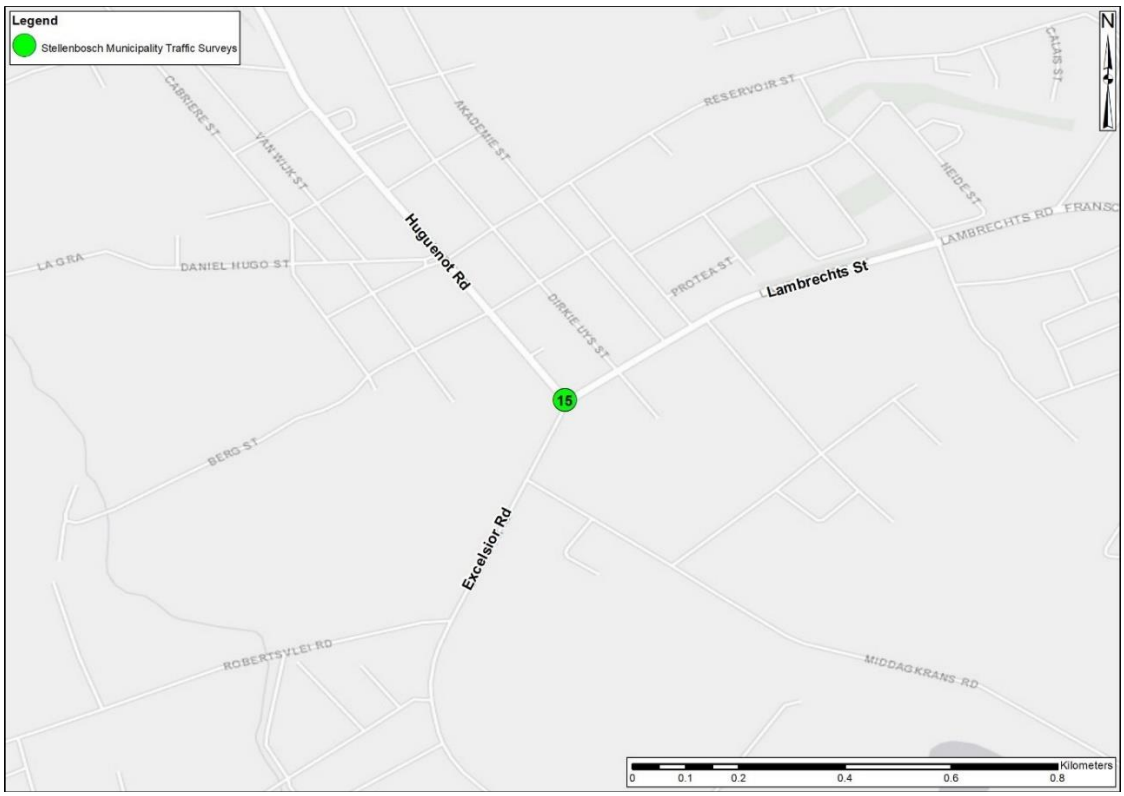


Figure 3-12: Location of one Intersection in Franschhoek where traffic volume surveys have been done over a weekend in 2022 (R45/Excelsior/Lambrechts)

Table 3.24 shows the inbound and outbound traffic volumes for the weekday am peak hour for 2017, 2018 and 2019 (from Update of the CITP for Stellenbosch Municipality, 2020), compared with the 2022 traffic surveys. Some locations are not directly comparable, but the conclusions below can be made.

Table 3.24: Inbound and Outbound Traffic Volumes (Weekday AM Peak Hour)

Road	2017		2018		2019		2022	
	In	Out	In	Out	In	Out	In	Out
R44 (opposite Paradyskloof)	2468	1372			2286	1849	2418	2135 (just north of Techno Park)
R44 (south of Technopark)	2497	782			3167	1157	3216	1279
R44/Van Reede (north of Technopark)			2229	1896	2336	1949		
R310 (west of R44)	665	491			1465	1045		
R310 (before Polkadraai)	665	491					1083	393 (Annandale to M12)
R310 (Devon Valley Road inter	1725	1463						
R310 (at Dorp Street)			1984	1200	2161	1233	2290	1410 (South of Dorp)
R304 (north of Kayamandi)	1266	429					1293	862 (Just south of Bottelary)
R304 (at George Blake Rd)			1183	674		752	908 (Just west of R44)	
R44 (north of Helshoogte)	1447	479					2011	998

Road	2017		2018		2019		2022	
	In	Out	In	Out	In	Out	In	Out
R44 (at Helshoogte)			1344	695	1586	742	1919	985
R310 Helshoogte (east of Cluver)	530	258					793	1005
R310 Helshoogte (at La Colline Road)			508	792	652	1244		
R45 at R310 Helshoogte Road (north of R310)							815	542

Comparing traffic volumes with previous counts is a bit risky due to some uncertainty with the exact location of all previous counts. It is also true that at some locations the traffic demand exceeded the capacity in the past and also now (congestion present for a long time), so the volumes are limited by the capacity and cannot increase further. The following conclusions can be made wrt the **morning peak hour:**

R44: The counted volumes from the south into Stellenbosch are the same (due to capacity constraints north of Techno Park – around 1200 veh/h/lane) or higher (south of Techno Park) as counted in 2017 – the volumes out of Stellenbosch are slightly higher, indicating more economic activity in Techno Park than in the past.

The counted volumes on the northern (Paarl) side are higher than ever in the past into Stellenbosch and even out of Stellenbosch – the current volume of 1000 veh/h/lane entering from the north must be close to the capacity of that section.

R304: The counted volumes inbound just south of Bottelary are the same as in 2017 (although not at the same location), but the outbound volume is higher, which indicates higher interaction from Stellenbosch to the north and west (N1 and Cape Town) – similar to trend on R44.

The inbound volume at the R304 (Bird) intersection with the R44 is lower than in 2018, but in view of the queuing present there it can be accepted that it presents the current capacity of the R304 (Bird) at that location. The outbound volume is higher than observed before.

R310 (from west): The inbound volume just south of Dorp is slightly higher than reported before (estimated at capacity with the current 1150 veh/h/lane observed there). The outbound volume is slightly higher than reported before.

At the R310 (Helshoogte) intersection just to the east of Cluver both the in and outbound volumes are substantially higher than reported for 2017, which indicates a much stronger interaction to the east with Pniel and Franschhoek. The outbound volume is even higher than inbound, which is considered strange.

R45 (north of R310): The movement from the north (Paarl side) is high (close to capacity) with about half of the vehicles turning right towards Pniel and the other half proceeding in the Franschhoek direction.

The R45 in Franschhoek (Main Street) shows similar volumes (around 200 veh/h/direction in the weekday morning peak hour than during a Saturday morning between 11:00 and 12:00. This street in central Franschhoek is narrow and has substantial friction due to the on-street parking and high pedestrian traffic. Based on the counts, it is estimated that some spare capacity still exists.

Overall Conclusion: The counts were done during the latter part of October 2022 and the first half of November 2022. It is possible that the university's activities could already have slowed down at this time. Even so, the observed volumes are generally higher than reported before, which indicates very little, if any, remaining impact from the COVID-19 pandemic. At a number of locations the volumes are basically the same as those observed previously which is attributed to oversaturation, i.e. the capacity of the sections has been reached (resulting in differing degrees of queuing being experienced).

There are five major locations where traffic from outside Stellenbosch can enter the central town – they are the five locations listed under Section 3.3.3 (a). There are smaller other links into central Stellenbosch not included here, e.g. the George Blake link through Plankenburg and the Blaauwklippen link past the east of Jamestown. Their role as feeders into Stellenbosch is considered relatively small, though.

At the five locations there are eight road links (see **Figure 3-13**) feeding into/out of the central part of Stellenbosch. To obtain an idea of the traffic volumes entering/leaving the central part of Stellenbosch from outside the central town (Kayamandi, Voeltjiesdorp, Cloetesville, Idas Valley, Jamestown, Techno Park and Weltevrede excluded from central town) the counts on a cordon around the town (see Figure 3-13 and Figure 3-14) have been extracted and are shown in Table 3.25. The observed flows at all of these locations contain an element of through traffic, the extent of which is unknown at present (no origin/destination surveys have been done). There is also an element of double counting in Table 3.25 – e.g. traffic entering the cordon from the R44 south, do exit the cordon at the Techno Park link. Even so, Table 3.25 shows a summary of the total traffic volumes (all types of vehicles) on the eight external links which have been observed:

Table 3.25: Inbound and Outbound Traffic Volumes (to/from central Stellenbosch) over defined cordon (Weekday and AM and PM Peak Hours)

	AM P Hour (veh/h)			PM P Hour (veh/h)			Est daily volume (2 way)
	In	Out	Total	In	Out	Total	Total veh/day (split 50/50)
R44 south Techno Park	3216	1279	**4495**	1643	2900	**4543**	**45 000**
Techno Park Road	260	1896	**2156**	1572	264	**1836**	**20 000**
R310 west of Dorp	2290	1410	**3700**	1741	1628	**3369**	**35 000**
R304 west of Adam Tas/R44	752	908	**1660**	757	1426	**2183**	**19 000**
Lang Street South (Cloetesville)	528	273	**801**	235	346	**581**	**7 000**
R44 north of Helshoogte	2011	998	**3009**	1335	1540	**2875**	**29 000**
Rustenburg Street (Idas Valley)	1252	523	**1775**	581	881	**1462**	**16 000**
Helshoogte east of Cluver	793	1005	**1798**	604	921	**1525**	**17 000**
TOTAL	**11 102**	**8 292**	**19 394**	**8 468**	**9 906**	**18 370**	**188 000**

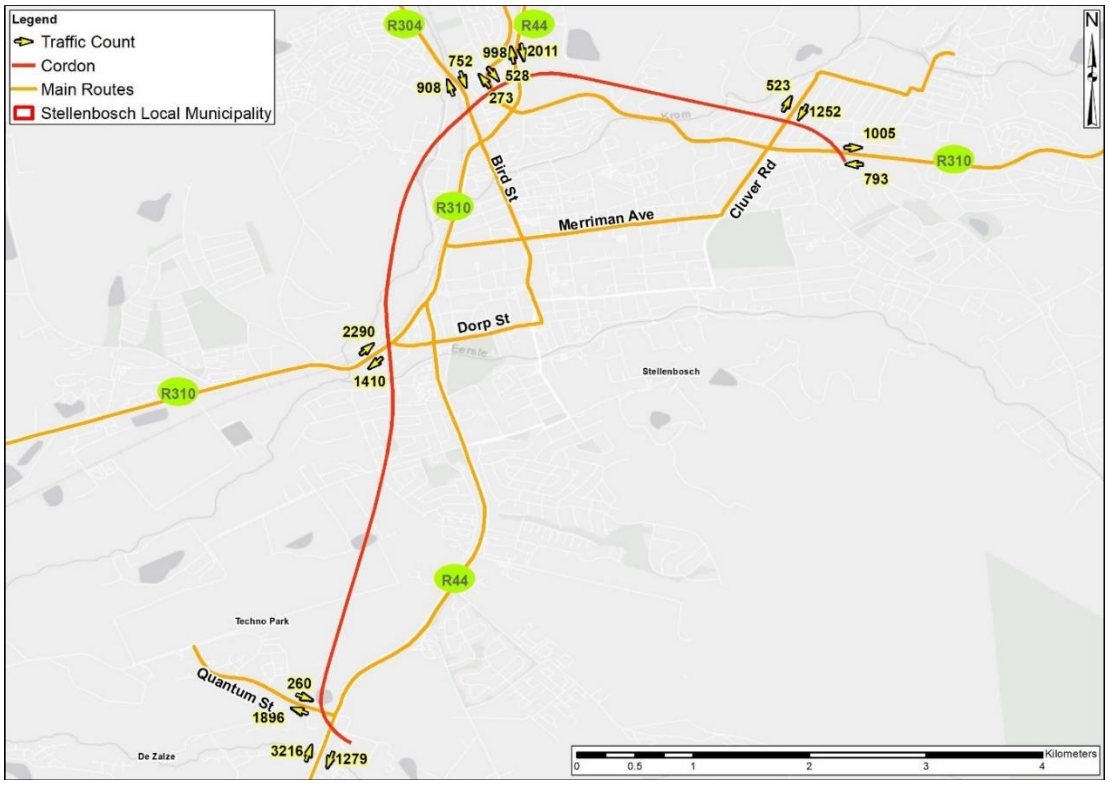


Figure 3-13: 2022 AM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch

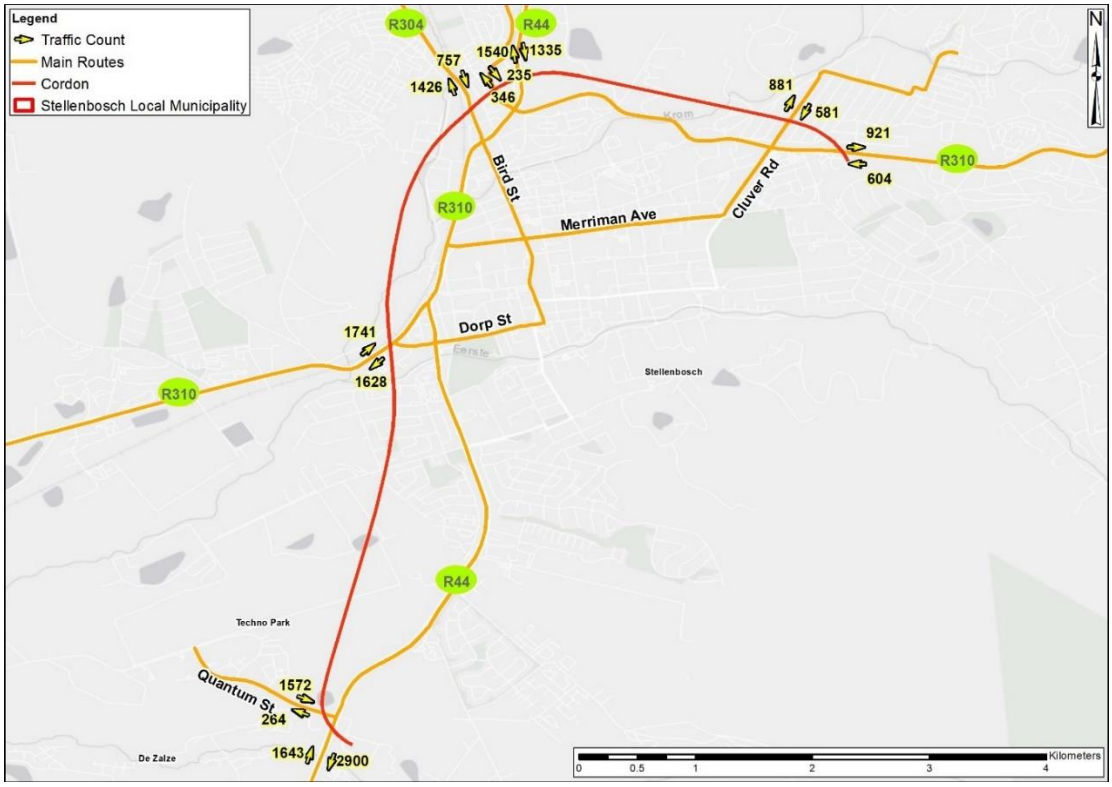


Figure 3-14: 2022 PM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch

From the above the following can be concluded wrt the major road links crossing a cordon around central Stellenbosch:

1. The most important external route into/out of central Stellenbosch is the R44 from/to Somerset West in the south. Approximately 4500 vehicles enter/leave central Stellenbosch on this route in the peak hours. At a typical average vehicle occupancy of 1.5 persons/vehicle, this implies approximately 6750 persons in the peak hours, and at a typical ratio of 10% of daily traffic in the peak hour, the daily (24 hour) two way volume is estimated at 45 000 vehicles/day – note this is to the south of the Techno Park

intersection – the total two way volume on the R44 just north of this intersection is basically the same due to the movements to/from Techno Park – refer to **Appendix B**.

2. Techno Park Road carries high numbers of traffic in the peak hours which is only possible due to the recent partial widening to two lanes per direction. The planned construction of a new link from Techno Park Road to the R310 can be expected to put the road under further pressure.

3. The R310 linking with Kuils River and the N2 is the second largest feeder from outside Stellenbosch with about 3500 vehicles/hour in the peak hours and 35 000 vehicles/day in both directions.

4. It is known that substantial queuing occurs at some of these locations, so the actual traffic demand (at least in the peak hour) is in fact higher than the counted volumes (or put differently, the demand is exceeding the peak hour capacity at some of these locations). The most obvious location is the R304 entrance into Stellenbosch where long queues are present (in and outbound) during both the morning and afternoon peak hours. This is also illustrated through the equal entering volumes of just above 750 vehicles/hour in the am and pm peak hours, which is the capacity of the eastbound leg of the R44/R304 intersection – to the west of the R44. This location, with Bird Street only one lane/direction, can be considered the biggest bottleneck in Stellenbosch.

4. On a daily basis approximately 188 000 vehicle trips, or approximately 282 000 person trips (at 1.5 persons/vehicle) are crossing the defined cordon around the central part of Stellenbosch from outside of the central part of the town – as mentioned all of the traffic from/to Kayamandi, Voeltjiesdorp, Cloetesville, Idas Valley, Jamestown, Techno Park and Weltevrede are included in the number. Should it be assumed that 25% of this traffic is through traffic, i.e. no destination in central Stellenbosch, then it implies that the person trips to/from central Stellenbosch (from outside the defined cordon into/out of central Stellenbosch) are:

- During the peak hours: approximately 21 000 (directional split +-60/40)
- During the day: approximately 210 000

Should the percentage of through trips be lower than 25%, and allowance is made for minibus taxi trips, these numbers will be higher.

5. The highest percentage of trucks occurs on the R44 at the R44/Bird intersection during the afternoon off peak hour (not shown in **Appendix B**). Also at the R44/Techno Park intersection, a reasonable number of trucks are present, although percentage wise it is low. Between 14:00 and 15:00 on 26 October 2022 the number of trucks on the R44 travelling north and south was:

	R44/Bird	R44/Techno Park
Northbound	66 out of 620 total vehicles (11%)	38 out of 1343 total vehicles (3%)
Southbound	52 out of 652 total vehicles (8%)	54 out of 1618 total vehicles (3%)

The origin/destination of these vehicles is not known. It is considered that it could be an indication of a reasonable through traffic component for trucks on the R44 through Stellenbosch.

6. High numbers of minibus taxis were found at three intersections (refer to **Appendix B**):

	AM peak hour	PM peak hour
R44/Techno Park		
Northbound:	175 of 2250 vehicles (8%)	85 of 1511 vehicles (6%)
Southbound:	54 of 1174 vehicles (5%)	71 of 2079 vehicles (3%)
R310/Dorp		
Northbound:	106 of 1459 vehicles (7%)	41 of 1131 vehicles (4%)
Southbound:	97 of 1037 vehicles (9%)	71 of 1068 vehicles (7%)
R44/Bird		
Eastbound (to CBD)	63 of 464 vehicles (14%)	31 of 444 vehicles (7%)
Westbound (from CBD)	52 of 332 vehicles (16%)	54 of 497 vehicles (11%)

The highest percentage of minibus taxis has been observed on Bird Street at the R44/Bird/R304 intersection. This clearly illustrates the importance of minibus taxi movement on Bird Street and the

demand for these services to/from Kayamandi. The highest numbers of minibus taxis have been observed at the R44/Techno Park intersection – approximately 230 minibus taxis north and south during the morning peak hour. Minibus taxi numbers also exceed 200 veh/h on the R310 at the Dorp Street intersection during the morning peak hour. Minibus taxi numbers are higher at all these locations during the morning peak hour than during the afternoon peak hour.

3.3.4 Parking

The most recent investigation into the parking situation in Stellenbosch was completed in June 2021 by Messrs SMEC (Stellenbosch Bulk Parking). It focused on Stellenbosch CBD (as defined – refer to Figure 3-15) and Techno Park. The CBD by and large excluded the Stellenbosch University campus.

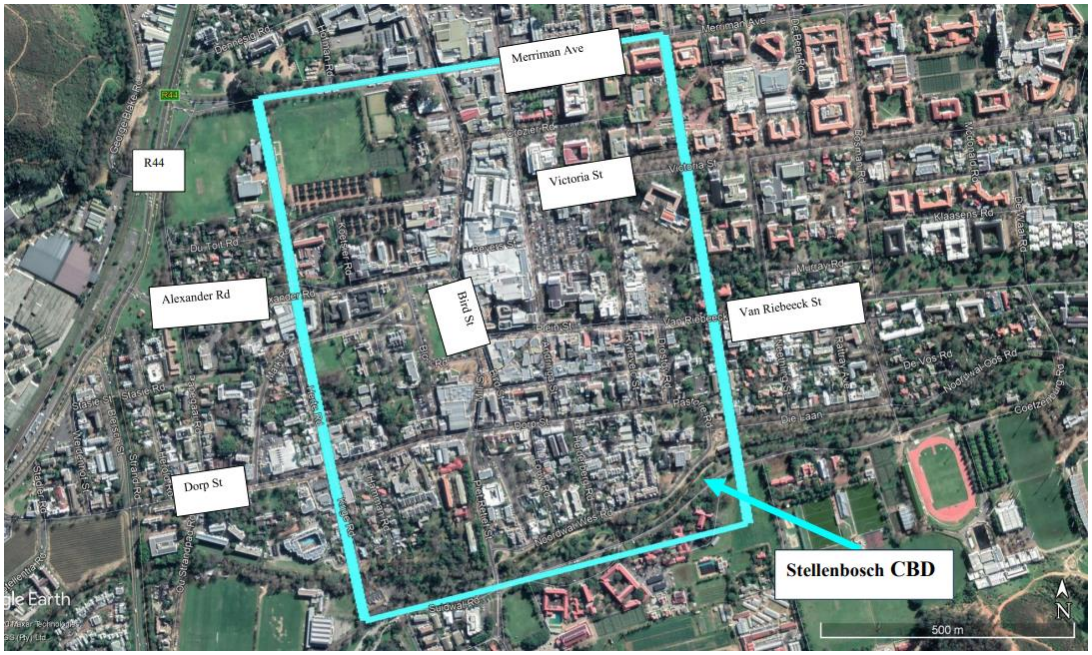


Figure 3-15: Stellenbosch CBD as defined in 2021 Parking Study

Sections 3.1 and 3.2 of the SMEC study describe a VISSIM model (microscopic simulation) that was built to model the existing traffic flows in Stellenbosch. It employed existing counts from the Municipality – source is MPA Traffic Counts Report of R310 and R44 corridors of 2019. Section 3.3 of the study shows that many intersections are operating beyond their capacity, and the results of the study will be used to determine the best access and egress arrangements to the parking garage.

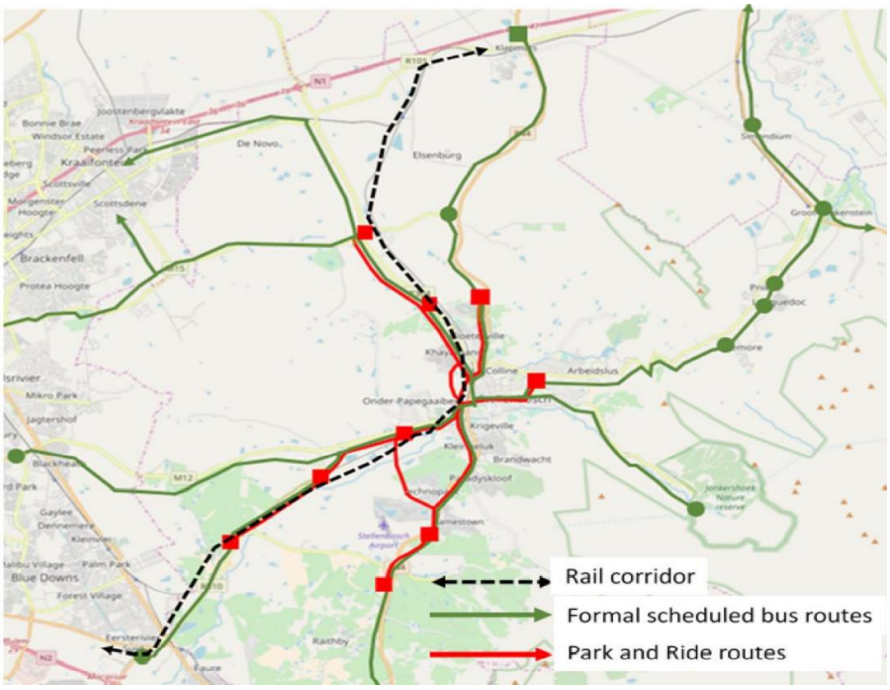


Figure 3-16: Formalised bus system and park and ride concept as suggested in Stellenbosch SDF

Section 4.3 describes a parking demand study done for the Stellenbosch CBD. It refers to the park and ride concept, together with a formalised bus system, suggested in the Stellenbosch SDF as shown in Figure 3-16. It found that there are 686 on street and 1087 off-street parking spaces (total 1773) available in the CBD. A survey of parking utilisation done in September 2020, i.e. in the COVID-19 restriction period, indicated that the overall maximum parking utilisation was 55% (p105). It was found that some on street parking locations did reach full saturation (p107). Based on further surveys in 2021, the prediction for 2023 indicated a possible shortage of 113 parking spaces (p137). It was further predicted that a shortage of an additional 222 parking spaces could be expected for 2028 (p139). Section 4.4 eventually concluded that depending on the scenario assessments, the CBD could require between 145 and 298 additional parking spaces between 2021 and 2028.

Section 4.5 describes the parking survey for Techno Park. Due to COVID-19, it was done differently to the CBD. Questionnaires were sent to the approximately 90 companies having offices there. Based on this it was concluded that there are 1857 parking bays available and a demand for 2577, which implies a shortfall of 720 parking bays (p147).

Section 5 describes the evaluation of the optimum locations for additional parking in the CBD and Techno Park. A facility of 120 to 300 parking spaces (in a multi-story structure) at the Eikestad Mall (p155) and 150 to 200 spaces (open at-grade parking) at a Location 5 in Techno Park (p170) were identified as the optimum solutions. Rest of Section 5 is devoted to potential designs for these facilities.

Section 6 is devoted to a financial value assessment for the two envisaged facilities. In Section 8 it is finally concluded that the Eikestad Parking Garage should be considered a viable option for a Public-Private Partnership (PPP) project to be registered at National Treasury (p231), and that an at-grade parking facility at Techno Park is not viable as a PPP but should rather be considered as a conventional project.

3.4 Freight Transport

Figure 3-17 shows the heavy vehicle volumes on the major roads. During the number plate survey that was undertaken for Stellenbosch Municipality, the heavy vehicles were surveyed during the PM peak period – 3PM to 6PM ((Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). This provides a limited snap-shot of the heavy vehicle operational hours.

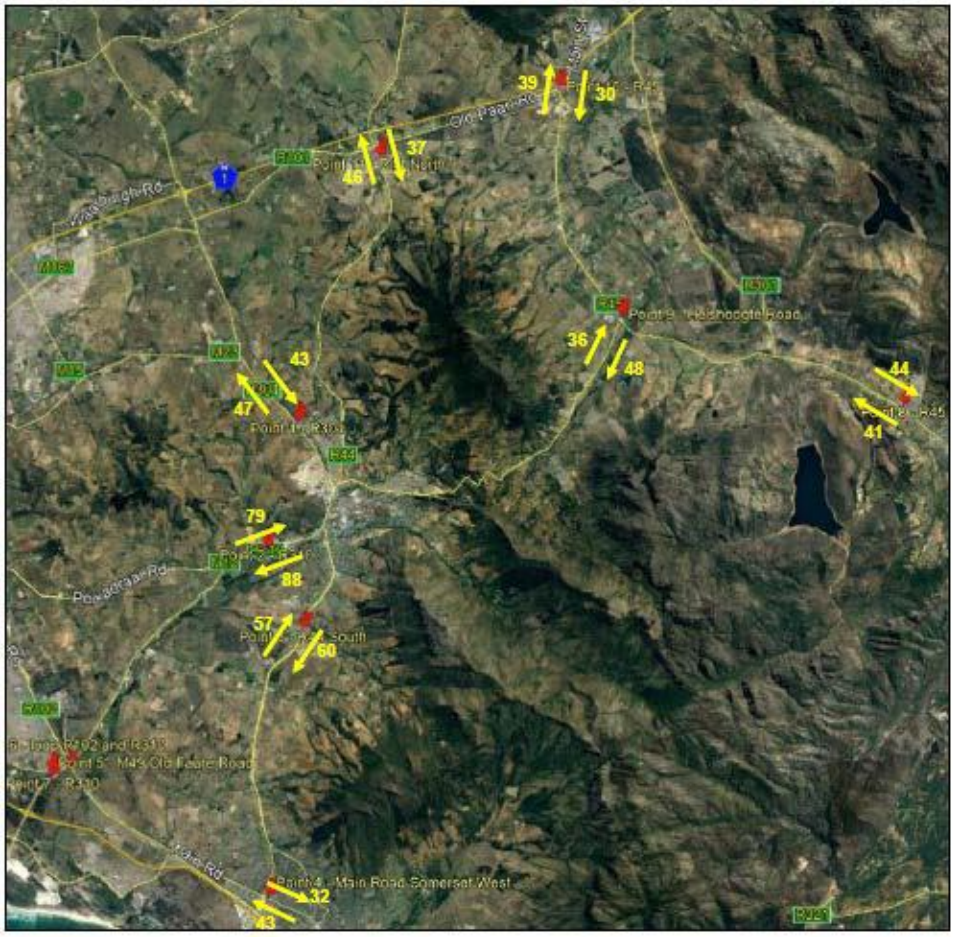


Figure 3-17: Heavy Vehicle Volumes Sourced from Number Plate Survey (2018)

Freight routes shown entering the Stellenbosch Municipal Area from Cape Town are Bottelary Road (the M23) and Polkadraai Road (the M12). The R44 from north and south of Stellenbosch, the R304 and the R310 west and east, the R101 and the R45 and the R301 in the Franschhoek Valley also carry significant volumes of freight to/from areas within Stellenbosch Municipality.

The Freight Strategy of the CWDM reported on the location of wine cellars and other agri-processing plants, as well as the location of industry in the Stellenbosch area, and has concluded that the main routes that connect Stellenbosch to Somerset West (the R44), Kuils River (R310), Klapmuts (R44), Brackenfell (R304) and Franschhoek (R310), as well as R45 between Franschhoek and Paarl, carry a significant amount of freight. In addition, secondary routes that provide access to farming areas off these routes also carry freight in the form of inputs into agri-processing (e.g. delivery of bottles) and distribution of the finished product (e.g. delivery of wine to the Cape Town Harbour for export). These roads in particular are impacted by the heavy vehicles that use them i.e. the Stellenbosch link to Parow (where distribution centres are located) via M12 (Stellenbosch Arterial).

Heavy vehicles do impact the already congested access roads through Stellenbosch particularly to access local industrial areas. Deliveries to businesses in the Stellenbosch CBD have been noted as being particularly problematic during peak travel times.

There is only one weigh bridge in the immediate area, which is located just before the N1 on-ramp to Cape Town off the R304 north, in Joostenberg Vlakte – refer to Figure 3-18 for the location.



Figure 3-18: Location of Existing Weighbridge

There are currently no facilities to impound heavy vehicles and therefore law enforcement in respect of overloaded vehicles is limited. Typically, the vehicles are fined for overloading, but are then allowed to continue as there is no secure facility to impound them until the load can be off loaded onto another vehicle. The damage to the road network thus continues.

4 SPATIAL DEVELOPMENT FRAMEWORK

4.1 Introduction

This chapter provides an overview of the SDF and related documentation which inform the spatial component of the CITP. The aim is to ensure alignment between transport planning and spatial planning. The documents that will be discussed in this chapter are the following:

- Western Cape Provincial SDF 2014;
- Stellenbosch Municipal Integrated Development Plan 2017 – 2022;
- Stellenbosch Municipal SDF, Nov 2019, and
- Adam Tas Local SDF, 2021.

4.2 Policy Directives

4.2.1 Western Cape Provincial SDF 2014

Growing the economy is the WCG's number one development priority. The PSDF's role is to open-up opportunities for inclusive economic growth in urban and rural areas. Mindful of the complexity of undoing an entrenched spatial legacy, the PSDF takes on the challenge of restructuring the Western Cape's urban and rural landscapes so that they offer socio-economic opportunities for all – especially those previously restricted in accessing these benefits.

The PSDF sets the precedent for all spatial planning and development in the Western Cape Province and is based on the following guiding principles:

- Spatial justice;
- Sustainability and resilience;
- Spatial efficiency;
- Accessibility, and
- Quality and liveability.

A provincial vision for spatial development is identified which is built on OneCape 2040's vision of a "highly-skilled, innovation driven, resource efficient, connected, high opportunity and collaborative society." This vision is formed around 6 themes namely; Educating Cape, Working Cape, Green Cape, Connecting Cape, Living Cape and Leading Cape.

To address the spatial challenges identified in the PSDF the following goals have been identified:

- Greater productivity, competitiveness and opportunities in the provincial space-economy;
- More inclusive development of its urban and rural areas;
- Strengthened resilience and sustainability of its natural and built environments, and
- Improved effectiveness in the governance of its urban and rural areas.

4.2.2 Stellenbosch Municipality's SDF

The Stellenbosch SDF is dated November 2019. The vision for the Municipality as per the IDP and the SDP is centred around conservation, resilience, inclusive municipal area and compact urban settlements. The spatial proposals in the SDF are aimed at achieving these principles.

4.2.2.1 Broad Land Use

A large portion of the Municipality is designated as public and private conservation areas and fertile agricultural land. The agricultural land within the Stellenbosch Municipality, constitute some of the country's highest yield agricultural land in terms of income and employment generation.

Over the last couple of years, the office development market has seen very little growth. The retail property has been sporadic with several spikes in building activity with short to medium term throughs.

The main settlements in the Stellenbosch Municipality are the historic towns of Stellenbosch, Franschhoek and Klapmuts. Several smaller villages exist throughout the Municipality, including Jamestown, Pniel, Johannesdal, Lanquedoc, Lynedoch and Raithby. New nodes are emerging

agricultural service centres, for example, Koelenhof and Vlottenburg. Figure 4-1 provides an overview of the settlement hierarchy in the Municipality and the linkage priorities.

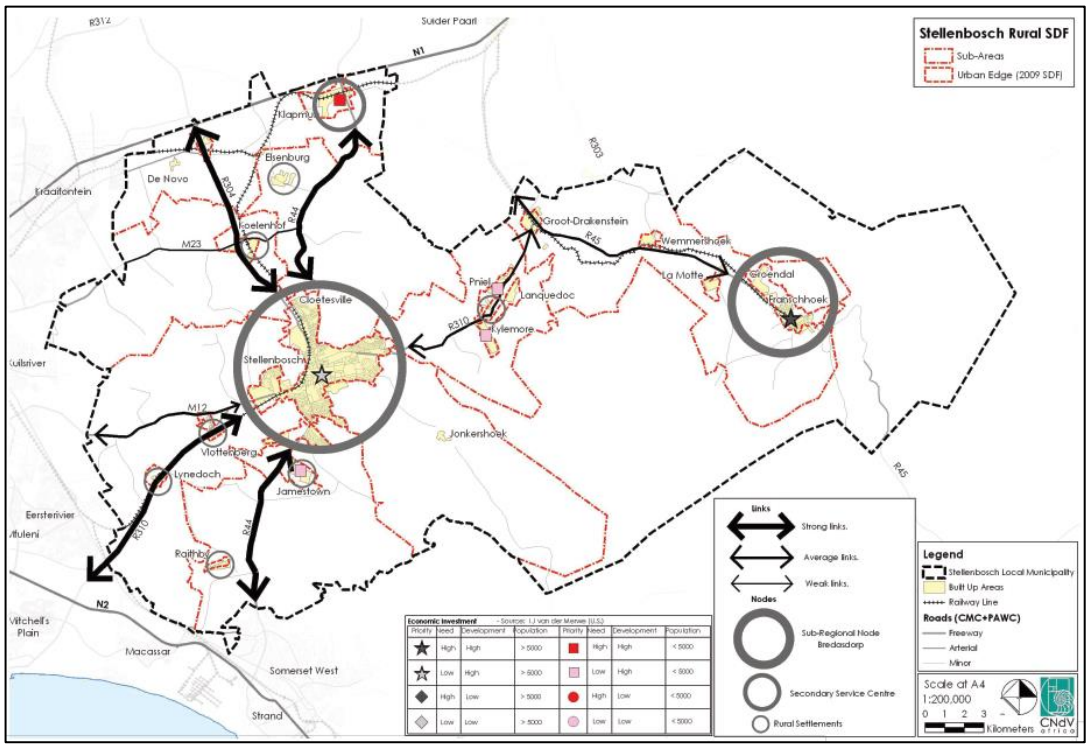


Figure 4-1: Stellenbosch Hierarchy of Settlements, Linkages and Investment Priorities

4.2.2.2 Built Environment

Residential densities in Stellenbosch town, Klapmuts, and Franschhoek are slightly higher than what they were in 2015. The average density for each of the aforementioned urban centres in 2015 were 8,17, 10,22 and 9,94 units per hectare, respectively. The targeted density for the urban centres is 25 units per hectare.

The relocation of large industrial land users from Stellenbosch town (to Klapmuts) presents a significant opportunity to restructure Stellenbosch town.

4.2.3 Stellenbosch Municipality SDF Principles

The SMSDF is based on the following seven principles:

1. Maintain and grow the assets of Stellenbosch Municipality's natural environment and farming areas;
2. Respect and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations;
3. Clarify and respect the different roles and potentials of existing settlements;
4. Address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunity related to natural assets, cultural assets, infrastructure, and the role of settlements;
5. Pursue balanced communities. All settlements should be balanced;
6. Focus energy on a few catalytic areas that offer extensive opportunity and address present risk, and
7. Focus energy on a few catalytic areas that offer extensive opportunity and address present risk.

Figure 4-2 shows the hierarchy of towns within the Municipality and where the nodes are located. This will influence where the transport proposal for the Municipality should be focused.

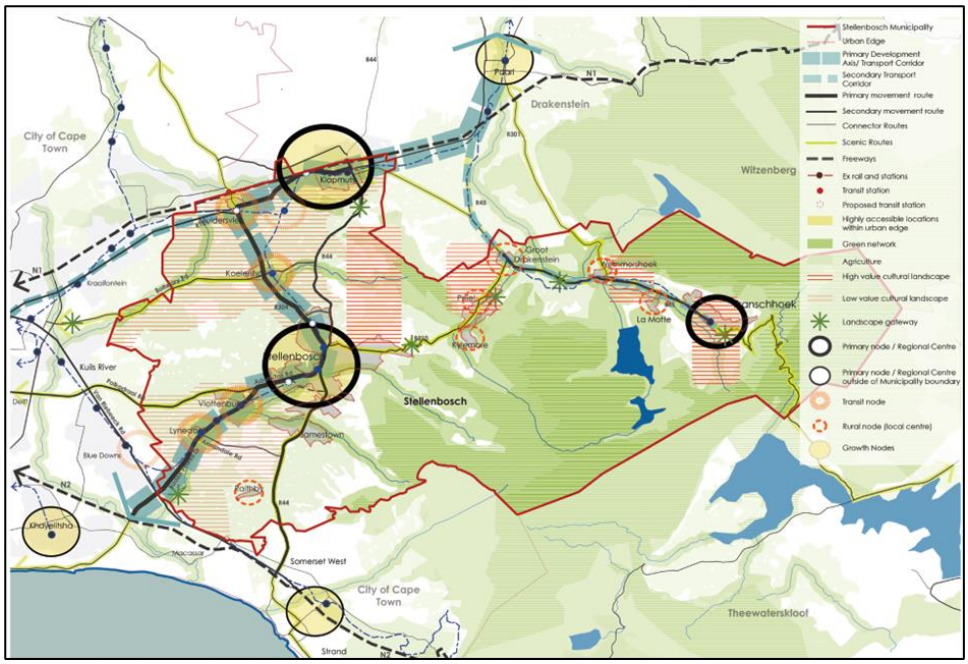


Figure 4-2: Consolidated Concept Capturing the 7 Principles Mentioned above

4.3 Transport Related Spatial Challenges

A number of transport related spatial challenges are identified in the SDF. It is highlighted that transport planning practices at the provincial level has maintained a regional mobility lens with the bulk of planning efforts and funding allocated to road infrastructure expansion and rehabilitation responding to demand-side growth, largely attributable to unconstrained low occupancy private vehicles at the cost of local mobility. Too little focus is on progressively improving the efficiency of existing road space usage through shifting modes and altering travel patterns. This approach has very high financial, economic, social and environmental cost, is unsustainable and exclusionary to most of the local population. This also has an adverse consequence for managing transport at the local level, where trips are generated.

The provision of public transport, non-motorised modes and travel demand management programmes are generally considered as municipal functions and not a core responsibility and competence of the Province. Given the extent of transport issues in the Municipality, it has limited institutional capacity and funding for the management of these transport issues. As a result, sustainable transport approached have been overlooked in favour of traditional engineering solutions.

4.4 Summary of Development Proposals and the Implications on Transport

According to the Implementation Framework, the Priority Areas are Stellenbosch and Klapmuts.

Stellenbosch Municipality's Spatial Proposals for both the Municipality as well as the Primary nodes are centred around the following:

- Residential densification and infill development within the urban areas;
- Support mixed land use in settlement centres;
- Promote Public NMT development, and
- Support the proposals of the Adam Tas Corridor Plan.

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

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

- Expand the recognition, restoration, and exposure of historically and culturally significant precincts and places (both in the form and use of precincts and places).

The SDF outlines proposals for the Stellenbosch Municipality as a whole, moving down the hierarchy of urban settlements, starting with strategies for the higher-order settlements first and ending with the smaller urban settlements.

Figure 4-3 shows the structuring elements that will impact the growth of the Municipality, the agricultural west, and the conservation east. Urban growth in the east will be more difficult because of the surrounding conservation areas. The SDF further shows the settlement pattern of the Municipality.

4.5 Adam Tas Corridor

The Stellenbosch SDF was completed in July 2019. The SDF actively supports the ATC initiative and states that this is the most significant redevelopment opportunity within Stellenbosch Town, stretching from 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. It clearly identifies the Adam Tas Road and the Van Der Stel Sports Grounds as part of the potential corridor development. Conceptually, the Adam Tas Corridor is the focus of "building a new town".

The Adam Tas project is a catalyst project in the approved Stellenbosch Municipality SDF and Integrated Development Plan.

4.5.1 Vision

The working vision for the Adam Tas Corridor is:

- "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 of what constitutes good, equitable, and efficient settlement, and
- 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."

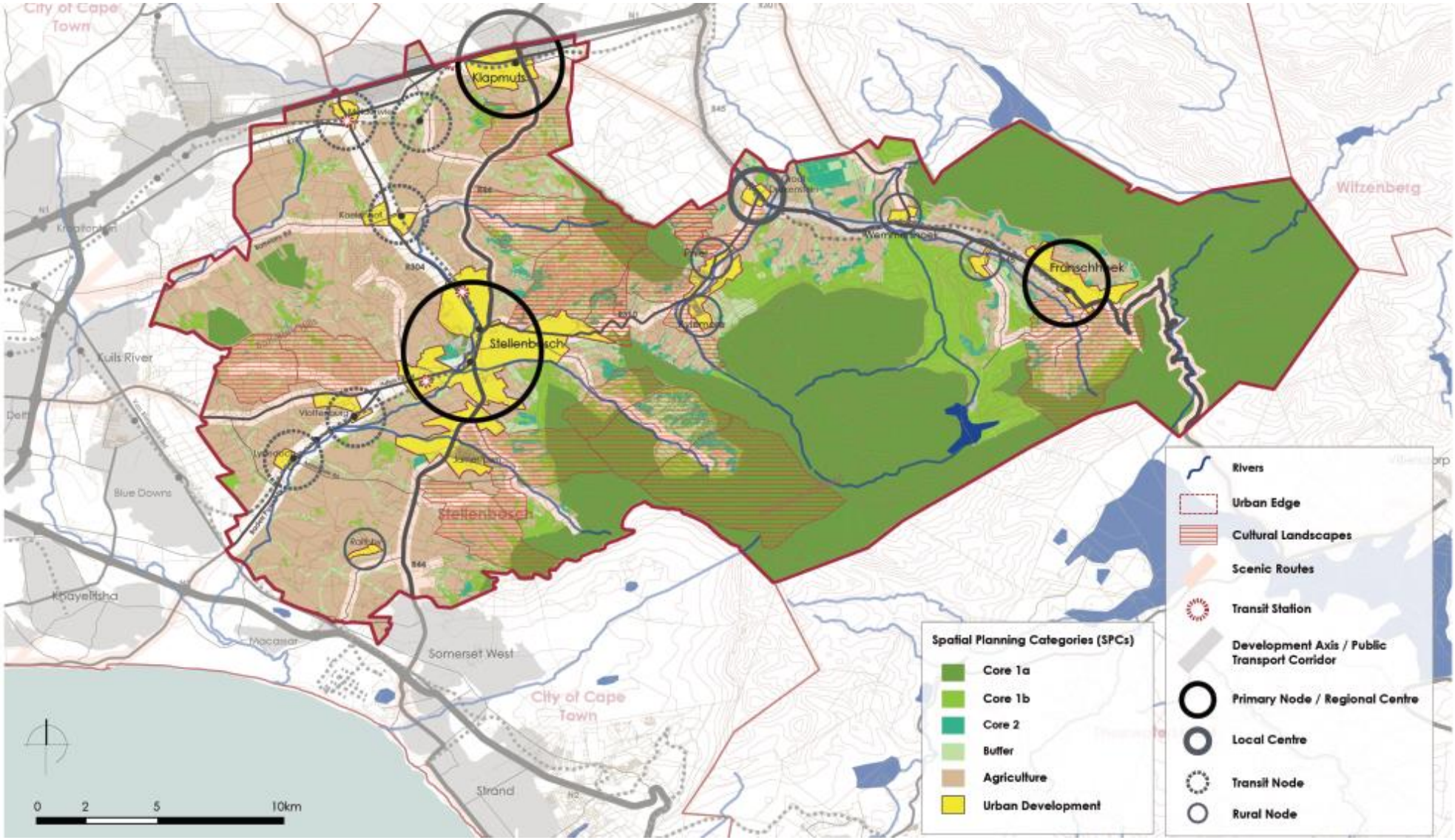


Figure 4-3: Stellenbosch Municipal SDF

4.5.2 Adam Tas Corridor Development Framework

The Adam Tas Corridor Local SDF divides the study area into eleven different precincts. Each precinct accommodates a mixed land use. The density and make-up of the land use is summarised in Table 4.1.

Table 4.1: Land Use Bulk Summary

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 density applied is split into four different categories, namely:

- Very high density (160 units per hectare);
- High density (140 units per hectare;
- Medium (120 units per hectare), and
- Low (100 units per hectare).

It is important to note that Distell decided to relocate to and consolidate many of its operations in Klapmuts. Distell proposes to develop a beverage production, bottling, warehousing and distribution facility. Distell proposes to develop a beverage production, bottling, warehousing and distribution facility on Paarl Farm 736/RE, located north of the N1, consolidating certain existing cellars, processing plants, and distribution centres in the Greater Cape Town area. The farm measures some 200 ha in extent. The beverage production, bottling, warehousing and distribution facility will take up approximately 53 ha. Figure 4-4 shows Adam Tas Corridor Densification Proposals.

An Adam Tas Overlay Zone was developed and was submitted to the Municipal Mayoral Committee on 19 October 2022. The Committee noted the Overlay Zone and recommended to the Council that a public participation process on the Overlay Zone commences. After the conclusion of the public participation process, the Adam Tas Corridor Report should be resubmitted to Council together with comments received.

4.5.3 Transport Proposals for the Adam Tas Corridor

Transport proposals associated with the Adam Tas Corridor evolved over the past five years, either forming part of SDFs or mobility, road network and transport studies. These are summarised in the following sections.

4.5.3.1 New Gateway for Stellenbosch 2017

This spatial and mobility framework for the central section of the Adam Tas Road Corridor was developed for the Municipality and the WCG in 2017. The aim was to investigate the feasibility of a Transit Orientated Development (TOD) for the Adam Tas Road Corridor. The main components of the transport proposals are:

- A new station and public transport hub adjacent (just west) to the redeveloped Van Der Stel Sports Grounds, accessible at grade;
- Lowering of Adam Tas Road in a tunnel where it passes the redeveloped site on the western side - approximately 500 metres in length;
- Linking of Merriman Street with George Blake Street through an elevated interchange, thereby eliminating the present dangerous George Blake at grade rail crossing, just north of the existing station;
- The consolidation and upgrading of the Adam Tas/Alexander Street intersection, allowing a free flow underpass for the R44, and
- A new link from the extended Merriman Street is shown (southwards) parallel to the rail line, which could provide improved access to the Bosmans Crossing area from the north.

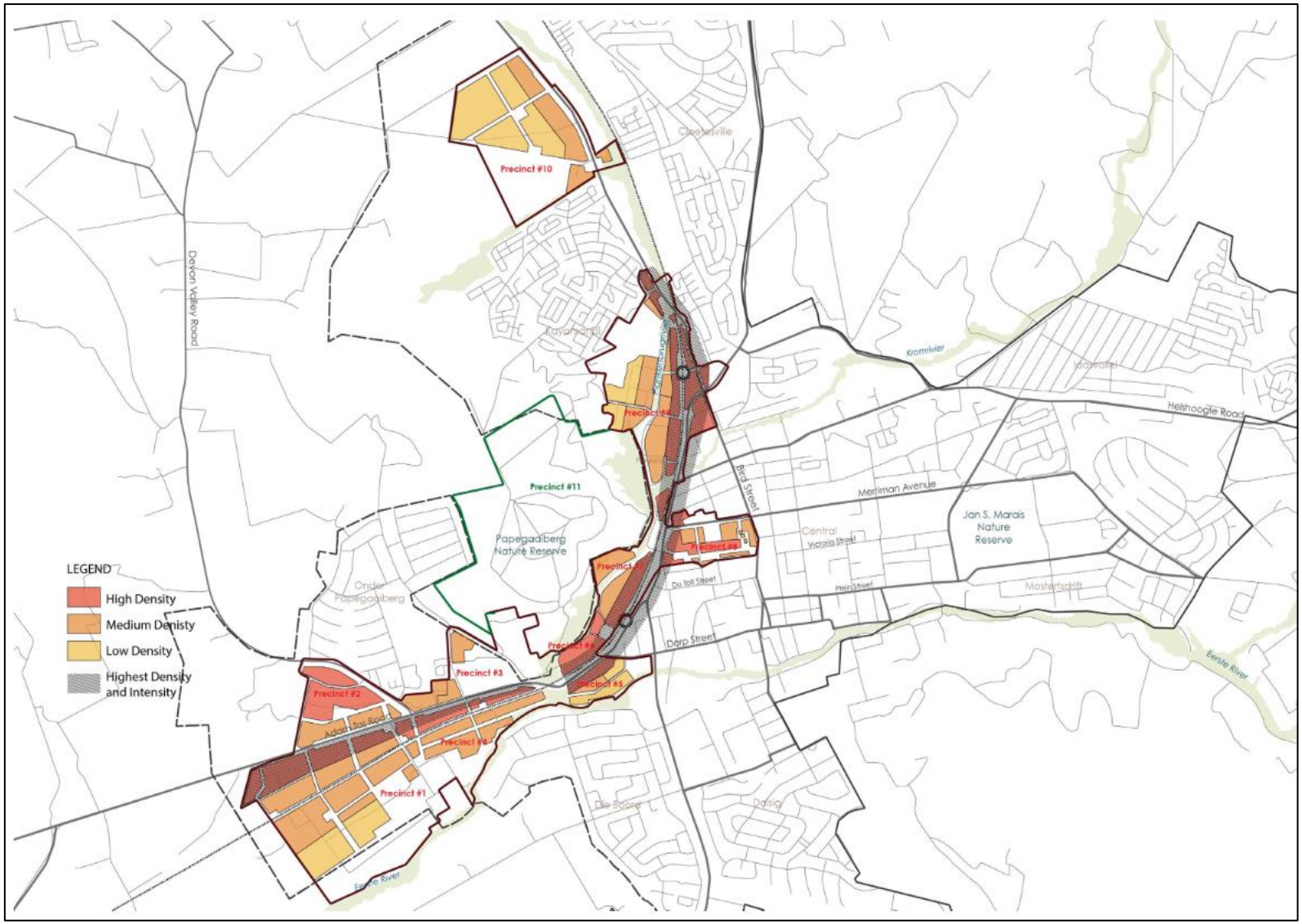


Figure 4-4: Adam Tas Development Corridor Densification Proposals

4.5.3.2 Stellenbosch Roads Master Plan Update 2018

An update of the Stellenbosch Roads Master Plan was completed in August 2019. The following points from the Master Plan are relevant to the Adam Tas Corridor:

- The section of Adam Tas Road between the intersection of the R44 and Merriman Street, as well as George Blake Street, is operating "beyond capacity" and should be investigated further for possible improvements;
- Traffic modelling for 2040, for this section of Adam Tas Road, indicates that it could become the busiest road section in Stellenbosch;
- To accommodate the expected future traffic, it was proposed that the section be widened to three lanes per direction, and
- The road improvement that may have the largest impact on the Adam Tas Corridor is the development of the Western Bypass.

It was confirmed that high priority planning was required with respect to:

- Reconfiguring Adam Tas Road intersections with the R44/Alexander and Merriman Streets;
- Reconfiguring and improving the Adam Tas/George Blake Street intersection, and
- Dualling of Lower Dorp Street between the R44 and Adam Tas Road.

4.5.3.3 Stellenbosch SDF 2019

A general statement on transport is made in the SDF in relation to the ATC that a change in transport patterns should be pursued through "changes in the mode of travel" and "changes in transport demand in terms of the trip itself". It is considered that, should there be no new public transport interventions and proceeding in the same fashion as in the past, it is unlikely to result in a different end state.

The Stellenbosch station is identified as a potential public transport node. The provision of more frequent and reliable rail service in the Adam Tas Corridor is stated to be critical. It is interesting to note that two proposed light rail stations (not discussed anywhere in detail) are shown in figures, one to the north, just east of Kayamandi and the other to the west in the vicinity of Devon Valley.

4.5.3.4 Adam Tas Corridor Local SDF (LSDF) 2021

The Adam Tas Corridor Local Spatial development Framework (LSDF) was completed in 2021. It is stated in the LSDF that approaching the movement, access and parking should occur within a framework of emerging global transport trends, including:

- Significant shifts in policy to accommodate the transformation of the way transport is sourced;
- A significant shift to the use of public transport;
- Potential shift away from private vehicle ownership and a potential increase in car-pooling and rental pools;
- An increase dependency on electric/hydrogen vehicles and the increasing obsolesce of the petrol/internal combustion engines, and
- Inter-dependencies and collaboration between the public and private sector.

The approach to the transport servicing of the corridor strongly indicates that transportation has to be "transformed". The movement network is shown in Figure 4-5.

The key aspects of the Adam Tas Corridor movement network are stated to be:

- 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. The road should accommodate NMT and public transport functions;
- Adam Tas Road/R44 maintaining it role as a "mobility" route;
- Vehicular intersections with Adam Tas Road/R44 (at grade and grade separated in the vicinity of Bergkelder/Van der Stell);
- A NMT route following the Plankenbrug and Eerste River Corridors and linking to the existing/proposed systems for Stellenbosch town;

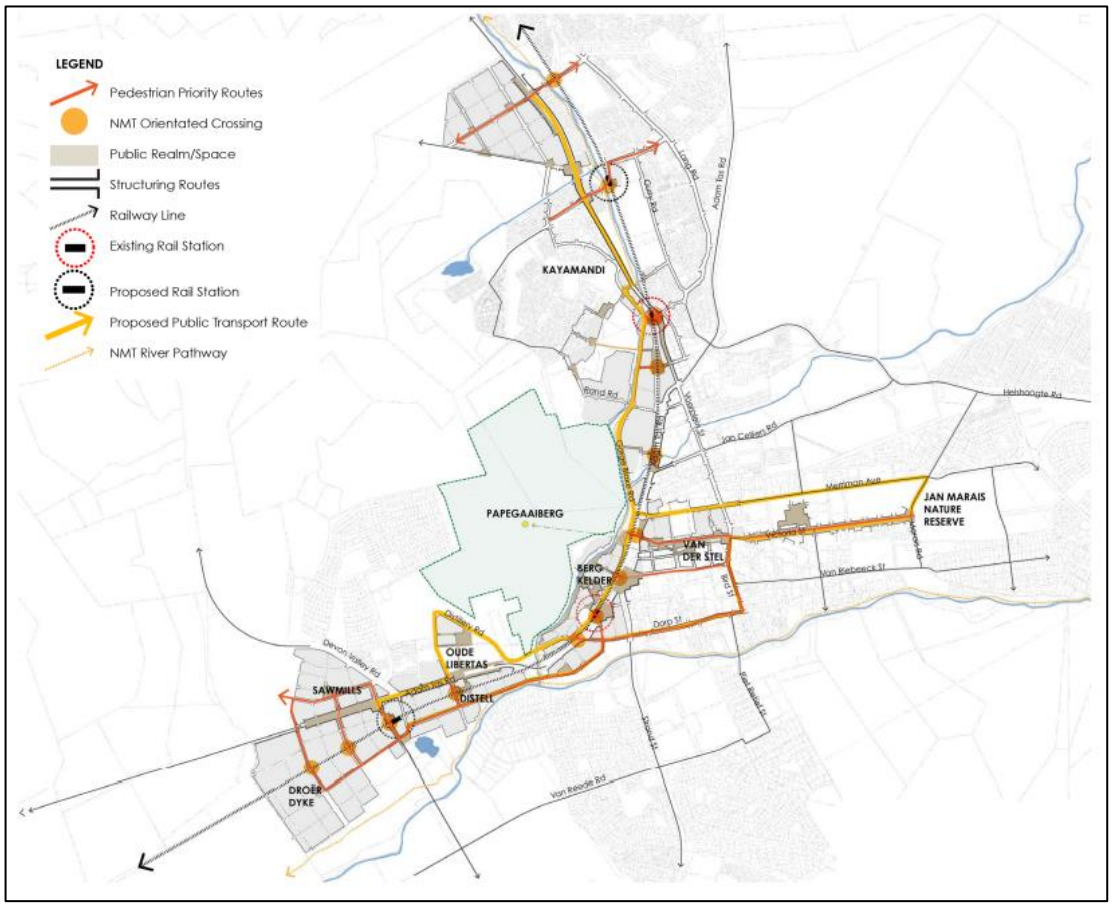


Figure 4-5: Adam Tas Corridor Movement Network Structure

- The existing rail, incorporating the two existing stations (Stellenbosch and Du Toit, both upgraded) and two new ones proposed at Droe Dyke/Sawmill and Kayamandi North, and
- Nine new pedestrian crossing 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 clearances and ramp lengths required for overpasses).

The LSDF states that the reality of having to accommodate parking serving Stellenbosch Town and the ATC are expected to progress towards lower private vehicle dependence and use over time requires innovative transitionary 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 would be required.

The underlying objectives of the ATC project are to pursue an environment prioritising public transport and NMT. The LSDF assumes that PRASA will continue to reinstate operations of the railway corridor service with new rolling stock and the implementation of new rolling stock for increased demand, as well as the ultimate doubling of the railway line between Eerste River and Muldersvlei Stations. The LSDF also envisages the development of subsidised public transport services linking the ATC precincts and railway stations with the University and the Stellenbosch CBD. Such a system with have to be developed in an incremental manner until such time as it can be incorporated in a Stellenbosch Municipality IPTN. It also foresees the transformation of the Stellenbosch minibus taxi industry into an association based companies by means of contracted services.

The LSDF provides for phased transport infrastructure improvements per precinct. An estimate of the total bulk infrastructure costs (all services) has been made and it amounts to R1.368 billion. Similarly, the total development contributions have been estimated as R1.44 billion, which is considered a “good indication that the development could be feasible”.

4.5.4 General Status of the Adam Tas Corridor Development

The ATC concept has only recently come into existence. Work on it is at an initial stage and detailed studies are yet to commence. The planning in relation to the ATC is at framework stage, with an overlay zone approved by Council. General guidelines for NMT and Public Transport facilities have been

compiled and work is underway to better promote NMT and public transport and align these with the development guidelines for the ATC.

ATC Transport Studies are currently underway to ensure that the required levels of accessibility within the Corridor is achieved and the required levels of mobility on the provincial roads are maintained. The ATC transport studies will therefore align with the approved ATC MSDF and provide guidelines for the promotion of public transport and NMT. A study for the possible implementation of a park and ride facility within the corridor is also being undertaken at present.

Key stakeholders in these transport studies are *inter alia* include WCG and PRASA. The WCG Department of Infrastructure (DoI) is the approval authority responsible for some of the main roads within the corridor and any upgrades to these roads will require their approval. The Municipality has therefore undertaken to engage with the DoI on a separate platform regarding the ATC and its LSDF. The commuter rail line, which PRASA is responsible for, forms a key component of the future ATC transport network as well. Close coordination and collaboration with PRASA will therefore be essential.

5 TRANSPORT NEEDS ASSESSMENT

The transport needs assessment refers to the following sources:

- The transport needs set out in the June 2020 Review of the CITP (still considered relevant);
- An assessment of the Transport Status Quo in the Stellenbosch municipal area;
- Taxi Association Stakeholder engagements;
- Other Sources, including recent work on commercially available floating car data, the Roads Master Plan (2019), the Traffic Surveys of 2022 and the Bulk Parking Study of 2021, and
- Stakeholder Consultation Process 2022.

5.1 Transport Needs Assessment from June 2020 CITP Review

The transport needs identified during the 2020 Review of the Stellenbosch CITP are described in the sections below.

5.1.1 A need for an improved public transport system

The vision for Stellenbosch Municipality as well as all five of the strategic focus areas (Valley of Possibility, Green and Sustainable Valley, Safe Valley, Dignified Living and Good Governance) on some level all need a good public transport system. In the public meetings issues around improved regional services between Paarl and Stellenbosch, security on public transport particularly at ranks was emphasised as well as increased job creation and training youth.

5.1.2 Better accommodate all people including those with disabilities

The existing transport system in Stellenbosch Municipality has made limited provision i.e. infrastructure or services for people with special needs. For example, public transport vehicles (road based MBTs, buses or rail) are not equipped to accommodate universal access. There is not a comprehensive network of pathways and sidewalks and not all intersections are treated to accommodate people with disabilities (dropped kerbs and tactile paving). Accesses into buildings are not ubiquitously equipped with ramps for wheelchairs and prams.

5.1.3 Provide walking/cycling paths and green spaces

Numerous requests were raised in the public meetings held in October 2019 during the previous update of the CITP, for the provision of more sidewalks (particularly in Raithby), running or cycle routes. Safe raised road crossings particularly in school precincts as well as and rail crossings (Vlottenburg, Old Paarl Road) were presented as needs. Suggestions for bollards and enforcement to prevent parking on pavements as well as the beautification of open spaces were made.

5.1.4 Upgrade roads infrastructure

Improvements and upgrades of the existing road networks was also a common theme in the public meetings. Specific areas of concern included:

- Resurfacing of roads, (The Municipality rolls out an annual resurfacing programme to address road repair requirements including those identified through public meetings));
- Increased visibility of street names
- Upgrade of intersections (Adam Tas/R44 / Alexander), and Adam Tas/R44/Merriman
- Street lighting (in the areas of Curry, Pine, Primrose, Eike, Jakaranda, North-End, Silvia and Vredelust Streets).

5.1.5 Additional parking and park/ride facilities

Another need identified at public meetings were additional parking or park and rides (Parking embayment opposite Community Market/ Flea market at the corner of Rustenburg Road and Sonneblom Street).

5.1.6 A need for better road safety, traffic calming and improved law enforcement

A request for a focus on road safety and traffic introducing more traffic calming mechanisms particularly around schools (R45, R310 traffic Calming – Meerlust, Wemmershoek, Maasdorp R45, speed humps in

Lanquedoc, Vredelust Street, c/o Crombie and Last Street, c/o Gone and Cornelius Street, Klapmuts) as well as the installation of road signs (Mostertsdrift) was made. Also required are increased levels of traffic law enforcement to improve road safety conditions.

5.1.7 A Need for More Jobs and Skills Training

High levels of unemployment and low skills levels was also another common them of concern at the public meetings. A request that the Municipality find ways to increase economic opportunities and job creation particularly for youth.

More detail on the problems and needs relevant to the various plans and strategies of the CITP are provided in the following chapters respectively.

5.2 Assessment of the Transport Status Quo

As part of the National Household Travel Survey (NHTS) 2020 respondents were asked to indicate the two main issues they face in relation to the transport system in Stellenbosch. The two most raised concerns were in relation to accessibility to transport and personal safety. Table 5.1 shows responses given most frequently:

Table 5.1: Transport problems identified by Households (NHTS, 2020)

Issue	Description
1.	Non-availability of buses
2.	Non-availability of minibus taxis at certain times of the day, such as late at night
3.	Traffic congestion during peak periods
4.	Reckless driving by taxi drivers
5.	Personal safety and crime
6.	Commuter rail services not available and/or reliable
7.	Overloading of vehicles
8.	Lack of parking
9.	Rude taxi drivers
10.	Transport is too expensive

As Table 5.1 provides an indication of transport user views, the more specific needs related to the various components of the transport system is described in the following paragraphs.

5.2.1 Public Transport Problems and Needs

The transport modal shares of minibus-taxis, buses and commuter rail were 63%, 0.5% and 4% respectively, according to the National Household Travel Survey of 2020. This implied that nearly 70% of all trips within the Municipal area is undertaken by means of public transport.

Passengers undertaking these trips are mostly “captive” to public transport and do not have any other travel option, except walking or cycling if the travel distances are not too long.

The challenges that public transport users face on a daily basis include having safe and convenient access to public transport services, the affordability of fares and the availability of services outside peak periods. Limited services are available outside the peaks, as the demands, which impacts on the viability of operations and operators are therefore hesitant to provide services outside peak periods. Virtually no services are available later in the evenings.

There are not enough laybys/dedicated stopping bays for minibus taxis in central parts of Stellenbosch. Limited public transport facilities at stops, such as shelter are available. Universal access of vehicles remains a challenge as well. The lack of amenities and facilities for example for informal traders at some ranks has been high-lighted as needs in a number of interactions with stakeholders.

To promote sustainable mobility, it is important that travellers start to make different mobility choices, where those are available to them. This *inter alia* implies shifts from private to public transport. The convenience and perceived quality of existing services are obstacles to attracting “choice” users to and travellers with other travel options to public transport. The informal nature and that fact that services are

not scheduled and predictable is also a deterrent for people with different travel options to use existing public transport.

Very little information is also available to non-regular users on service routes, fares and how to access services, which also provides barriers to access. Consideration needs to be given to incentivise public transport operators to improve and maintain the quality and safety of operations, as well as the user experience in general.

During peak traffic, congestion levels along arterial roads is high. This is problematic, as trips typically involve some waiting time and trips therefore are already longer in duration than private transport users' journeys.

During a stakeholder engagement with the local minibus-taxi associations it was mentioned that the industry had lost 40% of their income due to COVID-19 and as a result there of, some operators had their vehicles repossessed due to not being able to meet repayments. The associations also shared that they have experiences an increase passenger demand due to passengers choosing public transport over private vehicles due to an increase in petrol prices. More people are also receiving social grants due to job loss during the COVID-19 pandemic, also resulting in an increased patronage to reach grant collection points.

Minibus taxi association leaders have expressed strong desire for dedicated HOV (high occupancy vehicle) lanes to be added along key arterial roads to alleviate this issue. There are not sufficient laybys.

The minibus-taxi associations indicated that they are willing to work towards a more formalised service, as they acknowledge that passengers are more inclined to utilise their services if the service is predictable and offers a ticketing system which removes the existing cash-based fare system. The associations also propose that the industry be consulted when it comes to the planning in providing parking solutions, taxi ranking facilities and new developments such as malls and residential areas.

During the COVID-19 Lock-down period commuter rail services were suspended and have not been reintroduced due to infrastructure challenges. Given the significant number of people travelling across the Municipal borders on a daily basis, the current lack of commuter rail service to and from Stellenbosch is a challenge and these services needs to be reinstated and if possible, even be extended.

Greater collaboration between key role-players and stakeholder is required to improve public transport and address the challenges and needs.

5.2.2 Road Infrastructure

Congestion on the road network during peak periods and often extending beyond normal peak hours poses a significant challenge to the mobility on many roads within the Stellenbosch municipal area and specifically the Stellenbosch CBD. The roads and road links where the service levels are significantly impacted by congestion have been identified and confirmed through the Roads Master Plan 2019, traffic surveys and observations done towards the latter end of 2022.

The 2019 Roads Master Plan indicated that the traffic demand in 2018 already exceeded the capacity on the following links in peak periods:

- 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, and
- George Blake Street.

The following links were identified as also being under pressure in 2018:

- The Welgevonden access road;
- Lang Street into Cloetesville;

- La Colline access off the R310, and
- The Technopark access road.

The EMME/4 travel demand forecast modelling was used for the Roads Master Plan and it was based on land use projections for 2040, indicated that quite a number of further roads improvements may be required to maintain acceptable levels of service and mobility. This is further unpacked in Chapter 7. (It is a bit unclear to what extent alignment with sustainable transport prerogatives were considered in the modal split/choice inputs in the travel demand model.)

A paper based on work done by Bruwer for a doctoral thesis on commercially available floating car data in Stellenbosch, provides very good real time information on congestion in Stellenbosch for 2020, both before and after the COVID-19 pandemic started in March 2020. This analysis confirmed that all the major routes coming into Stellenbosch are under traffic pressure during peak periods, namely the R44 (north and south), R310 (west and around Cluver Street), R304, as well as most of the road sections identified in the Roads Master Plan. Whilst congestion was much better during the COVID-19 period (not shown here), it is concluded that by 2022 they have largely returned to February 2020 levels – refer to Section 3.3 and Figure 5-1.



Figure 5-1: Indication of congestion in Stellenbosch in February 2020 (Bruwer. Andersen)

The results of the 2022 traffic surveys have been discussed in Section 3.3 above. Based on previous reports, observations during the surveys and also at other times, it can be stated that the traffic demand exceeds the capacity of the major network servicing central Stellenbosch for varying lengths of time during the morning and afternoon peak periods. The surveys basically confirm the findings of the work done by Bruwer/Andersen, as well as for the 2019 Roads Master Plan.

5.2.3 Parking

The Parking Study for Stellenbosch completed in 2021 and the outcome of this study is discussed in Section 3.3.4. The aim of the study was “to paint an exact picture of the existing parking situation within Stellenbosch Municipality and to focus on providing parking facilities for Techno Park and the CBD”.

Increasingly, students are also contributing to traffic congestion levels in Stellenbosch, since there have been relaxations of parking eligibility criteria by Stellenbosch University (previously first year students were not permitted to park on campus, however, this policy was withdrawn). Since Stellenbosch University does not have sufficient parking on campus to accommodate students' vehicles, most students park on-streets and at parking areas in and around Stellenbosch.

Considering the parking situation in Stellenbosch, there are at least two major issues which have not been addressed:

- Parking on the university campus – both students and personnel. It is known that a possible parking structure along Merriman Street was suggested by the University about two decades ago, and
- The feasibility of the park and ride facilities suggested in a number of recent studies, including in the current Stellenbosch SDF.

The parking needs identified for the CBD and Techno Park point to the feasibility of two facilities:

- It was concluded that depending on the scenario assessments, the CBD could require between 145 and 298 additional parking spaces after 2021. A facility of 120 to 300 parking spaces (in a multi-story structure) at the Eikestad Mall (p155) was identified as the optimum solution.
- Based on questionnaires sent to the approximately 90 companies having offices in Techno Park, it was concluded that there are 1 857 parking bays available and whereas there is a demand for 2 577, which implies a shortfall of 720 parking bays. A facility of 150 to 200 spaces (open at-grade parking) at a Location 5 in Techno Park were identified as the optimum solution for this shortfall.

The important conclusion that can be made from this is that whilst the previously proposed park and ride facilities for Stellenbosch appear to be a good solution for addressing congestion, there is no evidence to support the feasibility of the concept. There is no evidence of similar successful projects elsewhere, but it should remain an option for future consideration.

5.2.4 Non-motorised Transport

Stellenbosch has a very attractive environment for NMT, as it has a walkable CBD with short distances between residential areas. The demand for NMT transport is further increased due to the University of Stellenbosch being within the CBD where students primarily walk between venues.

Although the CBD is relatively pedestrian-friendly the ever-increasing traffic and parking in the CBD as well as old street infrastructure with no dropped kerbs pose a challenge to people with mobility impairments, persons using wheelchairs and with using trolleys, prams, skateboarders, and cyclists.

Around 30% of roads in the Municipality have sidewalks, however, cycle infrastructure has shared facilities with pedestrians and in many cases, sidewalks are too narrow and lack continuity (i.t.o condition and connectivity).

Whilst cycling in Stellenbosch is popular in terms of the South African context a significant proportion of cyclists are recreational/sports cyclists and those riding on roads prefer the higher order provincial roads. Sections of the cycling network have been implemented but these are not coherent. The main barriers to cycling are safety in traffic, the lack of suitable infrastructure, crime and, in the case of lower income communities, access to bicycles.

In summary, the key concerns and needs related to NMT are:

- Better integration between land use and transport planning, to reduce travel distances and enable greater use of NMT;
- Most choice-users opt to use private vehicles for trips, even if such trips are relatively short and walkable;
- The lack of proper, convenient and safe NMT infrastructure connect outlying communities with their local towns and CBDs;
- NMT needs to be considered an essential element and the foundation of any and all transport and development planning and it should be a requirement for all developments to fully integrate NMT;
- Significant pedestrian movements are across major roads / a rail line, often without adequate or safe crossings;

- Although there has been progress in developing NMT (and cycling) infrastructure routes are not coherent and continuous,
- Cycling is often deemed unsafe from traffic safety perspective and the lack of awareness of other road users, and
- Funding allocation for NMT is limited and NMT infrastructure is often provided as an afterthought.

5.2.5 Freight Transport

Freight movements within and through the Stellenbosch municipal area are significant and contribute to some of the negative externalities of the transport system. The prevailing general freight transport and logistics issues prevalent in the municipal area are:

- non-availability rail freight services, which means that all freight is transported by road;
- high volumes of road freight vehicles that contribute to congestion and impact on the extent of road maintenance, due to higher axle loads;
- effective law-enforcement due to manpower limitations;
- truck movements, off-loading and parking in the Stellenbosch CBD, and
- road safety concerns.

The following matters were identified during the previous CITP update that should be addressed to reduce the negative impact of freight movements and improve freight and logistics are:

- Identification of a Strategic Freight Network of routes (including routes for abnormal loads and hazardous freight;
- Infrastructure improvements, such a truck stops for truck holding and parking;
- Mechanisms for improved law-enforcement, to more efficiently regulate and control freight movements, and
- Movement of appropriate freight from road to rail in the longer term.

Consideration should also be given as to how technology and innovation can be deployed to better manage and control freight movements through and within the municipal area.

5.3 Transport Needs Identified during Stakeholder Consultation Process

A number of themes arose from the stakeholder consultation process, which adds to the understanding of the transport needs in the Stellenbosch Municipal area.

5.3.1 Climate change

Some stakeholders stated the importance that the CITP considers climate change to ensure sustainability of interventions proposed. Although there were no practical suggestions about this from stakeholders, it is agreed that this is a core principle, both in the immediate and longer term. The plan must provide guidance in terms of what is possible to ensure that proposed interventions are sustainable and responsive to the rapidly changing environment.

5.3.2 Integrated land use

The Municipality and developers must follow the mixed land use approach to address traffic congestion issues, reduce the need for people to use cars to access services. One way to do this is to bring services closer to people to reduce their need to travel by vehicle. It is important that building plans are not centred on measures that accommodate increased private vehicle usage, but on designing spaces that are responsive to identified challenges and incentivise less use of cars.

5.3.3 Integrated public transport system theme

The development of an integrated public system by partnering with the taxi industry and other modes of public transport was raised. Suggestions such as a universal ticketing system must be explored further, including integrating such plans with Provincial stakeholders. Therefore, it is important that the different stakeholders continue to engage to establish and improve relationships and explore what is possible in this regard.

5.3.4 Congestion

Congestion was a feature of almost all inputs. Stakeholders all struggled with it, describing their journeys in and out of Stellenbosch as arduous and time-consuming, as well as having an impact on productivity. All measures to reduce dependency on private vehicles, must be included.

Adopting measures to move to NMT and integrated public transport will have a positive impact on congestion, but planning must support this, in particular as it relates to parking. Parking is inexpensive and this is seen as being responsive to the needs of private vehicles, whereas the opposite is needed.

Congestions is also exacerbated by tourist buses that clog narrow streets. The idea of park and walk or park and connect with public transport should be pursued (this in conjunction with taxi associations). Stakeholders also said that if they could easily move to and from Stellenbosch by train they would prefer to do that than to sit in traffic.

5.3.5 Behaviour Change Communications

This theme looks at the importance of shifting behaviour to reduce traffic congestion. This will entail having an effective communications plan to educate both internal and external stakeholders about the future impact of planning around the increase of motor vehicle usage as the main sources of transport.

It should also include communications to encourage significantly increased use of public and non-motorised transport and to reduce the use of cars to a minimum. Communication with specific stakeholders, such as the University – to assist in motivating students to adopt cycling and walking in Stellenbosch, and Taxi Associations – to innovate and improve services so as to encourage more people, including potentially, tourists, to use their services, must also be undertaken.

Communication should also be used to create greater awareness about safety of cyclists and pedestrians, emphasising their roles in reducing congestion.

5.3.6 Non-motorised Transport

Some stakeholders are quite keen to explore alternatives to motorised transport. The Municipality must take the steps to support this through recommendations such as taking away side parking to widen sidewalks.

The plan must address concerns raised about the safety of cyclists, pedestrians, the elderly, and people living with disabilities. It is important that people living with disabilities can easily move in public spaces. Stakeholders have indicated that the installation of fibre lines have had some negatives impacts on people who use wheelchairs as the pavement was not properly fixed.

The plan must also look at addressing cycling lanes and ensuring that these are safe for cyclists. A significant challenge is that the lanes are not connected into a full route, meaning that cyclists are at risk at intersections and traffic circles. The “Fietsry Stellenbosch” cycling map is available to input into the plan. Enabling more people to walk by ensuring that they are safe and there is enough space for them to walk. There is a big tree near the zebra lines cross on Azaliahof street which makes it difficult to cross the road.

5.3.7 Personal Safety and Security

This was raised as a concern with regards to safety in public transport and public spaces. It was stated that the shift from private vehicles to public transport will only be achieved, if safety can be prioritised and achieved.

It is essential that engagements with the public transport sector continue to explore ways to improve services and safety of commuters. This will not only have an impact on the safety of commuters but will also enable more opportunities for public transport providers such as taxis.

The University indicated that safety is one of their biggest concerns for their students and it should be prioritised in transport plans. It is also important that the safety of pedestrians and cyclists is prioritised. Well-lit pedestrian routes, both in the town and in surrounding townships and settlements, would assist with this. Public toilets, designed and maintained to be safe and clean, would also assist in making pedestrians safer.

5.4 Future Travel Demand Estimation

The scope of this overhaul of the CITP did not include any projection or estimations of future travel demand by means of modelling. Based on existing trends however, “business as usual” with private vehicle trips continuously growing, congestion will also continue to increase together with the negative

externalities and impact of transport on the social and natural environment. This will also further aggravate the private vehicle parking problems.

The implementation of key interventions that will firstly curb the growth and secondly turn around the trend of private vehicle usage is essential. Such interventions should be aimed at changing travel habits and enabling shifts in modal choices from the use of private vehicles to public transport and from motorised transport travel to NMT.

6 PUBLIC TRANSPORT PLAN

This chapter of the report serves as a summary of the full Public Transport Plan (PTP) which is attached to the main body of the report as **Appendix A**.

6.1 Introduction

The IDP provides Stellenbosch Municipality's vision for the Municipality and for it to be a "Valley of Opportunity and Innovation". In support of this and the Transport Vision articulated in Chapter 2, a well-functioning, accessible, convenient, and comprehensive public transport is integral to the realisation of this. The strategic focus areas, as well as their transport elements, gaps, and actions required, are presented in Table 6.1.

Table 6.1: Strategic Focus Areas

Focus Area	Transport Elements needed to respond to Strategic Focus Areas	Gap	Actions Required
Valley of Possibility	Would require well functioning network of transport services and infrastructure.	Current road network hinders growth possibilities. Congestion will discourage economy and cause business to locate elsewhere.	Road network improvements. Identification of effective freight network and supporting infrastructure. Effective public transport and NMT systems for access to opportunities.
Green and Sustainable Valley	Would require sustainable transport modes and practices.	Not effective public transport or walking and cycling modes.	Public Transport, walking and cycling network and other improvements. Manage travel demand to improve air quality.
Safe Valley	Would require safe and secure transport system.	Currently safety and security a challenge within public transport and use of walking/cycling modes	Road safety projects to improve safety practices. Establish safe and secure public transport and NMT systems.
Dignified Living	Would require transport system which serves all including minority, poor and marginalised.	Public transport which services marginalised is limited.	Implement public transport systems that are accessible and affordable for all.
Good Governance and Compliance	Would require effective management structures and enforcement within transport.	Current governance and compliance not effective impacts delivery of transport.	Streamlined governmental processes with accountability for effective implementation of transport solutions.

6.2 Policies and Strategies

The following legislation and policy directives (as discussed in Section 2) are applicable to the CITP:

- National Land Transport Act, 2009 (and the updated Act, once the current proposed National Land Transport Bill, currently under consideration, is promulgated);
- National Land Transport Strategic Framework 2017;
- National Transport Policy 2017;
- WCG Strategic Goals;

- Western Cape Provincial Land Transport Framework 2011;
- Cape Winelands District Integrated Transport Plan 2016;
- Stellenbosch Roads Master Plan 2019;
- Stellenbosch Integrated Development Plan 2022;
- Stellenbosch Quo Vadis 2015, and
- LED Strategy and Action Plan 2014.

6.2.1 Summary of Key Policy Documents Relating to Public Transport

6.2.1.1 National Land Transport Act, 2009

Based on the 2009 NLTA Minimum Requirements for the Preparation of Integrated Transport Plans, 2016:

- An Intermodal Planning Committee must be established to focus on integrating public transport with a specific focus on integrating passenger rail services;
- A Public Transport Plan and Transport Register is required with each CITP;
- The Public Transport Plan replaces the requirement for a Rationalisation Plan and Operating Licence Strategy (OLS), and
- The focus of the Public Transport Plan is to integrate the public transport network, services, and modes.

The NLTA Amendment Bill (2016) also presents amendments and additions to the 2009 NLTA, incorporating focus on integrated planning, universal accessibility, and OL review and rationalisation.

6.2.1.2 National Transport Policy, 2017

The key objectives of the revised National Transport Policy (NTP) of 2017 are listed in the first column of Table 6.2. The current status quo of Stellenbosch Municipality measured against these objectives is presented in the second column.

Table 6.2: Policy Objectives Against Stellenbosch Municipality Context

Objective as per the National Transport Policy 2017	Objective Realisation in the Context of Stellenbosch Municipality
Accessibility	• Safe, reliable and affordable transport are not widely available. There is a lack of universal accessibility on public transport. • Transport Universal Access audits are now part of policy in developing ITPs.
Rural transport	• The farming community surrounding Stellenbosch. The policy requires that rural transport programmes need to be identified and assessed.
Integrated ticketing system	• Policy states that NDoT should continue to drive, facilitate and assist in funding. • Feasibility in Stellenbosch Municipality unknown.
Performance monitoring	• Developing information systems for monitoring and enforcing policy on PT services.
Planning and regulation	• Policy requires ITP to integrate all modes of public transport which in Stellenbosch includes: o Rail services o MBT operations o E-hailing operators o Non-motorised transport

The 2017 NTP also identifies that there is a lack of institutional capacity to prepare and implement transport plans, and that inadequate law enforcement contributes to the issues faced by the operating licensing system (unlicensed operators specifically in MBT).

For a detailed summary of the above-mentioned key policy directives, please refer to the full PTP.

6.2.2 Previously Updated Stellenbosch CITP Concept, Key Strategies, and Proposals

The 2016 and 2020 Comprehensive Integrated Transport Plans (CITP) for Stellenbosch Municipality focus on the development of an integrated public transport service network within the Municipality. The 2016 CITP proposes the use of articulated and midi-buses to alleviate traffic congestion and infrastructure projects such as passenger shelters, vehicle flow improvements, and NMT infrastructure along the existing service network.

The 2020 revised CITP highlights the need for a Public Transport Plan to identify concrete projects and includes proposals for rail as a regional and local connector, intra-municipal services between main suburbs, and a high vehicle capacity bypass. It also proposes issuing additional operating licences for minibus-taxi services and increasing enforcement against illegal operators. Both CITPs note the constraints of funding and lack of municipal staff capacity as challenges for implementing and monitoring projects.

6.2.3 Existing Issues and Concerns Based on Previous Plans

6.2.3.1 Summary of general concerns and issues on transport

Following on the issues and concerns that were raised during the 2020 update of the CITP, and the concerns and issues identified through the stakeholder consultation process for this update, the issues and concerns can be summarised as follows:

- Poor integration with other modes;
- Limited access to existing public transport services;
- Services concentrated during peak periods;
- No travel time advantage;
- Limited public transport infrastructure
- Rail service unreliable when operational (currently not operational at all);
- Current services are not universally accessible, and
- Passenger personal safety while accessing and traveling on public transport.

During the stakeholder engagements, the minibus-taxi associations mentioned that the industry had lost 40% of their income due to COVID-19 and had experienced an increase in passenger demand due to rising petrol prices and an increase in the number of people receiving social grants. They are willing to work towards a more formalised service with predictable schedules and a ticketing system. They also emphasised the need to be consulted when it comes to planning for parking solutions, taxi ranking facilities, and new developments such as malls and residential areas.

During engagements with larger stakeholders such as Western Cape Province, Cape Winelands, PRASA, and Stellenbosch University, the key discussion points related to public transport revolved around the need for behaviour change to shift passengers from private vehicles to more sustainable alternatives, improvements in taxi-rank facilities, the introduction of incentives to improve safety for operators and users, reinstating rail services, and the need to collaborate as stakeholders to address the challenges faced, as well as having access to reliable and save public transport services certain times of the day, especially “after hours”.

The details of each stakeholder engagement are presented under the Chapter 13: Stakeholder Consultation section of this report.

6.2.3.2 Spatial Development Framework

Chapter 4 of this report provides a summary of the SDF, approved by the Stellenbosch Municipality Council in 2012. The SDF focuses on high density development at strategic nodes such as the Adam Tas Corridor, Stellenbosch town centre and Klapmuts. Strengthening the role played by rail-based public transport is also identified as being critical to serve regional mobility needs, and local accessibility. The

SDF also indicates that public transport and NMT infrastructure is to be incorporated in all developments, shifting the focus towards providing infrastructure for sustainable transport modes.

The public transport proposals contained in the Adam Tas Corridor LSDF, which will be heavily reliant on public transport and NMT, were also noted.

6.2.3.3 Integrated Development Plan

The Stellenbosch Municipality IDP makes provision for a select few public transport planning projects, with allocated budget estimations between 2022 and 2025. These projects are listed in below (note that this is not the full list of projects presented in the IDP):

- Continued feasibility studies to establish a transport operating company;
- Development of business model for a Transport service for persons with disabilities in Stellenbosch;
- Park and Ride (Transport Interchange);
- Public Transport Infrastructure (Public Transport Shelters and Embayments);
- Re-design of Bergzicht Public Transport Facility, and
- Taxi Rank – Franschhoek.

Each project listed in the 2022 IDP has an allocated amount of proposed budget per financial year. These budgets are either provisional estimates for annual work, or provisional budgets for ongoing projects and studies that have already commenced and require further funding. The IDP also presents a table of projects under the *Implementation Plan: Comprehensive Integrated Transport Plan* (on page 126 of the IDP). These projects can therefore be considered as key projects since the Municipality has already assigned budget through the IDP. The projects proposed as part of this revision of the CITP are presented in Table 6.4 at the end of this section of the report.

6.2.4 Section 78 (1) Assessment Report

The WCG's then Department of Transport and Public Works provided assistance to the Municipality to compile a Section 78 (1) Assessment Report on the development of a "formalised" public transport network of services in the Municipal area. This assessment was based on a Public Transport Services Network Study that the Municipality had undertaken. This study proposed a network of services provided by conventional 60-seater buses and managed by the Municipality. The network consisted of 11 local routes within Stellenbosch and 8 longer-distance routes linking Stellenbosch Town to Klapmuts, Paarl, Somerset West, Eerste River, Bellville, Airport Industry, etc. The assessment was informed by the experiences of the City of Cape Town (CoCT) and George in rolling out their IPTNs. It was concluded that;

- The Municipality is better suited for an incremental upgrade of the public transport system, rather that a new large scale standard bus-based system;
- Irrespective of the mechanisms selected to deliver a public transport services network (and based on lessons learnt form the IPTN implementation in the COCT and George), Stellenbosch should consider pursuing and alternative approach to public transport services, and
- The Municipality does not have the capacity currently, or most likely in future, to furnish the skills, expertise and resources necessary for the development and management of the operations of a large scale formal municipal public transport network of services.

During March 2023, the Stellenbosch Council considered the Section 78 (1) Assessment Report and its recommendations. Giving consideration to the high cost of implementing a conventional bus-based network of public transport services on a large scale and the need to introduce austerity measure in the current economic environment, the incremental approach was supported and adopted by the Council. It was noted that such an approach should be flexible in incorporating and assigning different public transport modes in the most appropriate manner onto the public transport network.

Transport legislation such as the NLTA and other existing institutional arrangement can underpin partnerships, define roles and responsibilities and provide for the necessary agreements to take this forward. Partnerships such as those with the WCG, bus and taxi associations, the University of Stellenbosch and agreements with developers could be used to achieve the incremental improvements to the public transport services network.

In line with the above it was decided that a PTP be developed, that a service provider be appointed to develop the PTP and that approximately R3 million be budgeted for this. The PTP will set out a

framework for and the context of the public transport network of services, as well as identify appropriate project to be implemented. A consultant had been appointed and the development of the PTP is currently being undertaken.

6.3 Overall Network Design

It is widely accepted that only investing in infrastructure for private vehicles is not the sole solution for dealing with congestion growing congestion, nor does it contribute to sustainable development and the mitigation of the impact of transport on the environment. Previous investigations done for Stellenbosch confirmed this and showed that, for example, building a road bypass and limiting parking will not fully resolve the congestion challenges. Therefore, transport solutions for the next 5-years will have to include a further focus and investment in public transport and NMT.

As noted in Section 6.2.4 above, an initiative to develop a PTP for the Stellenbosch municipal area, is underway. However, based on an assessment of previous work done, it was deemed prudent as a precursor to this initiative, to propose a network of public transport services for Stellenbosch, which could be considered during the development of the PTP.

The CITP lists strategic objectives and a high-level approach to the development of a public transport network of services and not necessarily the details of project to be rolled out. The detail of individual projects therefore may fall outside of the scope of the CITP. Proposed projects often require further studies, assessments and evaluation of alternatives. Once projects are proposed for implementation, detailed analysis, refinement and public engagements are carried out.

The overall network design discussed in this section presents a high-level vision for a proposed rail and road-based network of services in the longer-term, potentially consisting of contracted and also non-contracted services. Therefore, summarising the potential interventions put forward under Sections 6.4, 6.5, 6.6 and 6.8 hereafter. The overall network design, presented in this sub-sections, also ties in with the future transport concept presented in Section 2.6 of this report.

6.3.1 Corridors, routes and modes

The preferred modes for routes and corridors were identified through the assessment of the status quo of existing services and development of new interventions within Stellenbosch Municipality. The existing services and new interventions speak to the policies for rationalisation of existing and development of potentially new contracted services, as well as refocusing the of non-contracted such as minibus-taxis. Figure 6-1 presents the preferred modes based on the interventions proposed in this public transport plan. Given the resource and funding constraints, the development of this network of services will have to be done on an incremental and basis.

The main arterials, indicated in red, represent the existing road network on which road-based public transport (minibus-taxis), learner transport and tourism services operate. These routes present the road-based transport alternatives with origins and destinations from outside of the municipal boarder. The R310 (from Eerste River) and the R304 (from Durbanville/Brackenfell) compete with the existing, although not yet operational, rail services indicated in blue. The three other main arterials namely, the R44 (both from Somerset West and Klapmuts) are not spatially aligned to compete with rail services.

The provision of HOV lanes and public transport priority measures on arterials, such as the R44, can create and enabling environment for the development of new contracted service by allowing minibus-taxi operators to formally provide operations between proposed park and ride facilities and Stellenbosch Town Centre. A scheduled shuttle services will connect key nodes such as Kayamandi, University facilities, rail stations, proposed new ATC stops, and higher-density residential areas. A proposed central loop that services the Devon Valley and Uniepark is another scheduled service that should be considered.

The rollout of the shuttle services presents an opportunity to include technology such as online timetables, route information technology to attract new users and students who currently would only use their private vehicle. The proposed shuttle services provided by contract minibus-taxi operators are an incremental approach to establishing an IPTN service that ties into the current MyCiTi service provided in the Cape Metropole. Commuter rail services will also be reinstated to attract lost passenger demand that diminished due to the cessation of operations during the COVID-19 pandemic. Together with the ATC initiatives, there is an opportunity to fully integrate commuter rail with the proposed shuttle services and NMT route network within Stellenbosch.

In terms of the roll-out of the overall network design, Table 6.4 presents initiatives that form the building blocks of developing an integrated network of transport services. Each initiative has an estimated timeline in years. These implementation timelines are however subject to further investigation and will need to be refined through the drafting of feasibility studies.

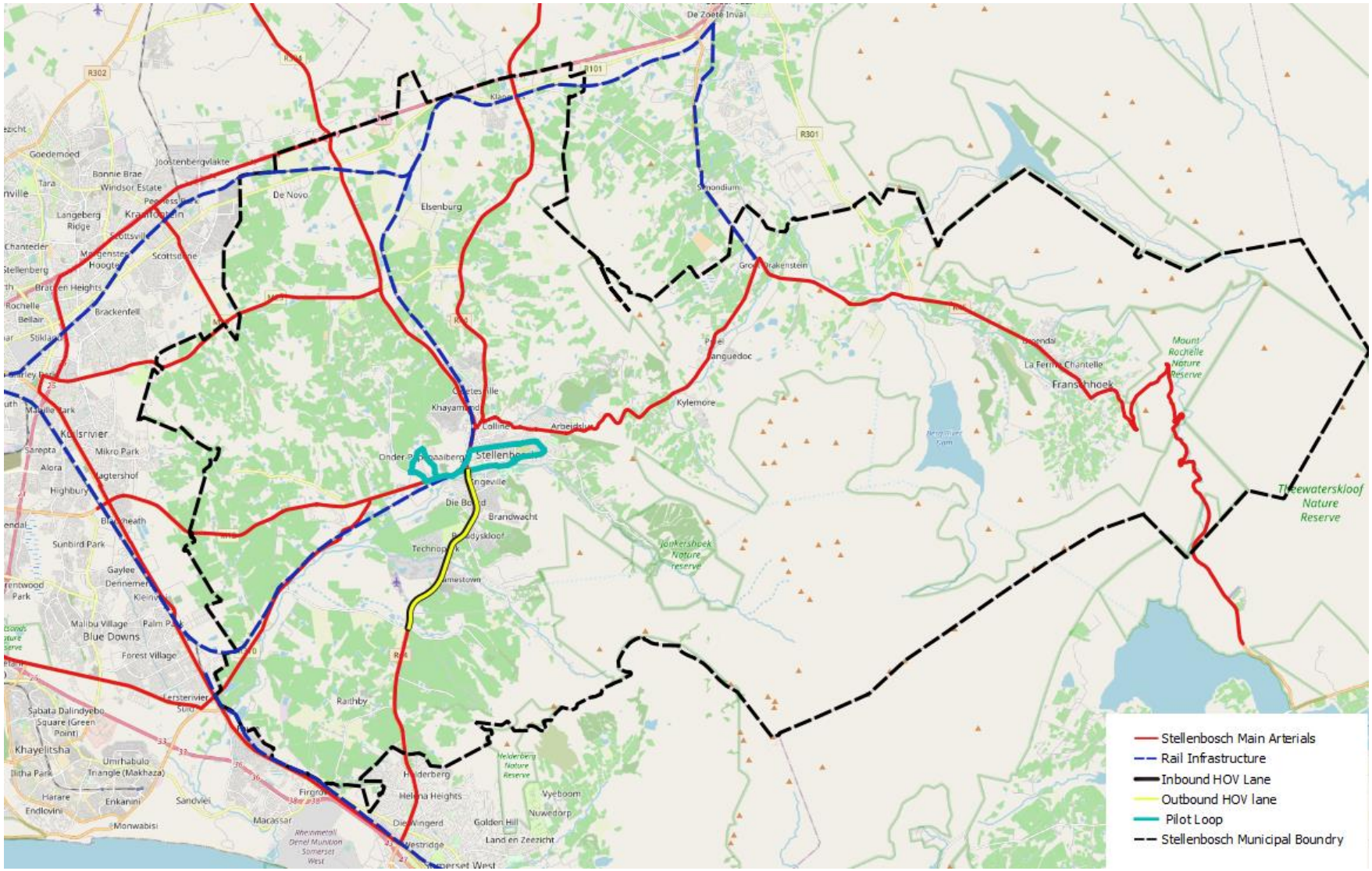


Figure 6-1: Overall network design

6.4 Commuter Rail Plan

6.4.1 Rail Infrastructure and Services Prior to COVID-19

The Western Cape has extensive rail infrastructure. 90% of the services originate or terminate at Cape Town Station, while the other 10% originates or terminates at Bellville. However, the length of the railway line within Stellenbosch Municipality is only 18km, which includes seven stations namely (Innovative Transport Solutions, 2020):

- Klapmuts;
- Muldersvlei;
- Koelenhof;
- Du Toit;
- Stellenbosch;
- Vlottenburg, and
- Lynedoch.

6.4.2 Proposed Rail Improvements and Interventions from Previous CITP(s)

Table 6.3 summarises the proposed rail improvements and interventions from previous CITP(s).

Table 6.3: Proposed Rail Improvements and Interventions from Previous CITP(s)

Report	Improvement/Intervention	Proposed Timeline
CITP 2022 Review	Reinstatement of commuter rail services within Stellenbosch Municipality	Short term
CITP Review 2020	Regional and national access improved via rail	Longer term
	Inter-municipal rail services with improved access to Paarl, Somerset West, Bellville, and Cape Town	Longer term
	Intra-municipal rail movement for local access within SM i.e., between Klapmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vlottenburg and Lynedoch	Short term
	Rail services between Somerset West to Paarl or limited within Stellenbosch Stations	The feasibility of this needs to be determined.
CITP 2016-2020	Integration of rail, bus, and NMT	Longer term
	Stellenbosch and Du Toit Railway Stations: Facilities for Solo / Midi-bus services operating on public transport routes i.e., stops, signage shelters	Short term
	NMT facilities at terminals and railway stations	Longer term
	Relocate the Stellenbosch and Du Toit stations to new locations to facilitate the development of adjacent land. More detailed study is required to assess the implication of the relocation.	The feasibility of this needs to be determined.
	Blue Downs Line: Blue Downs is a densely populated area; this scheme incorporates it into the network while also linking Khayelitsha to Bellville. The proposal is for a new electrified double-track alignment which would integrate with the wider network	Longer term
	Chris Hani- Somerset West and Stellenbosch: There are existing proposals to extend the current line to Chris Hani	Longer term

Report	Improvement/Intervention	Proposed Timeline
	but current footfalls appear suitable for Light Rail Transit (LRT) if the new journey opportunities boost usage. There is the potential for an extension beyond Christ Hani using alternative technology that would serve existing catchments	

6.4.3 The way forward for Rail Transport in Stellenbosch Municipality Post COVID-19

Stellenbosch Municipality does not have any control over rail operations or investment and this is the competency of PRASA. It is thus important for the Municipality to have good relationships with stakeholders such as the PRASA to improve rail connectivity. The Municipality will continue to engage PRASA and utilise a phased approach (refer to Figure 6-2) for firstly re-instating the passenger rail levels of service to pre-COVID-19 levels, and second assessing the rail interventions proposed in the previous CITPs.

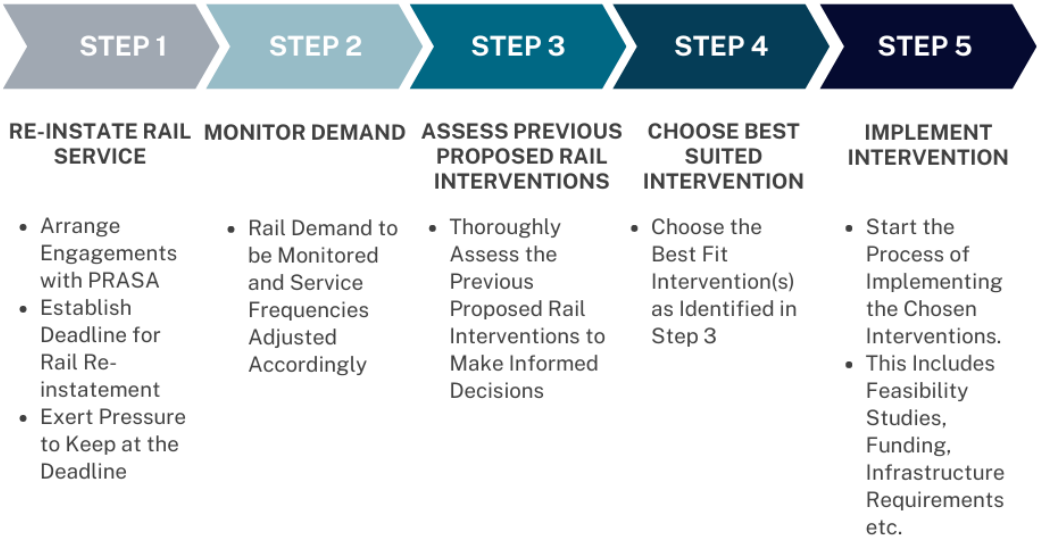


Figure 6-2: Proposed Rail Phased Approach

The impact of an Integrated Public Transport Network in promoting commuter rail needs is to be considered, taking cognisance of roles and responsibilities set out in the Legal Succession Act. PRASA indicated that from a commuter rail perspective, it is targeting November 2023 for the resumption of services on the Stellenbosch Line to 2015 levels. This relates to both infrastructure and rolling-stock and will include 30 train sets (in addition to the existing 34 sets). Additional security was also made available in 2019 to move asset protection forward.

PRASA indicated that from a planning perspective the potential doubling of the Stellenbosch Line from Eerste River to the intersection of the Northern Line is important, for which the feasibility needs to be assessed. The Municipality is in support of this and believes that the dualling of the line will be beneficial and important to Stellenbosch. The possibility of serving Franschhoek by rail in the future also needs some consideration and investigation.

PRASA is also of the view that existing station positions must be reviewed based on the latest Development Framework and the lowering of the rail tracks at Stellenbosch Station should be considered to release air rights for land development.

6.4.4 Station Precincts

Assets and infrastructure at railway stations are owned by PRASA and therefore the Municipality does not have the mandate to spend money on the “rail-side” facilities and infrastructure. However, it is important for the Municipality to consider integrated, convenient and safe access to stations, through investment in inter-modal facilities at stations and infrastructure providing for NMT linkages.

6.5 Contracted Services Plan

The Transport Concept outlined in Section 2.6 above contains the introduction of Scheduled Shuttle Services linking, *inter alia,* park-&-ride facilities, the Krigeville school precinct, Kayamandi, Stellenbosch CBD, the University, rail stations and higher-density residential areas. Noting the Council decision on the Section 78 (1) Assessment Report and developing the future public transport system incrementally, it is proposed that in the short to medium-term, the development of an initial shuttle service loop on a pilot basis be considered.

The proposed pilot is unpacked in more detail in the following paragraphs. However, this will have to be further considered and assessed as part of the current initiative for the development of the PTP.

It should also be noted that the Municipality has in the past considered piloting a shuttle service to Idas Valley in cooperation with the mini-bus taxi industry. An option could be to combine the this with the pilot project unpacked below.

In addition to the proposed Uniepark/Onderpapagaai pilot service discussed below, studies previously undertaken on the development of a Public Transport Network, highlighting possible pilot transport services to other communities in Stellenbosch. This should also be taken into account when the Municipality compiles its Public Transport Plan.

6.5.1 Proposed Uniepark/Onder Papegaaiberg Loop

Contracted services refer to legally enforceable agreements for the provision of transport services. For this CITP, an initial pilot shuttle service loop running between Uniepark and Onder Papegaaiberg is proposed as a possibility for consideration, and discussion with minibus-taxi sector stakeholders. Figure 6-3 illustrates the proposed loop.

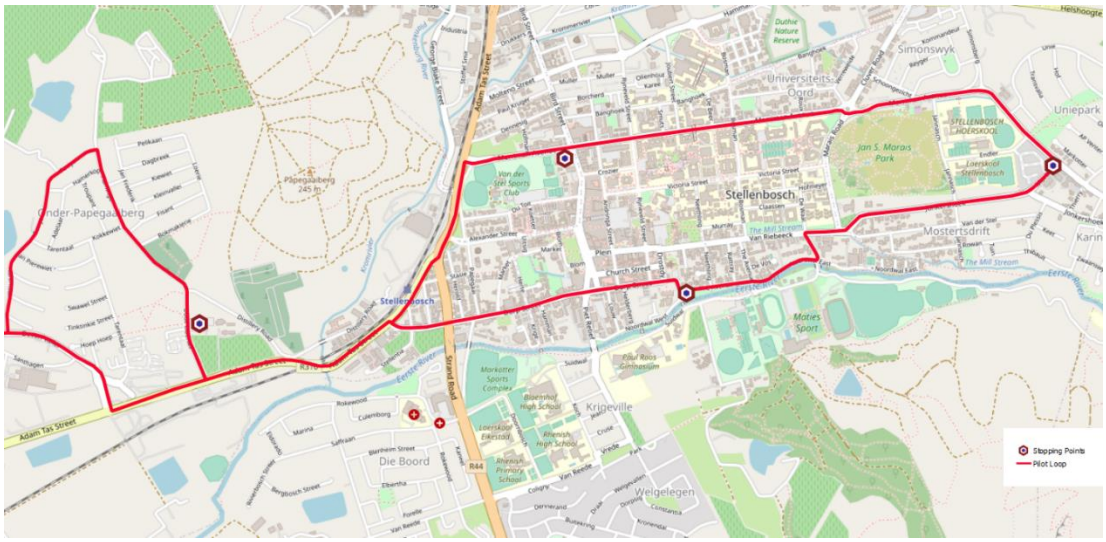


Figure 6-3: Uniepark/Oner Papegaaiberg Loop

The shuttle service loop starts at Oude Libertas parking area, adjacent to Onder Papegaaiberg. The route continues along the R304 eastbound, entering the town of Stellenbosch. The route proceeds along Dorp Street, Die Laan, Coetzenburg Street, Van Riebeeck Street, and Jonkershoek Road where it loops into Martinson Road, adjacent to Uniepark. The route continues down Merriman Avenue, past the Bergzicht taxi rank, and into the R310 (Adam Tass Road) westbound to Devon Valley Road, where it loops back to the Oude Libertas parking area. The proposed timetables and stops are presented in the full PTP.

6.5.2 Basis For Providing the Service

The proposed pilot loop is planned to run bi-directionally, to accommodate the desire lines of passengers based on their destinations and to prevent lengthy travel times.

6.5.2.1 Formalising the Minibus-taxi Industry

It is recommended that Stellenbosch Municipality aims to incorporate the existing minibus-taxi operators to provide this service through a commercial contract arrangement. To integrate the minibus-taxi operators into the proposed loop, extensive engagements with the minibus-taxi operators will be

required and a process developed, together with the industry, to formalise and corporatize the industry as recommended in the key interventions of Stellenbosch Municipality 2022 IDP.

6.5.2.2 Financial Support

The implementation of the pilot project will have to be preceded by a feasibility investigation. Depending on the operational requirements for introducing a formalised and scheduled shuttle service, some financial support may be required, linked to the targeted levels of affordability. It is recommended that some further engagement takes place to understand whether national and/or provincial grant funding for public transport subsidies can be accessed for this purpose. Similarly, “green” financing options may have to be considered.

6.5.2.3 Service Quality

In order to increase the viability of the shuttle service and for it to attract passengers that are not captive to public transport, for example choice users, the level and the quality of the service needs to be of an acceptable level, consistent and guaranteed. Service quality can be promoted through the implementation of principles and measures that had been proven successful during the WCG’s Blue Dot pilot programme.

6.5.2.4 Corporate Identity

A differentiation in identity of the shuttle service and its vehicles is required for passengers to easily distinguish between the formalised service from the existing informal minibus-taxi operations. Vehicle branding and/or decals can be designed specifically for the Stellenbosch Municipality formalised public transport services. An example of this is the Blue Dot sticker used on existing minibus-taxi vehicles.

The appropriate vehicle size will depend on the passenger demand for the service which can be determined through surveys.

6.5.2.5 Fares

While a pre-boarding fare collection system will likely not be possible during the initial stages of the proposed service, it is recommended that automatic fare collection technology be explored, for future introduction. The implementation of a computer or cell phone application-based payment system could also be considered.

6.5.2.6 Passenger Information

The informal manner in which the minibus-taxi service are operated often limit the ability of the more occasional user to access such services because it is difficult to obtain information on services. It is proposed that service information be made available to passengers through various means, including the route, timetables and fares. Again digital technology could be a part of the solution through for example computer or cell phone applications.

6.5.2.7 Universal Access

Various pieces of legislation dictate that public transport must be accessible to all people, regardless of physical or mental abilities. It is important that, if it is decided to implement and expand the loop system, the service must be planned with universal accessibility in mind.

6.5.3 Integration with Other Contracted Services

6.5.3.1 Stellenbosch University Shuttle Service

During weekdays, Stellenbosch University offers shuttle services for students and staff to and from various campus destinations to decentralised parking facilities (Innovative Transport Solutions, 2020)

It is proposed that, if the initial pilot shuttle service proves to be successful and feasible in the long run, the Stellenbosch University shuttle service be integrated into the system to further increase accessibility and reach. SU already provides this contracted service with financial assistance. In terms of a cost perspective, there are benefits for Stellenbosch Municipality to engage with SU to determine the terms of integration as there may be cost benefits for both entities.

6.5.3.2 Learner Transport

Currently, there are 13 transport operators providing learner transport within the Municipality (RHDHV, 2016). Despite this service being available, most schools in the town of Stellenbosch are not served and learners are dropped off at school with private vehicles. This contributes greatly to congestion within the town, especially in the morning peak.

Again, there is an opportunity to integrate learner transport into the internal feeder system if it proves to be viable. The pilot route can easily be adjusted by adding a loop (see Figure 6-4) to incorporate the biggest schools in the town of Stellenbosch. Learners can be dropped off at or walk to any of the main or intermediate stops and use the system to get to school. The following can be possible incentives for learners to use the system:

- Discounted fares for learners from Monday to Friday;
- High-quality safety and security measures, and
- Loyalty rewards that can be used at their respective schools.

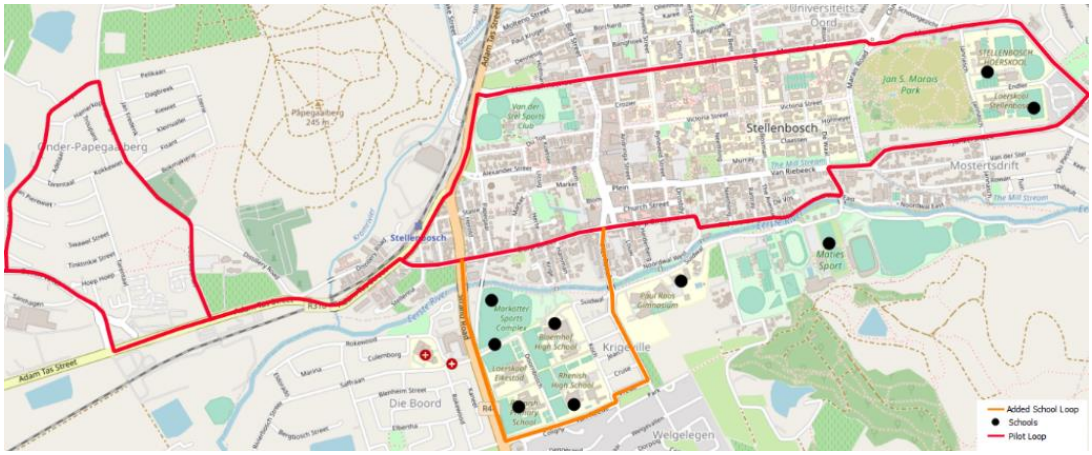


Figure 6-4: Added School Loop

6.6 Non-contracted Services Plan

The details regarding non-contracted services routes, operating licences (OLs), and capacity requirements can be found in the OLP written in 2019. Alternatively, please see Section 6.7. For this CITP, the non-contracted services plan will focus on driver customer care.

A driver customer care strategy is a framework to improve customer service quality and ultimately improve business overall. For this report, the concept of driver customer care aims to improve the success and sustainability of a business through improving driver service and vehicle operation standards of non-contracted services.

The WCG successfully implemented the Provincial Strategic Transport Plan (PSTP) programme, with public transport and NMT infrastructure having been implemented. This programme has subsequently been terminated.

6.6.1 Driver Customer Care Framework

This section presents a proposed Driver Customer Care Programme to be adopted by non-contracted services, based on the three (3) phases of the credentialing process. The three (3) phases are: (1) Driver Training, (2) Vehicle Inspection, and (3) Driver Licensing and Vehicle Operating Licence.

The driver training component of the credentialing process for a vehicle operating licence in Stellenbosch includes five sub-components: customer service standards, driver code of conduct, passenger safety, services for people with disabilities, and the permittance of service animals. Drivers must pass the training program provided by Stellenbosch Municipality or an identified company to qualify for the next phase of the credentialing process, which is the Vehicle Inspection phase. The fees for the training program are paid for by the driver or operator, and all costs incurred during the credentialing process are the responsibility of the applicant and are non-refundable.

The Vehicle Inspection phase requires the driver to take the vehicle in application to an approved testing facility for a vehicle inspection. Certificates are required for every new vehicle operating licence application and for annual renewal applications. The driver or operator is responsible for addressing any faults identified during the inspection before the operating licence application can be completed.

The final phase of the credentialing process is the Driver Licensing and Vehicle Operating Licence phase, which includes the final criteria and supporting documentation required for the driver or operator

to receive an operating licence. The detailed driver customer care framework can be found in the full PTP.

6.6.2 Possible Integration with Blue Dot

The Blue Dot pilot project ended in November 2022, and currently there are no plans for project extension. It could be beneficial for Stellenbosch Municipality to investigate the feasibility of a blue-dot-like project that incorporates the proposed driver customer care programme. Engagement with the WCG Department of Mobility is required to identify the potential way forward on either reinstating the programme and including Stellenbosch Municipality. The challenge that will need to be addressed is the source of funding and how the continuation of the programme will roll out. The Municipality could also consider whether it is possible to introduce a similar type of programme on its own. This can be done as part of the on-going development of the PTP.

6.6.3 Transport for Persons with Disabilities

The Municipality has concluded initial draft studies towards the development of a business model for an inclusive public transport service for persons with disabilities in Stellenbosch.

6.7 Operating Licence Plan (OLP)

The latest Operating Licence Plan was written in 2019. It must be noted that the report mainly covers MBT and excludes other non-contracted services such as metered taxis and e-hailing services.

To assess the supply and demand for non-contracted services within the Municipality, and to essentially balance the supply and demand, an operating licence analysis was conducted (Stellenbosch Municipality, 2019). To view a more detailed summary of the analysis, please refer to the full PTP.

6.8 Public Transport Facilities and Infrastructure

This is addressed in Chapter 7 below.

6.9 Dedicated HOV Lanes

In the Stellenbosch 5th Generation IDP 2022-2027, under the CITP Section (6.3.4.2), it is proposed that an assessment report be submitted to the Provincial Department of Transport on the potential implementation of public transport lanes on the R44, in both directions, between Stellenbosch and Somerset West. This is also aligned with the Transport Concept, outlined in Section 2.6 above.

The R44 is a provincial route and as part of the consideration for implementation of dedicated HOV lanes on this route, the Department of Infrastructure will have to be further engaged and an assessment report prepared.

6.9.1 HOV Lane Scenarios

To promote public transport, and prioritise high occupancy vehicles, as part of the revised CITP, it is proposed that an HOV lanes pilot be conducted between Somerset West and Stellenbosch town centre. Pilot studies allow the testing of interventions with reduced risk.

For the pilot study, it is proposed that the implementation of dedicated HOV lanes would be between Somerset West and Stellenbosch town centre, in both directions. The HOV lane from Somerset West towards Stellenbosch would start before the R44/Annandale Road intersection and terminate before the R44/Dorp Street intersection. The HOV lane in the opposite direction (Stellenbosch to Somerset West), would start at the R44/Van Rheede Road intersection, and terminate at the R44/Annandale Road intersection (as illustrated in Figure 6-5).

Four potential R44 HOV lane scenarios could be investigated:

- Demarcating an existing lane for HOV vehicles during peak periods;
- Utilising a contraflow lane for HOVs during peak periods;
- Construction of additional lanes within the road reserve dedicated to HOVs, and
- Developing infrastructure for dedicated HOVs that can be used for bus rapid transit in the future.

The dedicated HOV lane pilot study could be conducted in conjunction with the piloting of a park and ride facility along the same corridor. The park and ride would include a shuttle service between the facility

and the town centre, potentially using minibus-taxi operators. The shuttle service would also integrate with existing transport systems to encourage the use of sustainable modes of transportation and reduce congestion. The dedicated HOV lane would also need to integrate with the existing NMT network and planned improvements in the area.

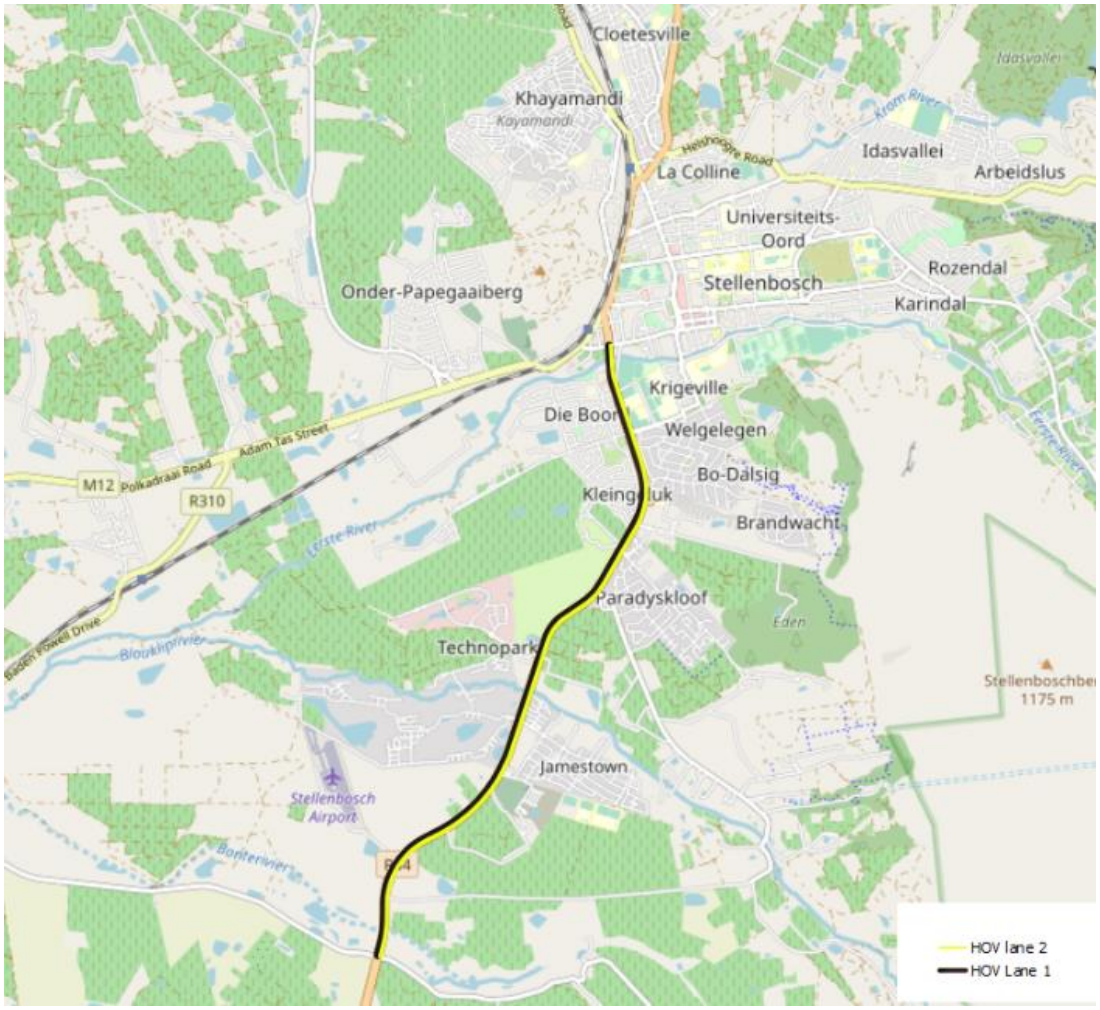


Figure 6-5: Dedicated HOV Lanes

6.9.2 Possible HOV Integration with Other Modes

The proposed HOV lanes can be integrated with other modes of transportation such as the internal feeder system which connects areas like Jamestown, Technopark, and Paradyskloof to the looped system – refer to Figure 6-6. Once rail services are reinstated, the internal feeder system can be linked to the rail by adding a stop at the train station or adjacent parking area. This will increase accessibility to and from other areas outside the town and be the first step in achieving an integrated public transport system for Stellenbosch.

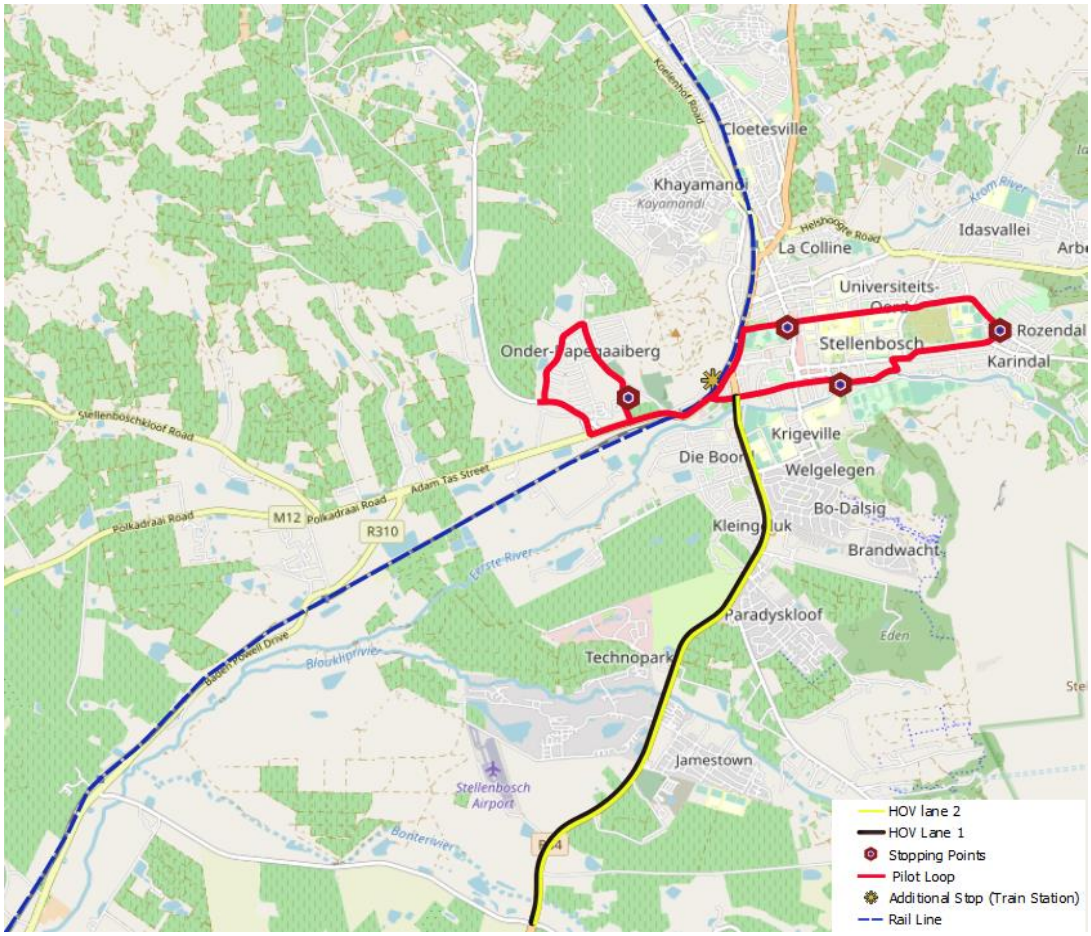


Figure 6-6: Possible Integration Opportunities

6.10 Summary of key public transport interventions and projects

Table 6.4 provides a summary of proposed the public transport-related interventions and projects for this CITP, which includes several projects outlined in the IDP as well.

Table 6.4: Proposed Public Transport Projects and Initiatives

Public Transport Plan: Key Intervention and Initiatives								
	Interventions/initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
1.	Transport Feeder System (IDP 2022)	Investigations and assessments reports for mechanism for the Internal Transport Feeder System from park and ride areas to the CBD	2	n/a	1	1	n/a	n/a
2.	Park and Ride Facilities (IDP 2022)	Submission of assessments reports for management of park and ride facilities to the Municipal Manager	2	n/a	1	1	n/a	n/a
3.	HOV lanes (R44) (IDP 2022)	Submission of an assessment report to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West)	1	1	n/a	n/a	n/a	n/a
4.	SU Shuttle Services (IDP 2022)	Engagements with the University to collaborate on the implementation and improvement of park and ride facilities and shuttle services for students	5	1	1	1	1	1
5.	Transport Operating Company (IDP 2022)	Continued feasibility studies to establish a transport operating company	4	n/a	1	1	1	1
6.	Universal Accessibility (IDP 2022)	Development of business model for a Transport service for persons with disabilities in Stellenbosch	4	n/a	1	1	1	1
7.	Bergzicht Taxi Rank (IDP 2022)	Re-design of Bergzicht Public Transport Facility	2	1	1	n/a	n/a	n/a
8.	OLS Review (Current CITP Revision)	Conducting an Operating Licence review	1	1	n/a	n/a	n/a	n/a
9.	Mobility Forum (Current CITP Revision)	The reinstatement of the Mobility Forum between large employers and public transport operators	1	1	n/a	n/a	n/a	n/a
10.	Driver Customer Care (Current CITP Revision)	Development of a Driver Customer Care Programme to improve minibus-taxi service provision	4	n/a	1	1	1	1

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7 TRANSPORT INFRASTRUCTURE STRATEGY

7.1 Introduction

The *Transport Infrastructure Strategy* chapter summarises the strategy to improve transport infrastructure for the Municipality. The transport infrastructure strategy considers the development, provision, implementation, and maintenance of the major road transport infrastructure. Other transport infrastructure such as public transport facilities, freight corridors, Non-Motorised Transport (NMT) and rail are described elsewhere.

The transport infrastructure strategy includes proposals for improvement of existing infrastructure and proposals for new infrastructure implementation.

Options for implementation within the five-year period from 2023 to 2028 were considered for this CITP. The following types of infrastructure projects are included:

- Infrastructure Maintenance: Maintenance and rehabilitation of roads, public transport facilities and traffic control equipment, and
- Road Infrastructure: The construction of all classes of roads, bridges and associated stormwater, non-motorised infrastructure such as sidewalks and cycle tracks and traffic control equipment.

Within this chapter the primary infrastructure projects investigated are related specifically to **roadways**, traffic control equipment and **parking**. The infrastructure projects related to public transport (bus services, shuttle services, rail and MBT) and non-motorised transport (walking and cycling) are investigated and presented in Chapters 6 and 9 respectively.

7.1.1 Legislation & Policy Directives

The following list contains the legislation applicable to the transport infrastructure:

- The National Land Transport Act 5 of 2009 (NLTA);
- The National Land Transport Act – Minimum Requirements of Integrated Transport Plans;
- The National Land Transport Amendment Bill, and
- The National White Paper on Transport 1996.

The relevance of the listed legislation to the Transport Infrastructure Strategy is described in the sections below.

7.1.1.1 The National Land Transport Act 5 of 2009 (NLTA)

As per Chapter 4, Section 31 of the National Land Transport Act (NLTA), land transport planning must be integrated with the land development and land use planning (National Land Transport Act, 2009). To do so, the Act requires the following plans (Section 32):

- A National Land Transport Strategic Framework (by the Minister for the provincial level);
- Provincial Land Transport Framework (by the MEC (Member of Executive Council) for the provincial level), and
- Integrated Transport Plans (by planning authorities for a municipal level).

For this project point c is of importance as any proposed road infrastructure will stem from the ITP documentation. Point c is supported by the additional legislation of The National Land Transport Act – Minimum Requirements of Integrated Transport Plans.

7.1.1.2 The National Land Transport Act – Minimum Requirements of Integrated Transport Plans

As per Chapter 7, Transport Infrastructure Strategy, of the minimum requirements the transport infrastructure strategy must deal with the development and maintenance of all types of transport infrastructure, including major roads, public transport facilities, BRT networks, dedicated lanes for public transport, depots, freight corridor measures, non-motorised transport infrastructure, and rail infrastructure.

The transport infrastructure strategy must include proposals for new facilities and for the improvement of existing public transport facilities and major roads. Only firm schemes on which work will commence within the five-year CITP planning period must be included in the strategy. The transport infrastructure strategy must include measures aimed at giving priority to public transport where such measures are

practical and economically justified. In the case of those municipalities participating in the DoT's IPTN strategy and receiving PTNG Grant funding for infrastructure development, the infrastructure strategy must include the plan for the progressive implementation of the rapid rail or BRT corridors over the next five-year period. This will also be reflected in the business plans submitted to the DoT annually in this regard.

The transport infrastructure strategy must describe the current rail network and system, and must:

- Indicate the desired future rail extensions and stations within the context of SDF growth projections;
- Indicate the relative importance or ranking of proposed rail extensions and stations in the municipal area;
- Indicate which railway proposals must be prioritised for conceptual planning, design and construction in the short, medium and long terms, and
- Include the action plans for rail projects for which funding has been secured;
- Indicate railway stations where intermodal facilities or activities exist;
- Specify the modes that are integrated at each station;
- Describe how the integration is taking place;
- Describe the modal split or share of both feeder and distribution services at the stations;
- Propose guidelines for modal integration at those stations;
- Identify railway stations that warrant consideration as integrated transport nodes;
- Indicate what modes will be integrated at the identified railway stations, and
- Indicate the desired modal split at the identified nodes.

7.1.1.3 The National Land Transport Amendment Bill

The purpose of the Amendment Bill is to bring about updates to the NLTA. The following amendments are applicable to Transport Infrastructure:

Insertion of new Section 10A in Act 5 of 2009 6: "Accessible and non-motorised transport 10A. (1) The Minister, all MECs and planning authorities must take steps in performing their functions under this Act to promote accessible transport and non-motorised transport.

(2) For the purposes of this section, "accessible transport" means transport that is accessible to all persons in the area, including, but not limited to, targeted categories of passengers, pedestrians and cyclists to their intended destinations in a safe and convenient manner, and in relation to infrastructure means the design of facilities that are usable by all people to the greatest extent possible, with or without the need for adaptation or specialised design."

7.1.1.4 The National White Paper on Transport 1996

The National White Paper defines transport infrastructure as a significant portion of the Government's total financial investment and therefore it needs to be well managed. The White Paper provides a vision, mission, strategic objectives and policies for transport infrastructure in South Africa. The following policies, that tie in to the vision, mission and strategic objectives, should be adhered to:

- Maintain and develop the transportation infrastructure system and prioritise its development in terms of needs;
- Foster a sound financial base for transportation infrastructure;
- Current fiscal constraints are holding back the development of certain critical infrastructure;
- Promote a strong, divers, effective and competitive industry;
- Promote environmental protection and resource conservation;
- Enhance the quality of life of all citizens of South Africa;
- Advance human resource development in the provision of transportation infrastructure, and
- Infrastructure policy for the various modes.

The following updated policies were added in the Revised White Paper:

- Road transport demand management;

- Road traffic safety regulation;
- Road traffic control;
- Adjudication of Traffic Offences;
- Improvement of road user knowledge, skills and attitudes;
- Funding of road traffic management;
- Incident management;
- The engineering discipline;
- International harmonisation of road traffic policy;
- Road infrastructure, and
- Non-motorised transport.

7.1.1.5 Changes in the environment and transportation milieu

In addition to the impacts of external authoritative bodies, there are various external factors and the immediate environment of any town or city is directly linked to the transportation system. With the everchanging character of daily life and the advances of technology it is key to re-evaluate this immediate environment and determine how things changed to date and how things are anticipated to change in the future. By identifying and predicating these changes it can be ensured that the transportation system stays relevant.

Some recent and some predicted changes in external factors influencing the transportation system and the effect of these changes specifically on transportation infrastructure in Stellenbosch are summarised in Table 7.1.

Table 7.1: Environmental Challenges in transportation

Change	Impact on Transportation
COVID-19	A change in travel patterns such as a longer distributed peak period instead of a condensed peak hour can result in the existing capacity to be sufficient as the capacity requirements at a certain point in time are less. The ''working-from-home'' concept and virtual learning can also have an impact in the times when people commute. It should be confirmed (from Section 3.3.3) that the October 2022 traffic surveys indicated basically no change to traffic numbers on the major roads, when compared to before the COVID-19 pandemic (early 2020).
4th Industrial Revolution	Increased economic growth and raised global income levels for the average population can indicate that earnings are spent differently – perhaps more people purchase private vehicles and therefore increased capacity will be required? On the other hand – should technology replace jobs by people it can also have the opposite effect.
Electric Cars	Charging stations will become a requirement of any parking facility.
Hike in Fuel Price	Hikes in fuel prices can discourage people to travel and reduce small/short trips. Almost no impact on commuting is evident from the steep fuel price hikes during 2022.
Navigation Tools	Making use of navigation tools and applications can influence route planning and the route choices commuters and travellers make i.e. increased Rat-Racing can become a trend reducing capacity requirements on the main routes and increasing capacity requirements on smaller roads.
University of Stellenbosch – virtual teaching	Depending on the decision of the University to continue with virtual/on-line teaching the required transportation infrastructure will be impacted. Should students not return to campus, increased

Change	Impact on Transportation
	parking facilities and roadways for the accommodation of students are most likely not a future priority.
Automated Vehicles	It is not foreseen that the majority of the privately owned vehicles in Stellenbosch will be replaced by automated vehicles in the near future but the integration of automated vehicles with the existing road users will be key.
Cycling Culture	The cycling culture in Stellenbosch is growing. Infrastructure for cyclist should therefore be prioritised.
E-Bikes	The popularity of e-bikes in Stellenbosch are growing. Consideration for e-bike infrastructure can be explored (charging stations).
Home Deliveries of Groceries	Grocery stores deliver throughout the town – infrastructure to advance delivery motorcycles etc. can be prioritised?
Growing Population	The anticipated population growth in Stellenbosch is 5% per year – the impact of this growth on all the transportation infrastructure will be severe, should it materialise.
Rail System Neglected	Infrastructure required to replace the dependence on rail. Incentives to revert rail passengers back to rail that transferred to different modes in the past years.

7.1.1.6 Infrastructure Development Objectives

The transportation objectives as determined by the study team in July 2022 are indicated in Section 2.4 above. Most if not all of these speak to roadway infrastructure, but the most important, directly influencing the road network is considered to be:

- Adequate mobility;
- Densification of public transport corridors;
- Diversification (mixed) types of land use at new nodes;
- Reduce congestion;
- Parking developments to promote public transport;
- Acceptable maintenance;
- Safe and convenient infrastructure for NMT, and
- Promote car free living.

The strategies related to the provision of transportation, divided into thirteen sub categories, are shown in Section 2.5 above. The ones specifically addressing the provision of transport infrastructure and parking are briefly:

- The road network should be developed so that some are providing for higher levels of mobility for private vehicles and others providing more for access, public transport and specifically NMT;
- Upgrades and development of roads should make adequate allowance for all modes of transport (cross-section, servitude boundary to boundary, urban design);
- Bypass road options for through traffic should be developed and evaluated through a strategic environmental assessment;
- Parking requirements related to new development should be scaled down in favour of public transport and NMT facilities;
- Park-&-ride facilities should be developed to serve the Stellenbosch Town and Franschhoek CBDs;
- On-street parking should be reduced and/or taken away on certain functionality type streets;

- Where possible, on-street parking should be made more expensive to encourage motorists to park-&-ride and/or use NMT, and
- Continued and improved road maintenance should always be provided.

7.1.2 Current Investigations and Projects

Stellenbosch is experiencing a continued growth in its population influx of people from other parts of the province or the country, with significant new residential areas being developed. Some of these developments consist of loose-standing living units in secure walled-off middle class communities. The result of this is an increase demand for travel and person trips and places additional pressure on the existing municipal transport and road network system of Stellenbosch.

Further investment in transport and road infrastructure is necessary. The investment in road infrastructure must be done to meet the needs of growing and developing communities in Stellenbosch. The Municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch. Where investment is done on road infrastructure, this will be done in a sustainable and responsible manner, catering adequately for all road users, not only private cars (i.e. public transport needs, pedestrians, cyclists, ect.), following the "Complete Streets" principle, and at the same time promoting the equitable provision of transport facilities to all communities in Stellenbosch.

The establishment of a sustainable road network will require road construction and road upgrades that is informed by analysis and sound engineering judgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. Where funding for new infrastructure is proposed, this is to ensure adequate infrastructure is provided for developing communities as well. These funds are spent on the renewal, maintenance and preservation of existing road infrastructure. Failure to preserve existing infrastructure will have adverse consequences for such communities.

Comments were received during public comments period on the Roads Master Plan (RMP) and the perceived focus on building roads largely catering for private cars. It should be emphasised that development planning, the promotion of Public Transport and NMT have been included in the modelling, which formed the basis for the RMP. Going forward the Municipality will endeavour to more progressively make provision for public transport, NMT and the latest development planning in its further transport modelling exercises. The Municipal Infrastructure Services and the Transport Departments have regular engagements with the University, Provincial Departments PRASA and other stakeholders. The NMT working group is set to reconvene, in September 2023, as well as the mobility forum.

External stakeholders such as the WCG and CWDM have a significant bearing on the Stellenbosch Municipal transportation system. In the below paragraphs the external impacts and strategies related to the road infrastructure are considered.

On a **National Level,** as taken form the National Transport Master Plan (NATMAP 2050), there are various objectives aimed at facilitating the vision (Department of Transport, 2016). The following of these objectives are aimed at transport infrastructure:

- A much-improved sustainable public transport system that is appropriately funded;
- Non-motorised transport network development;
- A transport system that promotes better integration between land use planning and transport planning to encourage densification and sustainable development in supporting high volumes of travel required for public transport, and
- Better infrastructure, better maintained road and rail networks, with proper management and operations practices that link and provide interchange opportunities for different modes of transport.

The objective on a **Provincial Level** as concluded from the Western Cape Provincial Land Transport Framework (WCPLTF), the OneCape 2040 strategy is that appropriate infrastructure is required to facilitate a positive transition in the province. Furthermore, it sets out the required changes and development agendas relating to infrastructure provision to achieve the OneCape 2040 transitions (Western Cape Government - Transport and Public Works, 2016).

Provincial Budgets falls outside of mandate of the Municipality, and therefore outside of the scope of the CITP. IDP processes has identified the need for adequate parking in the CBD. The municipality endeavours to address the need for parking within the CBD as well as the outskirts. The Municipality has commissioned studies and assessments for park and ride facilities near the urban edges on all main roads entering Stellenbosch.

The three key transitions proposed by the WCIF relating to transport are:

- Invest in public transport and NMT infrastructure, particularly in larger urban centres;
- Prioritise general freight rail over bulk freight, and
- Shift freight traffic from road to rail along major routes.

Stellenbosch forms part of the **Cape Winelands District**. The transport infrastructure objectives that are in accordance with the transport objectives of the Cape Winelands District Integrated Transport Plan (CWDITP) objectives are listed below (Royal Haskoning DHV, 2016):

- To maintain the health and safety of communities;
- To facilitate sustainable economic empowerment of all communities;
- To support and ensure the development and implementation of infrastructural services;
- To provide effective and efficient support services, and
- To ensure financial sustainability.

The objectives identified from previous studies for the Stellenbosch CITP and plans undertaken for the **Municipality of Stellenbosch** are listed below and should be considered with the transport infrastructure implementations in future (ITS Innovative Transport Solutions, 2020):

- Strive towards car-free living;
- Alleviate congestion;
- Safe learner transport;
- Stop of urban sprawl;
- Provide more NMT, and
- Promote Public Transport Implementation.

For Stellenbosch, a strategy is further proposed to improve transport mobility on major roads linking Klapmuts and Somerset West and passing through Stellenbosch. Several alternatives have been identified for further investigation and consultation:

- Construction of a by-pass road to the west of Stellenbosch. This is a long-term solution that has advantages and disadvantages;
- Travel Demand Management to reduce the reliance on cars and encourage the use of public transport, and
- Increase capacity.

By comparing the four levels of objectives it can be concluded that the way forward of transport infrastructure are similar and that the primary focus is on public transport, non-motorised transport, improved mobility and integration, densification and healthy and safe communicates. Stellenbosch Municipality is therefore not exempted from the broader vision for transport infrastructure and should strive to achieve the common good.

The overarching vision for the Transport Infrastructure Strategy over the broader external network is therefore summarised as:

Implementation of integrated movement corridors to improve mobility, sustainability, empowerment, and safety of all travellers.

7.1.2.1 Major Roadways

The overarching trend in the current realities and **experiences** of the roads network infrastructure indicated that congestion is the primary concern and that a number of sections of the current road network operates at capacity during peak times. The most important links have been identified in Section 5.2.

Whilst the **strategy** to address the concerns around congestion (at the present time) has to be based on the current congestion levels and the predicted traffic demand in the Stellenbosch Roads Master Plan, it also has to take into account the recent proposals for the redevelopment of the Adam Tas corridor (described in Section 4.5).

The Roads Masterplan completed for Stellenbosch in 2019 and approved by the Council in 2022, included the application of the existing Cape Town EMME/4 Metropolitan Transport model. A number

of long-term land use scenarios (developed in cooperation with Stellenbosch municipal officials) were used to develop a 2040 Transport Demand Modelling Scenario for Stellenbosch. The 2018 base model includes the latest known residential, industrial and commercial development in the Stellenbosch municipal area. The 2040 scenario included all feasible developments extracted from information provided by Stellenbosch Municipality. The potential projects identified in the Roads Master Plan to address the predicted future demand, including the projects falling under provincial jurisdiction, are provided in **Appendix E**.

In view of all the above, it is concluded that there are at least five major road projects which are required in the medium term to service the expected developments. They are the following (brief description provided below):

- Portions of the Eastern Link Road;
- Portions of the Western Bypass;
- The R44 Upgrade – mostly provincial responsibility;
- The Jamestown Links, and
- Upgrading of the R304/Bird Street link.

The Municipality is aware of the concerns of the WCG Department of Infrastructure regarding the "protection" of the required levels of mobility on provincial roads. All proposals on such roads or that could potentially impact on the levels of mobility of such routes, such as HOV lanes, public transport facilities, truck stops, etc. will require their buy-in and approval for implementation. The Municipality will continuously engage with the Province to address concerns.

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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. The road was first proclaimed by the Provincial Government in 1968, however, portions along the initial alignment have since been impacted upon. Near the Central Business District (CBD) developments that were previously approved and implemented, Boland College is located on the alignment of the Eastern Link Road, the alignment also crosses the Coetzenburg Sports Ground. In addition, the environmentally sensitive area between Trumali Road proclaimed and Van Rheede Road is also a concern. Thus, these portions of the proclaimed path will be omitted, pending further analysis of the feasibility of the entire proclaimed alignment. Therefore, only the following portions are proposed for further assessment, refer to Figure 7-1.

• Wilderbosch Extension North to Trumali as the first priority.

• Wilderbosch Extension South to Technopark as the second priority.

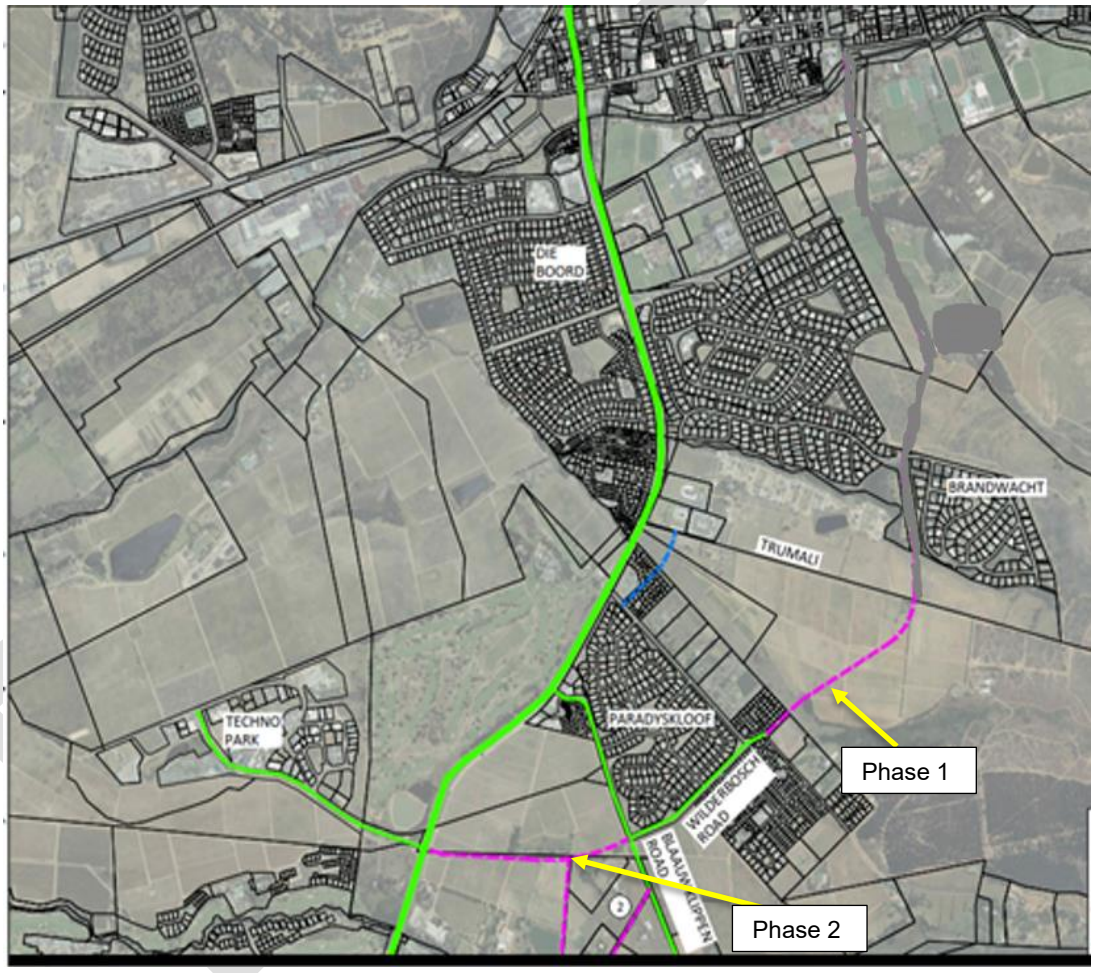


Figure 7-1: Portions of the Proposed Eastern Link Road allowed for in the 10 year budget

Western Bypass - Stellenbosch is known as a destination, as many commuters that study and work in Stellenbosch, travels from outside its borders. Geographically Stellenbosch does play an important role in North/South Regional mobility. A key role of the R44 is to serve as a north/south (regional mobility) route connecting Strand, Somerset West, Helderberg and Overstrand regions with areas to the north such as Paarl, Wellington and Malmesbury. In the Stellenbosch area, especially in the vicinity of Jamestown, it also serves as a commuter route bringing workers from the southern suburbs and Somerset West to employment opportunities in Stellenbosch and to regions in the north. This dual function leads to the R44 probably being the most congested road in the Stellenbosch area.

One of the solutions for this is to construct a parallel route on the western side past Stellenbosch which can then serve the longer distance traffic. Such a route will be highly sensitive to environmental concerns - investigations into this have been commissioned. The 2019 Stellenbosch Roads Master Plan referred to the 2012 RMP's description of the three preliminary road alignments for such a route:

- Option 1 - A Class 1 expressway, linking the R44 close to the Annandale intersection in the south, to the existing R44 between Stellenbosch and Paarl (SRMP003, SRMP001 and SRMP030), just north of Welgevonden;
- Option 2 A similar but shorter route which starts at a future grade separated R44/Technopark intersection (in the south) and terminates at the same location in the north (SRMP002, SRMP001 and SRMP030) – Class 2 arterial, and
- Options 3 An reduced proposal, starting at Technopark, and ending at Adam Tas Road (R310) – basically SRMP002.

To implement the Western Bypass (Option 1), expropriation and proclamation of the road reserve by the provincial government is required, as well as extensive public participation, funding requirements and approval processes. The possibility of implementing a lower order road, and utilizing existing roads should be investigated, especially since intersection improvements are being planned along the R44 by the Provincial Government. Option 1 should therefore be re-evaluated. The reduced bypass proposal (Options 2 and 3) as shown in Figure 7-2, is considered more feasible for implementation.

The implementation of Option 3 is currently underway, with the upgrading of the R44/Techno Park intersection complete and the planning of the link between Technopark and Adam Tas Road (R310) in progress. The latest preliminary design for the third option is shown in Figure 7-3 (source, Bergstedt R, Stellenbosch Municipality). In future the extension northwards (Option 2) partially following the Devon Valley Road and eventually linking with the R304 and the R44 may also be required, considering the proposed developments along the Adam Tas Corridor.

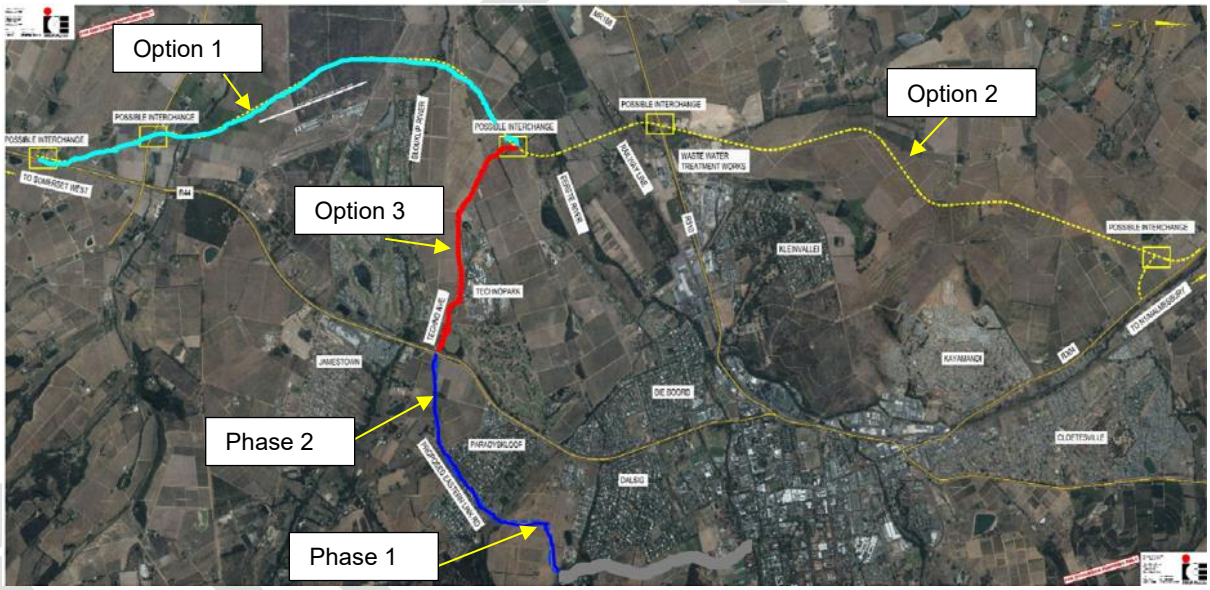


Figure 7-2: Alignment of Possible Future Western Bypass (yellow) and Eastern Link (blue)

(Source: Messrs ICE)

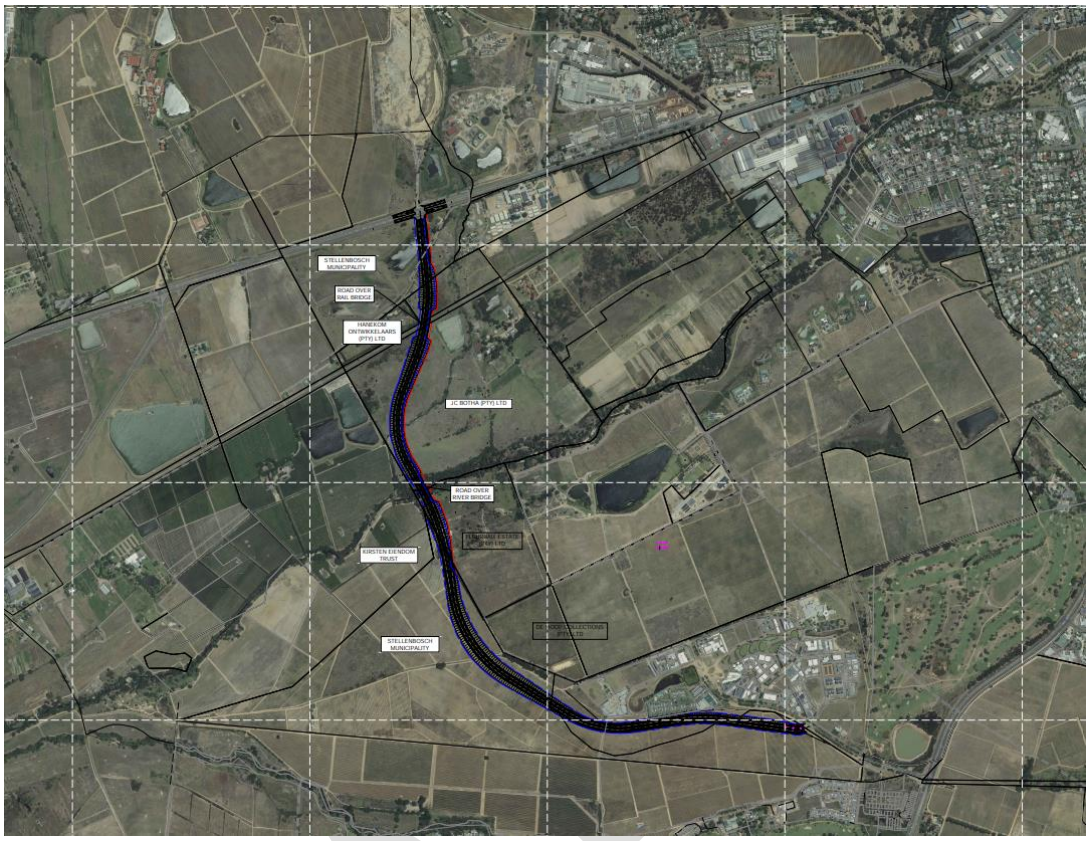


Figure 7-3: Alignment of link road currently being designed between R44 and R310 – basically the third option from the 2019 Stellenbosch RMP – SRMP002

The assignment results (from macroscopic modelling in 2019) shown in the Stellenbosch Roads Master Plan confirms the importance of the proposed Western Bypass to service longer distance traffic, as it is predicted to reduce the traffic on the central part of the R44 by 970 vehicles/hour/direction (which is around 50% of the current capacity of the R44 through Stellenbosch). This is quite different to the results of the Gateway study done by Messrs RHDHV in 2017, which states that the proposed bypass will reduce traffic loads (on the present R44) slightly (10%).

It is unlikely that the 2019 modelling included the current (extensive) land use proposals for the Adam Tas Corridor. Should this now be included, then the results should even more point to the need for a western bypass to reduce through traffic on the R44 and Adam Tas Road.

It is considered crucial that the planning process with respect to a possible Western Bypass proceeds, also in co-operation with the provincial transport department, and that the environmental process is started.

Major Intersection Upgrades

R44 Upgrade – The WCG: Department of Transport and Public Works (DTPW) initiated a process to upgrade the Safety and Level of Service of the R44 between Steynsrust Road (km 20.15) in Somerset West and Van Rheede Street (km 33.00) in Stellenbosch. As part of the environmental process, the Basic Assessment Process commenced in 2012. An (unpublished) Conceptual Planning Report was published in 2012, describing the development of upgrading proposals for the R44.

The ensuing Environmental Impact Assessment (EIA) process, culminated in a Final Basic Assessment Report (BAR), dated November 2017. The Final BAR resulted in Environmental Authorisation (EA) being granted by the Provincial Department of Local Government, Environmental Affairs and Development Planning on 29 March 2018. This was followed by several appeals being lodged against the EA. Finally, the appeals were considered, and the original EA was amended on 27 August 2019 by the Minister of Local Government, Environmental Affairs and Development Planning. The amendments basically contained two points:

- The proposed elevated Annandale narrow diamond interchange must change to a below ground facility, and
- Whilst the original EA approved the closure of all the existing 22 median openings on this section of the R44, the 2019 amendments required that two of them must remain open. Which of the

median openings these have to be was left to the provincial transport department, and it has not been confirmed yet.

The main purpose of this was to protect the integrity of the R44 as a regional mobility road. The upgrades to this portion of the R44 is a Provincial responsibility and it will have a significant impact on Stellenbosch. As an example, the accessibility of the **Jamestown** area will be profoundly impacted and will eventually result in the closing of numerous existing access points to the R44.

The consequence of continued development in Jamestown will be the generation and attraction of additional movements and traffic to and from the area. A roads masterplan was developed for Jamestown (B/SM 39/18 Jamestown: Development Roads Master Plan) in 2020, with the aim of meeting the expected future access and mobility requirements for all communities and modes (including public transport, pedestrians and cyclists) in an equitable manner. The masterplan focusses largely to the south of the existing developed area and proposes a number of possible links between Jamestown and Stellenbosch, as shown in Figure 7-4. All proposals shown, such as the extension of Pajero Lane will require further studies, assessment and evaluation. Detailed Traffic Impact Assessments, public participation, environmental and heritage processes will be done, prior to final decisions are taken to proceed.

Designs for improved sidewalks in Jamestown was previously carried out and will be implemented incrementally as the demand increases and funding becomes available. Design of road infrastructure within the Jamestown school precinct is a priority and is currently underway, with a public participation to be done and implementation to follow soon thereafter.

Allowance has been made for the construction of portions of this network in the 10-year Infrastructure Services Budget of the Municipality.

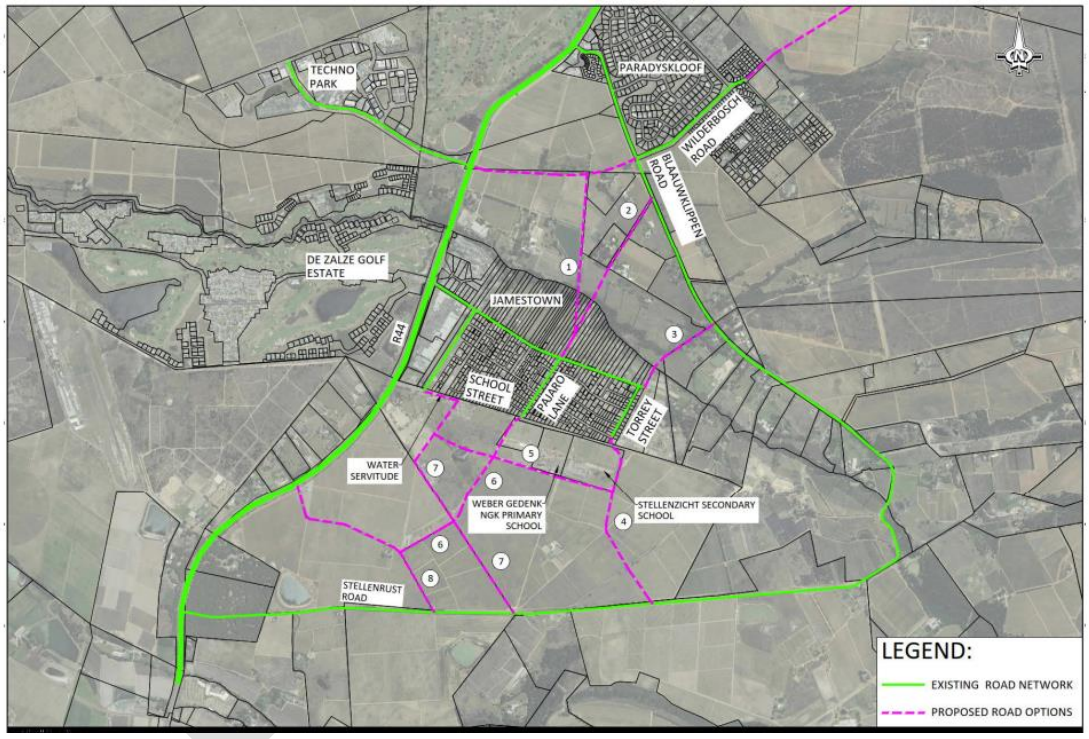


Figure 7-4: Possible roads master plan for Jamestown – status unknown

Upgrading R304/Bird Street Link – The link to Stellenbosch from the N1 through the R304 (provincial responsibility) is one of the five major road links into central Stellenbosch – see **Chapter 3**. The first development which is part of the proposed Adam Tas Corridor proposals (Precinct 10 – referred to as Newinbosch) is in fact starting at this time and a new access road from the R304 to the site, as well as partial dualling of the R304, is almost completed – refer to Figure 7-5. This development will put further pressure on the R304 leading into Stellenbosch from the west. It is being addressed through the planned doubling of the R304 between Kayamandi and the R44. Exactly how the current bottleneck of the R44/Bird intersection will be upgraded, is not known.

The dualling of Bird Street is in the concept design phase and earmarked for implementation in the short- to medium-term. Substantial provision for the Bird Street dualling has been provided in the current Infrastructure Services 10-year budget.



Figure 7-5: Current access construction and dualling of the R304 to provide access to Newinbosch (Precinct 10 of proposed Adam Tas Corridor development – just west of the R304 and northwest of Kayamandi)

7.1.2.2 Other Road Upgrading

The 2019 Roads Master Plan included the development of a macroscopic traffic demand model. The base year modelling (done for 2018) found that the traffic demand exceeded the capacity in 2018 at the following links:

- 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, and
- George Blake Street.

The following links were also identified as being “under severe pressure” in 2018:

- The Welgevonden access road;
- Lang Street into Cloetesville;
- La Colline access off the R310, and
- The Technopark access road.

The modelling also included land use projections for 2040 – done in co-operation with the Municipality and including the best projections of future residential, industrial and commercial developments. The following improvements were identified and included in the 2040 model to address projected needs:

- 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 imiproved 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, and
- Baden Powell Drive: Dualling of remaining sections between the N2 and Polkadraai Road.

For the purposes of this CITP, there is no motivation for not accepting these recommendations.

In view of the proposed development of the Adam Tas Corridor, some improvements related to the corridor, are already in a concept stage and the design is work in progress. These include the dualling of Dorp Street between the R44 and the R310, the upgrading of the R44/Alexander Street intersection and the upgrading of the R44/Merriman intersection. These are illustrated in Figure 7-6 to Figure 7-8.

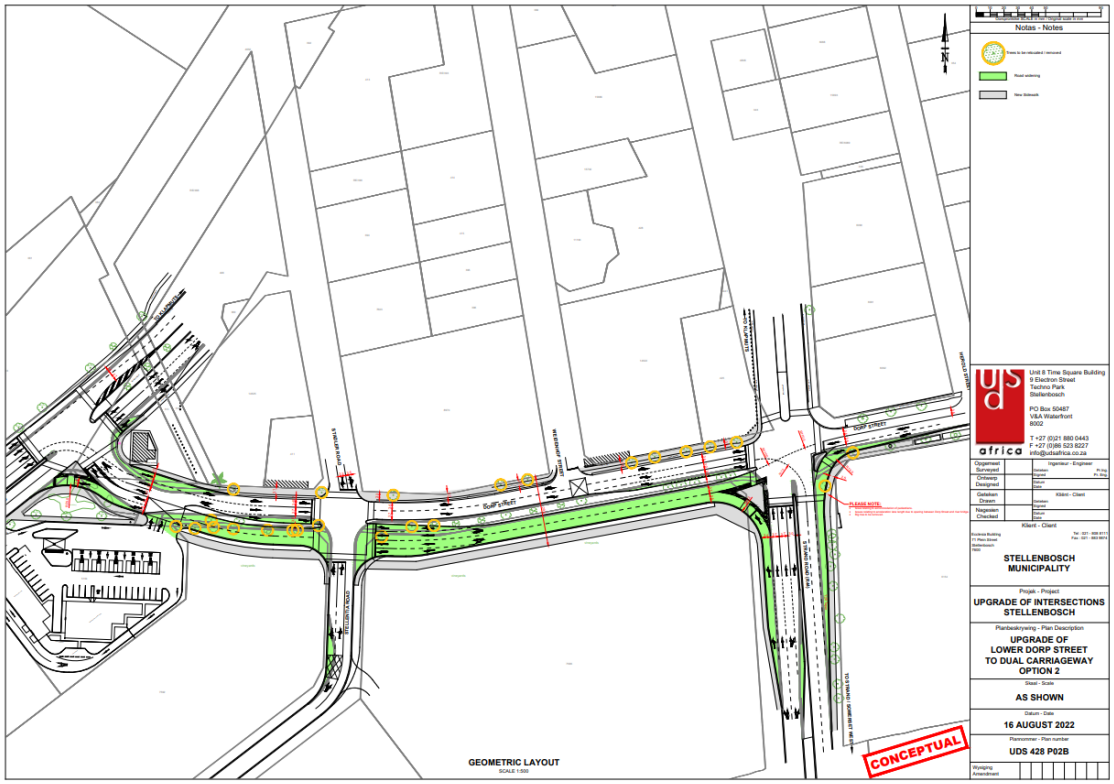


Figure 7-6: Planned Option 2 for dualling of Dorp Street between the R44 and the R310 (Adam Tas Road)

A significant number of comments and concerns were received from residents on the upgrade and detail design proposals for dualling of Dorp Street during the public stakeholder consultation and comment processes. The dualling of Dorp Street is contained in the CITP for information purposes and the detail road upgrade proposals shown in Figure 7-6, do not fall within the scope of the CITP. Feedback or comments on the detail design are therefore not to be addressed as part of the CITP and will be handed over to the Dorp Street Project team for further review, engaging and processing.

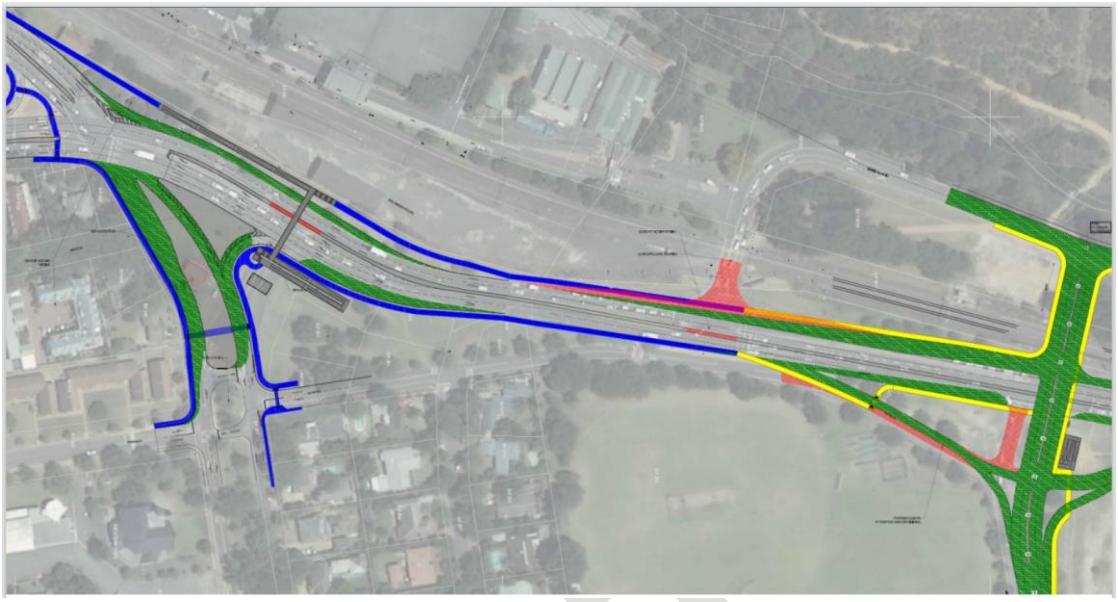


Figure 7-7: Planned upgrade of R310/Alexander Street intersection



Figure 7-8: Planned upgrade of R44/Merriman Street intersection

Allowance has been made in the Infrastructure Services 10-year budget for some of these roads – refer to **Appendix C**.

7.1.2.3 Franschhoek

Traffic through Franschhoek is having a significantly impact on this historical town, tourism, character and quality of living for its residents. The town is adversely affected in terms of the volume of through-traffic movements, congestion, parking and vehicular noise. Freight traffic movement on the main through routes, such as the R45, is the most significant contributor to this. Even side streets, are often not able to adequately cope with vehicular traffic and do not accommodate safe and convenient pedestrian movements.

The R45 is a provincial route, under authority of the WCG. Improvement of this route largely falls outside the mandate of the Municipality and comments received from stakeholders will be taken up with the Province. The design of the upgrading of the R45/Le Roux Street Intersection is currently in an approval stage, with the WCG's Department of Infrastructure being the approving authority. Implementation of these upgrades are expected to commence within the next 12 months.

It is also proposed that in subsequent updates of the CITP, additional transport studies in Franschhoek be included, with more emphasis on the Transport Record and Needs Assessments, highlighting the

concerns of through-traffic and specifically focussing on freight vehicles. Based on this, a review of the Franschhoek Roads Master Plan may be required.

Upgrading of parking areas and improvements to NMT in the CBD, particularly in the Main Road, as well as the outskirts of the town is receiving attention. These projects are currently in the design phase with public participation processes and to follow.

A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek.

7.2 Parking

The Municipality endeavours to address the need for parking within the Stellenbosch CBD, as well as the outskirts. It had recently embarked on a parking study focussing on the feasibility of two parking facilities, one in the CBD and the other in Techno Park.

It has embarked on a PPP process for the development of a parking garage on the Eikestad Mall parking area site. The development of this parking area is also aimed at the reduction of on-street parking, making certain streets in the CBD more pedestrian and NMT friendly.

The creation of parking facilities outside Stellenbosch linked into a shuttle service to central Stellenbosch has been proposed a number of times in the past, most recently in the Stellenbosch SDF. The feasibility of such park and ride facilities along the edge of Stellenbosch and the entrances to the town is to be further investigated. A park and ride facility at the northern end of the ATC on Adam Tas Road and near Koelenhof, for example, would be beneficial. The Municipality has already commissioned such studies for park and ride facilities.

Upgrading of parking areas and improvements to NMT in the Franschhoek CBD is currently receiving attention. A number of projects are underway and are in design phase, with public participation processes to follow. Allowance for all of these investigations is made in the ten-year Infrastructure Services budget.

7.3 Public Transport Facilities

The Municipality continues to improve public transport facilities and during the 2022/2023 financial year an additional long-distance rank and taxi pick-up and drop-off area were constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank.

The construction of a new taxi rank in Groendal, Franschhoek, Klapmuts and the upgrading of existing taxi ranks in Kayamandi had also been commissioned.

The rollout of the Provincial Strategic Transport Plan (PSTP) by the WCG in Stellenbosch WCG was concluded. The included mainly NMT infrastructure and facilities and enhanced public transport accessibility.

7.4 Maintenance

The Road Asset Management Plan (RAMP) for Stellenbosch Municipality, completed in June 2019, provides a complete inventory of all the road classes and their condition. It indicated that the condition of the road infrastructure at that time was reasonably good – only 7 kilometres or 2.5% of the municipal roads were indicated to be in a poor or very poor condition (Visual Condition Index - VCI).

Five major issues and risks were identified at that stage, with the most important that the available budgets for road maintenance were below the estimated maintenance needs. A road maintenance programme and strategy have been proposed.

Road maintenance is being done in accordance with the recommendations of this RAMP and various routine maintenance and rehabilitation/reconstruction projects are included in the ten year budget. Whether the correct sums of money (in relation to new projects) are currently allocated to road maintenance is difficult to say, but in view of the results of 2019, it has to be concluded that road maintenance is not a major issue.

7.5 Traffic Management

The Municipality is continuously busy with efforts to upgrade, modernise and improve the effectiveness of the traffic signal system, also in cooperation with the Civil Engineering Faculty at the university. Various items allowing for this are included in the ten-year Infrastructure Services budget.

7.6 Design Standards (NMT & Public Transport orientated)

In view of the overall strategy to encourage higher use of public transport and NMT, it is recommended that all road planning and design should include maximum allowance for facilities to support these modes. The current road design cross sections should be interrogated and it should be ensured that optimal accommodation of NMT and public transport facilities is achieved.

7.7 Future Transport Solutions Development

In general, the strategy for private travel and parking is to discourage the use of private vehicles and to improve opportunities and facilities for public transport usage. Even so, when the major planned (future) developments in Stellenbosch, such as the Adam Tas Corridor development, as well as further residential developments in Jamestown and the Kayamandi area are considered, it is clear that some continued improvement to the road system and parking facilities, will also be required. The main road and parking components have been discussed above and are summarised below – with special cognisance of the latest 10=year Infrastructure Services budget (January 2023 – refer to **Appendix C**.

7.7.1 Major Road Network Extension

The five major road projects have been described above and are summarised below (also refer to Table 7.2):

- **Portions of Eastern Link Road –** creation of links (such as Wilderbosch Road extension to the north and its extension south) in order to alleviate traffic at congested intersections, directing traffic to intersections on the R44 that have more capacity, such as the Technopark intersection and Trumali Road Intersection.
- **Portions of Western Bypass –** creation of links to systematically get relevant portions this road in place to allow for development along the Adam Tas Corridor and to remove some of the through traffic.
- The following Intersection improvements along **Adam Tas and the R44, namely Dorp Street, Alexander Street and Merriman Road**
- **R44 Upgrade** – protect the integrity of the R44 as a regional mobility road (mostly provincial responsibility).
- **Jamestown links –** take the proposals for a road network to service Jamestown and improved linking to central Stellenbosch further.
- **Upgrading R304/Bird Street Link –** to enable the envisioned Adam Tas Corridor development, upgrade the R304 between Kayamandi and the R44.

7.7.2 Other Road Related Projects

Other road related projects can be summarised as follows:

- Upgrading of sections of Adam Tas Road – Alexander and Merriman intersections, as well as Dorp Street (West) dualling;
- Ad hoc upgrading, rehabilitation, maintenance and safety improvement of roads – in Stellenbosch, Klapmuts, Pniel, Lanquedoc, Franschhoek;
- Upgrading of parking areas in Stellenbosch and Franschhoek, including the two major identified facilities in Eikestad Mall and Techno Park, as well as for tour buses;
- Upgrading of traffic signal system, including management system and all road furniture;
- Further investigation of pedestrianisation of streets, together with improvements of universal access, and
- Further investigation into the park and ride concept.

Table 7.2: Summary Transport Infrastructure Plan Key Intervention and Initiatives

Transport Infrastructure Plan: Key Intervention and Initiatives								
	Interventions/initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
1.	Portions of Eastern Link	See above	5	1	1	1	1	1

	Road (Wilderbosch Extension to Trumali)							
2.	Portions of Western Bypass (Adam Tas – Techno Park Link Road)	See above	5	1	1	1	1	1
3.	Upgrade R44 and required intersections	See above	2		1	1		
4.	Jamestown Links	See above	5	1	1	1	1	1
5.	Upgrade R304 and required intersection	See above	3			1	1	1
6.	Upgrade Adam Tas and required intersections	See above	3		1	1	1	
7.	Ad hoc road maintenance and upgrading	See above	5	1	1	1	1	1
8.	Upgrading of parking	See above	5	1	1	1	1	1
9.	Upgrading of traffic signal system	See above	5	1	1	1	1	1
10.	Investigation pedestrianisation	See above	2	1	1			
11.	Investigation park and ride	See above	2	1	1			

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8 TRANSPORT DEMAND MANAGEMENT (TDM) STRATEGY

8.1 Introduction

8.1.1 Legislation & Policy Directives

The management of transport demand can be defined as making the most efficient use of the available transport infrastructure, and as such is just the sensible action to take for any transport authority. It is especially applicable to South Africa where resources for infrastructure development are severely constrained. As traffic congestion has been identified as an issue in Stellenbosch, any action which can reduce congestion, should be implemented.

There is reference in the **National Land Transport Act (NLTA, Act 5 of 2009)** to TDM. The City of Cape Town TDM Strategy of 2017 states that the NLTA requires that municipal spheres of government formulate and apply TDM measures in their functional area (Section 2, c, xxii). This could not be found in the Act, but it is accepted to be correct.

8.1.2 Summary Major Existing "External" Strategies, Proposals and Projects

Numerous strategies, proposals and projects with relevance to TDM have been formulated in the past. These are all referred to in the literature review provided in the sections below.

8.1.2.1 PLTF 2016/17 to 2020/21 (Feb 2016)

The PLTF has no specific section referring to Transportation Demand Management. It does confirm that one of the NLTSF (2015 – 2020) goals is to "where appropriate, reduce the need to travel by motor vehicles, having achieved an integrated land use and transportation system".

The PLTF, whilst an extensive document (almost 500 pages with annexures), contains the following (unfortunate) statement on p(xxi):

"The unavoidable conclusion is that the PLTF has hitherto been produced primarily for reasons such as statutory compliance and information provision and has not been proactively used to manage and coordinate all modes of transport across the Western Cape. There has been little or no joint strategic planning with parties such as Transnet, PRASA, ACSA and Metrorail at provincial level."

8.1.2.2 Winelands DITP

There is no specific section on TDM.

As part of the sustainability vision it is stated (p12) that "an affordable public transport system with adequate schedules and levels of service needs to be instituted in each town".

8.1.2.3 Stellenbosch SDF, July 2019

This framework contains three catalytic projects which are briefly summarised below. It is considered that all three fit into previous and current suggestions in terms of TDM.

1. **Redevelopment of Adam Tas Corridor** – considered to "launch the restructuring of Stellenbosch town" through the redevelopment of the Adam Tas corridor along the R310 and the R44 from the Cape Sawmills site in the west to Kayamandi and Cloetesville in the north. Overall, mixed high-density development, with access favouring NMT is foreseen. Curtailing the use of short private car trips in town was seen as one of the requirements for this, as was a more reliable and frequent rail service. In fact, a potential light rail service on the (now) dysfunctional rail line, with two new stations, has also been shown on the corridor drawings.

   This proposed development is considered to fully fit into the TDM actions that were proposed in the past and which is also now favoured by participants in the stakeholder consultation process. As such it should be strongly supported. From the viewpoint of this intended planned project, the removal of longer distance traffic on the R44 (Adam Tas Road), through the proposed western bypass, makes strong sense.

2. **Development of Klapmuts** – The Klapmuts area has for some time been seen as a potential regional economic development node. The 2019 SDF stated as fact that Distell would relocate their operations there (just north of N1), but the status of this is unknown, especially in view of the current negotiations for the selling of Distell to Heineken – refer to Figure 8-1 from SDF. Substantial residential development is occurring in Klapmuts, which is a good reason to encourage the creation of work opportunities in the area. This is considered to fit into the TDM strategies identified in the past. The re-instatement of the rail linkage between Stellenbosch and Klapmuts is also considered important in view of the growing developments there.



Figure 8-1: Potential Development of Distell at Klapmuts – 2019 SDF – Gapp Architects

3. **Alternative rail service along Baden Powell/Adam Tas/R304 corridor** – The 2019 SDF expressed the opinion that it was critical that a more frequent and reliable rail service on the Eerste River/Stellenbosch/Klapmuts rail line be provided. The possibility of lighter rolling stock was mentioned. Alternatively, the viability of a bus service should be explored. Whether any progress was made with this is unknown. This also fits in the TDM strategies proposed in the past.

Conclusion – In view of the emphasis three years ago on improved rail service through and past Stellenbosch, and the actual termination of these services, it has to be concluded that serious issues exist regarding planning proposals being made and the execution thereof. The co-operation between the different authorities involved has to be addressed – otherwise exercises of this nature could be considered a waste of time.

8.1.3 Previously Updated Stellenbosch CITP Concept, Key Strategies, Proposals

The previous (2016) Stellenbosch CITP did include TDM objectives, strategies and proposals. These are described in the sections below:

8.1.3.1 Previous Stellenbosch CITP (2016)

The TDM objectives in the 2016 CITP included:

- Using existing infrastructure as efficiently as possible;
- Reduce demand for car use;
- Reduce environmental impact of private transport;
- Support investment in public transport, and
- Support investment in NMT.

Three categories of TDM strategies have been identified:

1. **Improving travel options for residents and visitors –** Address safety of people walking and cycling and ensure that future growth and urban design support these modes;
2. **Reduce need for investment in large-scale public infrastructure –** create significant shifts in travel behaviour to reduce the need for new road capacity, and
3. **Increase revenue to finance infrastructure –** Consider tolls, congestion pricing, parking pricing and development charges as financing strategies available to manage demand.

Stated that TDM contributes directly to the seven key development principles of the 2013 SDF, namely:

- Provide public transport for all;
- Create walkable neighbourhoods;
- Grow economy to create jobs;
- Make wise use of land;
- Conserve, restore and regenerate resources;
- Grow more food for ourselves, and
- Care for our heritage.

Three types of interventions have been identified:

1. **Small-scale Interventions**

   Large employers and public buildings – bicycle facilities and flexible working hours

   Campaigns to increase awareness of existing options, e.g. bicycle hire

   Peer pressure campaigns – enforcement and education

   Car-share options – e.g. car hire on hourly basis

   Pedestrian only phases at signals

   Improved pedestrian routing

   Parking pricing

   Freight transport management

2. **Large-scale Interventions**

   Parking location – some outside congestion bottlenecks

   Public transport – existing services not adequate – need dramatic improvements

   Finer grain network suitable for NMT – more permeable urban fabric

   Encourage route changes through adjustments ito infrastructure – bypasses

   Spatial planning enabling trip chaining – TOD

   HOV priority for buses and taxis – prohibiting cars on some routes

3. **Policy and Urban Management**

   Update and enforce by-laws regarding occupation of public space by businesses – café's not obstructing sidewalks

   Update regulations governing building design – promote activity on ground floor

   Enforce traffic regulations – motorists driving or parking illegally hinders NMT

   Allocate TDM responsibility to specific municipal official to roll out TDM programme and liaise with all stakeholders and potential partners. The Large Employer Programme recommended establishment of a Stellenbosch Employer Transport Forum.

Further Work Required – Considered high priority as it forms the basis of subsequent activities and projects:

- Identify stakeholders and potential partners;
- Literature survey for street audits to assess obstacles to NMT;
- Build on previous cycling survey – ongoing monitoring exercise;
- Undertake street audit;
- Review building design regulations that impact on walkability;

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- Survey parking demand, supply and pricing. Investigate institutional and regulatory requirements, and
- Investigate most appropriate routes for addressing congestion bottlenecks.

Summary

Pedestrian improvements and parking strategies were considered the most effective in the short term to encourage a shift among discretionary car users. Strategies related to cycling and public transport were also considered beneficial for this group, but a significant change in municipal commitment and funding was required to achieve this.

Refer to Table 8.1 for the summarised recommendations under three headings namely (i) Studies, (ii) Programmes and Policies and (iii) Infrastructure as follows (directly from 2016 CITP):

Table 8.1: Summary of Recommendations

Key Focus Area	Interventions	Priority
	STUDIES:	
Urban management, personal security	Undertake a comprehensive audit of streets with a view to understanding the interaction between street design and movement patterns and map key routes for designation and attention; include literature review; develop policy and design standards to improve walkability; key routes to receive particular attention regarding design elements	High
Urban management, promoting alternative modes	Map and review parking supply and demand and pricing, and assess opportunities in short term to influence spatial distribution of demand through supply and pricing; liaise with businesses to explore options for reducing free employee parking	High
Urban management	Investigate and prioritise congestion bottlenecks based on their contribution to TDM objectives rather than conventional level of service analysis; assess how route changes can be induced for more efficient use of road infrastructure, through strategically located adjustments to road capacity and intersection controls	High
Safety	Identify areas suitable for designation as speed reduction zones to improve safety for vulnerable street users	Medium
Promoting NMT	In future spatial planning exercises, include assessment of how density, mix and location of land development can improve viability of alternative forms of transport	Low
Promoting public transport	In future transport planning exercises, always consider how road improvements can enhance conditions for public transport and other modes as alternatives to car travel	Low
	PROGRAMMES AND POLICY:	
Promoting public transport and NMT	Implement recommendations of the Large Employer Programme	High – low
Programme development and coordination	Designate a TDM official and commence engagement with stakeholders who can assist in developing and running campaigns	High
Urban management, Awareness	Enforce traffic laws that impact NMT activity, and by-laws governing use of public space	High
Promoting NMT	Identify opportunities for creating a finer grained pedestrian and cyclist network by opening up semi-private space, and develop policies to ensure that future development does not eliminate existing or future routes	High
Promoting NMT	Review building design regulations and street design standards that impact on walkability	High - Medium

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Key Focus Area	Interventions	Priority
Awareness	Develop campaigns to raise awareness of travel options, and to encourage a shift in behaviour; include improved enforcement as part of this	Medium
Supplementary modes	Pursue possibility of establishing a carshare service in Stellenbosch (e g with Locomute)	Medium
Urban management	Update rules and by-laws governing the use of public space, particularly on key NMT routes	Low
Safety, promoting NMT	Review freight management practices and their impact on pedestrians and cyclists; identify strategies and policies to mitigate impact on key NMT routes	Low
	INFRASTRUCTURE:	
Promoting public transport	Begin planning in more detail the public transport services proposed in this CITP, and develop an implementation plan	High
Promoting NMT	Pursue options for long-term development of share parking structures to reduce impact of traffic on the historic town core	Medium
Promoting NMT	Undertake localised improvements for pedestrians, such as pedestrian-only signals, bulb-outs and street lighting along key routes identified through the street audit	Medium

No specific (spatially defined) projects were identified under the TDM heading in 2016. The closest to this was the recommendation to develop an implementation plan for the public transport services which were proposed. These are briefly:

With respect to **rail**, PRASA has indicated in 2016 that there were no "plans to upgrade existing facilities in the Stellenbosch area. In reality the rail service on the line running through Stellenbosch has been terminated since then. In view of the overhead wires being broken, it is concluded that physical repairs will be required before the service can be restored again. Recent discussions with PRASA indicated that the previous service is planned to be in operation before the ned of 2022.

With respect to **contracted bus services**, the 2016 CITP proposed the implementation of a new Public Transport Service Network (PTSN) operating from a central terminal in the Stellenbosch CBD or along the Adam Tas corridor. It was mentioned that the five year CITP budget is allowing for this since 2018. A further proposal was that the provision of a public transport lane/facilities on the R44 between Stellenbosch and Somerset West had to be investigated.

With respect to **minibus taxis**, no specific proposals could be found in the 2016 CITP, but a number of improvements to minibus taxi facilities has been included in the five year budget proposed for 2015/16 to 2019/2020.

8.1.3.2 CITP Update, June 2020

The TDM Strategy still needs to be prepared. Components could be:

- Parking management;
- Alternative work from home schemes, and
- Incident management systems.

Only way to get travellers in more sustainable modes is considered to be:

- Improved public transport options;
- Network improvements to cycling and walking, and
- Provide for different travel markets.

Projects proposed:

- Prepare a TDM Strategy;
- Prepare Public Transport Plan;

- Improve walking and cycling network;
- TOD Plan;
- Include TOD principles in future developments;
- Parking Strategy, and
- Plan for remote parking locations (in process).

8.1.4 Stakeholder Engagement

The Stellenbosch Ratepayers Association provided eleven comments in February 2016 on the previous CITP. These can be summarised as follows:

- Lack of clear strategy on how real transport improvements will be achieved;
- Too much emphasis on road network improvements versus sustainable TDM approaches;
- There is a lack of integration of spatial development and transport – location of future development;
- The public transport development aims are not clear;
- Stellenbosch, the town, should be preserved;
- The successes with traffic management and NMT that have been achieved, should be extended;
- NMT and the promotion of Utility Cycling should be more prominent;
- Less parking should be provided in central Stellenbosch;
- The impact of the university (students) on traffic and parking problems are not controlled adequately;
- The impact of heavy vehicles in Main Street in Franschhoek, but also in Stellenbosch is not addressed adequately, and
- Roundabouts should be favoured above traffic signals.

A summary of the feedback received during the recent stakeholder engagement (April and May 2022), is provided in Chapter 13. The key themes from the engagement are all related to TDM – the following four have been identified:

- Develop an effective communications program which will aim to shift personal behaviour away from car usage to the other modes – NMT, public transport, etc;
- Implement improvements for NMT users – sidewalks, etc;
- Develop an integrated public transport system, and
- Reduce the need for travel by creating mixed land use developments.

It is believed that the correct approach should be to develop a balanced and sustainable transportation system which opens the question of what such a system would have to consist of.

8.1.5 Issues and Concerns

The major issues and concerns are considered to be:

- Is enough emphasis being put on the enhancement of TDM by the Municipality?
- Why has nothing happened to previous TDM proposals?;
- How does a balanced transportation system for Stellenbosch look like?
- What can be afforded by Stellenbosch in terms of the transportation system?

8.2 TDM Categories

In summary it is considered that the actions that can be implemented as part of TDM can be categorised into three groupings, namely (i) Behaviour, (ii) Infrastructure and (iii) Operations. Whilst action on each of these fronts is desirable, some **prioritisation** could be done in cooperation with all stakeholders.

A: Behaviour

- Reduce the demand for travel
  - Work from home, variable working hours, staggered school starting times
- Discourage car use
  - Parking management and pricing
  - Congestion charges
  - Marketing and Communication

B: Infrastructure

- Land use changes – transform to mixed use development – residential areas closer to work opportunities
- Improve public transport
- Improve NMT facilities
- Park and Ride Facilities
- Upgrade road bottlenecks

C: Operations

- Improved traffic management
  - Traffic signal operation
  - Incident management
  - Preferential treatment of HOV's
  - Reversible or contra flow lanes
  - Carpooling

8.3 TDM Objectives

The main TDM aim should be to move to a balanced transportation system where the most effective use is made of available facilities. Specific objectives have to focus on the categories listed above, i.e.:

- Change behaviour to reduce the demand for travel;
- Influence land use to form mixed use clusters;
- Improve NMT and public transport facilities, and
- Improve all operations (private and public) to operate as effectively as possible.

8.4 Future Solutions Developments/Proposed Interventions

The proposed interventions with regards to Transport Demand Management have been identified in the past in the documentation referred to above. As many of them involve NMT improvements, public transport, parking initiatives, traffic signals, road pricing, etc allowance has been made in the ten-year budget of the Transport Division for taking a number of these forward. The most relevant proposals and actions have been included in the sections above and are summarised below.

Parking tariffs are often seen as a mechanism for managing travel demand and reducing private vehicle use. The Municipality previously increased parking tariffs, but strong objections were received from the local communities and tariffs were lowered again. Since then these tariffs were kept at the current level.

It should be noted that the only items not specifically mentioned in the current ten-year budget, is an investigation into congestion pricing and the development of a marketing program for TDM. The reasoning behind the congestion pricing point of view, is the belief that congestion is not caused by Stellenbosch residents themselves, but rather largely due people "from outside" the town working and studying in Stellenbosch and that a congestion charges therefore should be applicable to such commuters. However, the acceptability, practicalities and implementation of such charges may be a challenge. Initial studies indicate that congestion charging is not feasible for Stellenbosch. The

municipality is not the roads authority for roads leading into Stellenbosch. It is also evident that congestion charging such as toll roads are not always feasible in the South African Context.

Table 8.2 Transport Demand Management Plan Key Intervention and Initiatives

Transport Demand Management Plan: Key Intervention and Initiatives								
	Interventions/initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
1.	Upgrading of traffic signals and control system	Chapter 7	5	1	1	1	1	1
2.	Upgrading of NMT facilities including cycle plan, universal access improvements	Chapter 7	5	1	1	1	1	1
3.	Continued investigation of transport operating company	See above	2	1	1			
4.	Investigation into pedestrianisation of certain streets	Chapter 7	2	1	1			
5.	Further investigation into feasibility of park and ride facilities	Chapter 7	2	1	1			
6.	Investigation of congestion pricing	See above	2	1	1			
7.	Develop marketing and communication strategy to further TDM	See above	2	1	1			
8.	Appointment of a TDM official	See above	1	1				

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9 NON-MOTORISED TRANSPORT PLAN

9.1 Introduction

In support of being a "Valley of Opportunity and Innovation" Stellenbosch aspires towards car-free living and Non-motorised transport forms a key enabler in doing so. In order to achieve this and realise the objectives of becoming a Valley of Possibility, a Green and Sustainable Valley and a Safe Valley, and ensuring Dignified Living encouraging walking, cycling and public transport as key modes of travel over private motor vehicles is essential.

In support of the overarching vision the vision for pedestrians and cycling in Stellenbosch is:

"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."

9.1.1.1 Legislation & Policy Directives

The legislative and policy framework for the planning and implementation of NMT is extensive and includes the following:

- National Land Transport Act (5/2009);
- Draft Revised White Paper on National Transport Policy (2021);
- National Road Traffic Act (93/1996);
- The National Land Transport Strategic Framework (2017-2022);
- Western Cape Provincial Road Traffic Administration Act (6/2012);
- Stellenbosch Municipality: Roads and Streets By-law (2021), and
- NMT Facilities Guideline(2016).

The following are of particular relevance to NMT in SM

9.1.1.1.1 Green Transport Strategy (2018-2050)

The Green Transport Strategy sets out a long term vision for the "use of resources and supporting the ecosystem" which includes:

- Instituting "no-car zones", within most of the central business districts being closed off for car use, and emphasising eco-mobility mode of transport like walking and cycling as the preferred mode of transport, allowing significant areas of urban real estate currently used for parking to be repurposed for use in affordable inner-city housing and businesses: and
- An extensive network of cycle lanes and pedestrian walkways to re-orient South Africa's towns and cities away from cars towards people. The investment in non-motorised transport infrastructure will yield a double dividend in terms of human health, by both reducing harmful air pollution and promoting healthy exercise.

9.1.1.1.2 Western Cape PLTF 2016/2017 – 2020/2021

The overall objective of NMT is to increase mobility and access to opportunities, and in so doing, to improve the quality of life in a sustainable manner throughout the province with the defined goal of establishing *"NMT as a pivotal part of all forms of transport planning in urban and rural areas"* through:

- Development of NMT standards;
- Integration of NMT into all transport plans;
- Provision of NMT infrastructure in transport projects;
- Incorporation of Universal Access principles;
- Implementation of a transversal plan to promote transport safety, and
- Coordination forum to coordinate NMT across municipalities.

9.1.1.1.3 Cape Winelands DITP (2016 – 2021)

The DITP has a very brief section on NMT which recognises the challenges of low income residents living on the periphery of towns and the implications for walking distances. It further recognises the context specific requirements for developing walking, cycling and public transport in towns. There is also a brief summary of the Stellenbosch 2016 CITP.

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9.1.1.1.4 Stellenbosch MSDF (2109)

The MSDF identifies NMT as a key mode of travel especially for low income groups which constitute 95% of all NMT trips. In addition local peak period passenger trips (<5km in length) total twice the number of longer (>5km) trips.

Under the change action of improved access and mobility Public Transport and NMT are promoted through densification, redesign of existing routes and the development of new routes. In support of this it is also proposed that the design of all roads provides for appropriate NMT movement and that TDM measures favouring NMT and Public Transport be introduced in partnership with key organisations.

9.1.1.1.5 Stellenbosch Non-Motorised Transport Policy (2022)

The NMT policy was adopted by Council in October 2002. Recognising that achieving the vision of walkable and cycle-able environments requires a move away from the "business as usual" approach in transport planning and engineering a set of clear principles, policies and strategies to guide officials and politicians of Stellenbosch Municipality was established.

Principles

The policy principles guiding the development of transport systems and infrastructure to achieve SM's vision and enable pedestrian and cycling friendly environments which are universally accessible are:

- Integration between land use and transport towards developing pedestrian friendly environments to reduce the demand for travel and the need for motorised transport;
- Prioritization of vulnerable road users especially at conflict points to improve road safety for pedestrians and cyclists and encourage people to walk and cycle more;
- Prioritization of improvement of the environments for pedestrians and cyclists in outlying communities to encourage and support these modes;
- Development of a partnership between the private and public sector focussed towards furthering car-free living including Stellenbosch University to enable sustainable transport solutions and pedestrian/ cycle friendly environments as these cannot solely be undertaken by the public sector, and
- Application of the principles of Universal Design ensuring that roads and streets are for all. This requires the re-prioritisation of road space to ensure that all the needs of all users 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.

Objectives

The overarching objectives of the NMT Policy are to:

- Provide the officials of Stellenbosch Municipality with a framework to enable NMT implementation;
- Guide officials in making strategic decisions with respect to transport management and roads implementation and maintenance, and
- Create a framework for prioritizing more vulnerable road users and create streets for all.

These are then expanded upon as a set of strategic objectives which are derived directly from the Consolidated NMT and Cycling Masterplan:

- 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, and
- Creating dignified living spaces in previously disadvantaged areas.

9.2 External themes and approaches

From the international through to the national and provincial levels there are key common themes that come through in a review of the current statuses of planning and developing NMT. The key themes and approaches are those of:

- Reducing reliance on the private motor vehicle;

- Reducing transport's contribution towards GHG emissions and environmental degradation and its reliance on fossil fuels;
- Providing accessible and affordable mobility for all;

In proposing solutions towards these the proposals of:

- Ensuring an integrated planning approach to land use and mobility, and
- Moving towards a paradigm of Sustainable Transport.

NMT is thus central to addressing the issues facing transport in both the immediate and longer term. This is as it provides an easily accessible and affordable means of mobility whilst addressing environmental issues and contributing towards a healthier society.

The focus on NMT in SM directly supports this.

9.3 Previously Updated Stellenbosch CITP Concept, Key Strategies, Proposals

This is a brief summary of the Update of the CITP for Stellenbosch Municipality (June 2020) and the Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan.

SM supports a shift towards public transport, walking and cycling and Stellenbosch CBD particularly has a culture of walking and cycling. However, the increasing pressure of private vehicle usage is affecting the safety of pedestrians and cyclists and thus the nature and vibrancy of these areas. A further issue is that of street furniture and the lack of dropped kerbs on many of the sidewalks. Where street improvements have been done (e.g. Andringa and Victoria Streets) the usage by pedestrians is strong evidence of how shifts can be encouraged.

The previously disadvantaged settlements of Kayamandi, Cloetesville and Idas Valley are within walking distance of the CBD and significant numbers do walk. However, major roads separate these settlements from Stellenbosch requiring that pedestrians have to walk alongside and cross them with vehicle movements having priority. In the case of Kayamandi the informal crossing of the railway line provides an additional safety threat on the walking desire line. Jamestown lies beyond comfortable walking distance from Stellenbosch and the route is along the R44. In the other towns (Franschhoek, Klapmuts, Pniel) within SM residents of the outlying settlements have to walk along provincial roads.

The University of Stellenbosch is a significant trip generator and encourages students to walk and is planning to improve cycling infrastructure on campus and integrate its NMT network with SM's plans.

The CBDs of Stellenbosch and Franschhoek are relatively pedestrian friendly and attract high numbers of tourists. Within Stellenbosch the residential areas, university, offices and amenities are well positioned for walking.

Whilst cycling in Stellenbosch is popular in terms of the South African context a significant proportion of cyclists are recreational/sports cyclists and those riding on roads prefer the higher order provincial roads. Sections of the cycling network have been implemented but these are not coherent. The main barriers to cycling are safety in traffic, the lack of suitable infrastructure, crime and, in the case of lower income communities, access to bicycles.

Both the CITP Update and the Consolidated NMT Masterplan & Cycle Plan describe the proposed NMT Network and provide summaries of the extent of the proposed NMT Network and, based on budgetary constraints, a set of priority projects which are categorized as Short Term with sub categories of essential and desirable.

The proposed network was developed on the basis of understanding desire lines, reviewing the existing NMT network facilities, proposing a higher order network around Stellenbosch whilst creating local networks within neighbourhoods, and upgrading of certain existing facilities.

9.4 Stakeholder Engagement

A key concern of various stakeholder groups / representatives is that, whilst cycling and indeed NMT, have been identified as key modes for Stellenbosch the policies and plans developed have not been given the support in terms of funding and implementation required to give effect to them. Specifically mentioned were the Cycle Plan and the NMT Masterplan.

Specific suggestions / concerns raised include:

- Include cycling and walking as part of the behaviour change approach including the role of the University in enabling walking and cycling;

- Exploring alternatives to motorised transport and strengthening the opportunities for walking and cycling through making streets more walkable/universally accessible and cyclable through removing parking / reducing sidewalk usage by restaurants;
- Creating continuity of routes for cycling, and
- Improving safety of routes for both pedestrians and cyclists with a particular focus on intersections with higher order roads and adequate street lighting along routes.

From engagements regarding the ATC development proposals it is recognised that the current NMT and Cycling Masterplan has not considered in any depth the requirements and opportunities arising from the development.

9.5 Key Issues, concerns

The key issues and concerns for NMT are:

- The lack of integration between land use and transport planning;
- NMT is not considered an essential element and the foundation of any and all transport and development planning;
- Captive users are limited in the travel choices they have;
- Significant pedestrian movements are crossing major roads / a rail line;
- Many choice users covering shorter distances travel by private motor vehicle in preference to walking or cycling;
- Although there has been progress in developing NMT (and cycling) infrastructure routes are not coherent, and
- Funding allocation for NMT is extremely limited.

In addition, a key concern is that the evolving ATC development and its impact on the broader transport systems and travel patterns of SM have not been incorporated into current NMT planning processes at any level of detail.

9.6 Strategic Objectives

Arising from the aforegoing an initial set of Strategic Objectives is proposed as:

- Reinforce the integration of land use and transport planning – this requires a full assessment of the ATC development and its implications for SM in both the short and long term;
- Connect outlying communities with their local towns / CBDs;
- Require all developments to fully integrate NMT and Universal Design principles in their planning and implementation;
- Achieve a modal shift from PV to walking and cycling;
- Improve the living spaces and NMT routes in previously disadvantaged communities, and
- Reconsider funding mechanisms.

9.7 Future Solutions Developments / Proposed Interventions

The investment in infrastructure is attributed to growing and developing communities in Stellenbosch and the Municipality endeavours to provide an equitable service in terms of transport to all communities in the municipal area. This includes the establishment of a sustainable road network and may require road upgrades, which is informed by analysis and sound engineering judgement. It will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial.

The Municipality therefore supports the further systematic implementation of the 2015 Cycle Plan and the 2022 NMT Plan. Some consideration is to be given to the retrofitting of cycle lanes/facilities on existing roads to ensure continuity of safe right-of-way for cyclists (taking cognisance of existing road reserve widths and heritage considerations).

The Municipality will continue to roll out NMT infrastructure in a systematic manner and in line with the approved Master Planning, as far as available resources allow. Retrofitting of streets for cycling are on-going with Martinson Street recently completed and Merriman Street earmarked to be next. This will include the assessments for bicycle-lock up facilities as well.

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The establishment of pedestrian zone on certain streets in the Central Business District is on-going, plans for the establishment of Woonerf Area and pedestrian zones in the Dennesig and a project to improve NMT in Main Road in Franschhoek are currently under way. The Municipality is also in the process of compiling a Sidewalk Accessibility Policy. This policy aims to improve sidewalk management and strive for a safe environment for all sidewalk users.

Within the consolidated NMT Masterplan and Cycle Plan, short-term projects were then identified through reviewing the priority projects previously identified in the NMT and cycle plans (2015) and the PSTP (2018), addressing pedestrian safety hotspots, identifying locations for pedestrian and safe crossings of major roads and rail lines, upgrades / new infrastructure of existing NMT desire lines, upgrading existing informal links and addressing future NMT desire lines based on the overall principle of achieving a safe environment for pedestrians and cyclists.

Table 9.1 indicates the extent of the proposed NMT network for Stellenbosch Municipality. Table 9.2 summarizes the short-term projects proposed for the NMT network in Stellenbosch which are graphically depicted in **Appendix D**.

Table 9.1: 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:

- Cycling in the shoulder is excluded from this list.
- All lengths refer to centreline length, except for Sidewalks.
- Intersection upgrades are excluded from the length summary.

Table 9.2 summarizes the short-term projects proposed for the NMT network in Stellenbosch which are graphically depicted in **Appendix D**.

Table 9.2: Details of Short Term NMT Projects for SM

Project No.	Projects
1	Pedestrianisation of Church St and Andringa St
2	De-cluttering 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)

Project No.	Projects
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville
5	Kayamandi / Rand Rd: Pedestrian priority, restrict heavy vehicle access, narrow road to 6.5 m (from 9 m wide black top), raised ped crossing; Brick pave 4 m wide NMT route up to railway crossing
6	Kayamandi: Safe pedestrian 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 Rd (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 Eikestadt 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)

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Project No.	Projects
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 & 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 and bridge over railway line
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 oneway 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

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Project No.	Projects
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:

During the comments process, comments were received on the proposed Kayamandi pedestrian bridge crossing the R304, the river and railway line. The view was that it will not be used, as pedestrians prefer shorter routes at street level and that criminals target pedestrian over-passes. The need to provide a safe pedestrian link between Cloetesville and Kayamandi had been identified through IDP processes and the aim of building the bridge is to improve mobility and safety of scholars specifically attending schools in Cloetesville. The R304 is set to be duelled, which makes it dangerous to cross and currently there is no access across the river and railway line. The bridge will also address mobility needs in the area in general and provide a much safer passage for pedestrians, cyclists and people with special needs.

Phase 1 of the Bridge construction will be the construction of the Bridge over the railway line and river. Implementation for the first phase is set to commence within the next 12 months. Phase 2, which is the crossing over the R304 is earmarked to follow thereafter as funding becomes available.

9.8 Future Solutions Developments / Proposed Interventions

In addition to the previously identified projects additional key NMT interventions are reflected in Table 9.3.

Table 9.3: Key NMT Interventions

Non-Motorised Transport: Key Intervention and Initiatives								
	Intervention / Initiative	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Update consolidated NMT and Cycling Masterplan	Review of the consolidated NMT and Cycling Masterplan to incorporate ACT development and impacts	1	1	n/a	n/a	n/a	n/a
2.	Upgrade NMT facilities including cycle plan,	Improvements to the NMT network in rural and semi-rural residential settlements	5	1	1	1	1	1

Non-Motorised Transport: Key Intervention and Initiatives								
	Intervention / Initiative	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
	universal access improvements	located within the Stellenbosch Municipal area. This includes construction of sidewalks and NMT facilities in rural and semi-rural residential settlements located within the Stellenbosch Municipal area.						
3.	NMT link over the N1 between Klapmuts North and South	Investigation of NMT linkages enabling access between Klapmuts north and south, specifically along Groenfontein Road and a possible NMT crossing over the N1 linking residential areas south of the N1 directly with Farm 736/RE. to enable residents to the south of the N1 to benefit from the opportunities north of the N1	2	1	1	n/a	n/a	n/a
4.	Amending existing by laws	In light of the changes proposed in the National Road Traffic Act Amendment Bill existing bylaws will require updating.	1	n/a	1	n/a	n/a	n/a
5.	NMT working group	Establish the NMT working group as proposed proposed in the NMT Policy with the aim to advise Council on Identification of NMT needs and shortcomings, Promotion of NMT in the Municipal area, NMT best practices worldwide and NMT trends worldwide.	5	1	1	1	1	1

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9.9 Continued Stakeholder Engagement

The Municipality had established a NMT Working Group for the purpose of developing NMT and Cycle Plan. This working group has not been active in the recent past, but the Municipality plans to have its activities recommence in the 3rd quarter of 2023.

As part of the implementation of specific NMT, public participation process often only involved immediately affected persons. Plans are therefore underway to utilise the NMT Working Group to assist with project information sharing and consultation on all NMT projects.

The Mobility Forum is also to be reconvened in a “new format”, which will analysis based, relying on technology and sound engineering judgement for its activities. This Forum will be convened in close collaboration with Stellenbosch Municipality.

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10 FREIGHT TRANSPORT STRATEGY

This section (Freight Transport Strategy) of the report sets out to review the transportation of goods to, from, and through Stellenbosch Municipality. Firstly, an introduction and background are presented. Secondly, the objectives of the freight transport strategy are briefly outlined on national, provincial, and municipal levels. This is followed by a review of existing legislation that informs freight transport. The current realities and freight issues are discussed which includes the short-, medium-, and long-term initiatives for Stellenbosch Municipality. The initiatives summarised in Section 10.4 are discussed in more detail under Section 10.5. Lastly, in Section 10.6, some environmental challenges are presented.

10.1 Introduction and Background

According to traffic count data sourced from the 2016 CITP, around 1% of inbound traffic between 06:00 to 09:00 into Stellenbosch comprises of heavy vehicles during this period. This equates to roughly 270 heavy vehicles that travel within Stellenbosch Municipality during the morning peak periods. Freight is predominantly transported via road transport, due to the absence of a freight rail network within Stellenbosch. This means that any freight trips that are generated or attracted within Stellenbosch can only be transported via road (Stellenbosch CITP 2016-2020, 2016), therefore contributing heavily to the wear and tear of the road network infrastructure.

Currently, there is only one weighbridge in the Stellenbosch Municipal area. The Western Cape, as well as Stellenbosch Municipality law enforcement, is responsible for its operation. (Stellenbosch CITP 2016-2020, 2016). Figure 10-1 illustrates the major freight routes through Stellenbosch. These include connections between Stellenbosch and Somerset West (R44), Stellenbosch and Kuils River (R310), Stellenbosch and Klapmuts (R44 north), Stellenbosch and Brackenfell (R304), and Stellenbosch and Franschhoek (R310). Secondary routes were also identified which provide access to farming areas, supporting the transportation of agri-processing supplies (such as the delivery of bottles, and distribution of processed goods such as wine) to the Port of Cape Town for export (Stellenbosch Municipality Roads Master Plan, 2018).

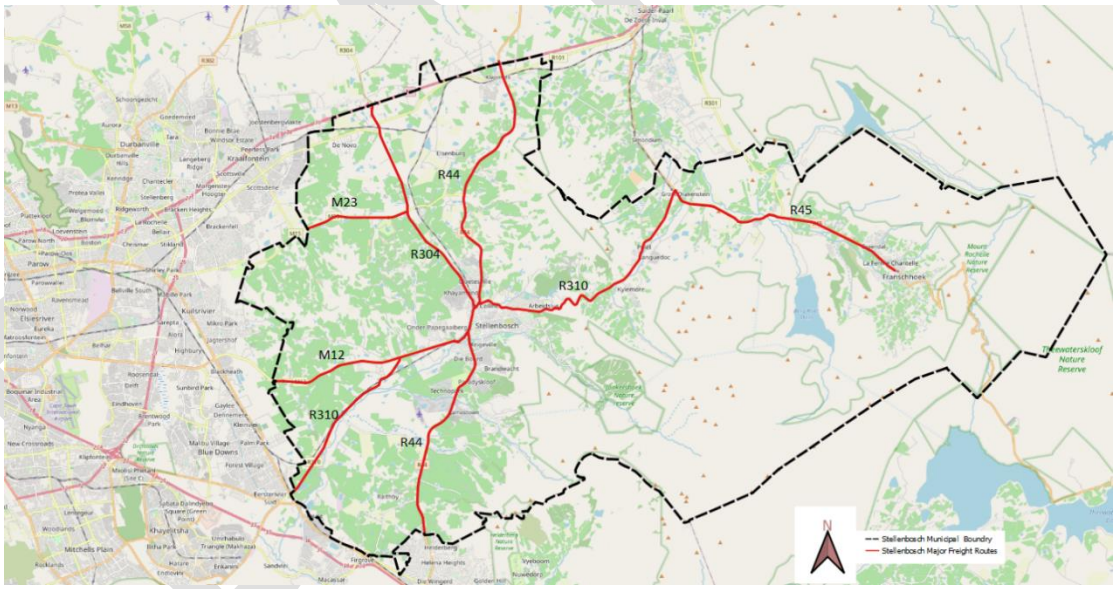


Figure 10-1: Stellenbosch Major Freight Routes

Stellenbosch Municipality is forecast to experience higher economic growth than other municipalities within the Cape Wine District, due to the manufacturing of high-value goods such as wine. Future industrial development is planned for underutilised industrial areas of Koelenhof and Klapmuts along the R101 (Stellenbosch CITP 2016-2020, 2016). The existing and future industrial areas can be seen in Figure 10-2.

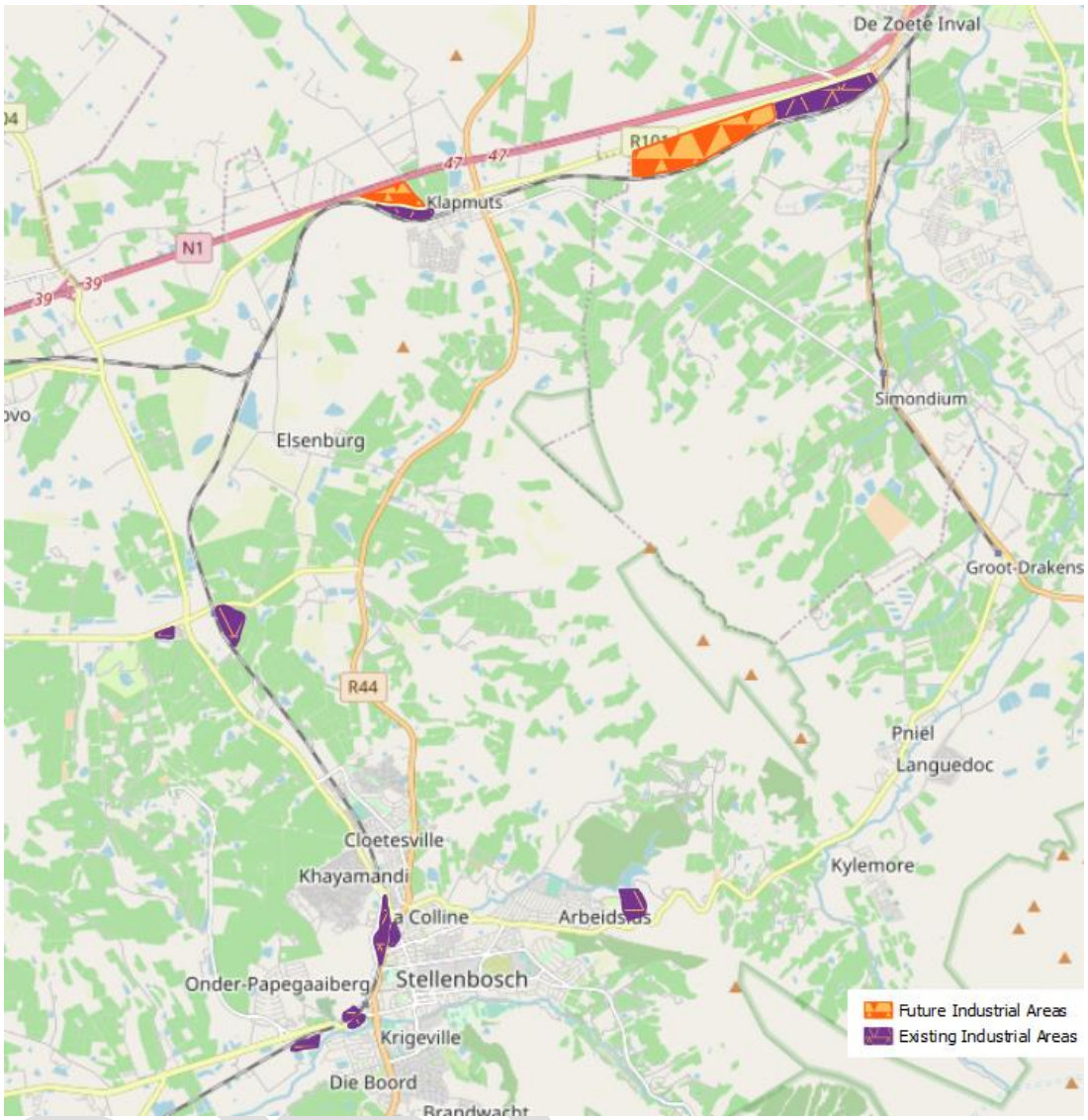


Figure 10-2: Existing and Future Industrial Areas

(Source: Stellenbosch CITP 2016-2020, 2016)

The production of wine grapes dominates the agricultural industry in Stellenbosch. This results in the generation of freight, which is a vital input for cultivation, wine production, and the transporting of the final produce (Stellenbosch CITP 2016-2020, 2016). Figure 10-3 illustrates a large concentration of agri-processing within Stellenbosch Municipality.

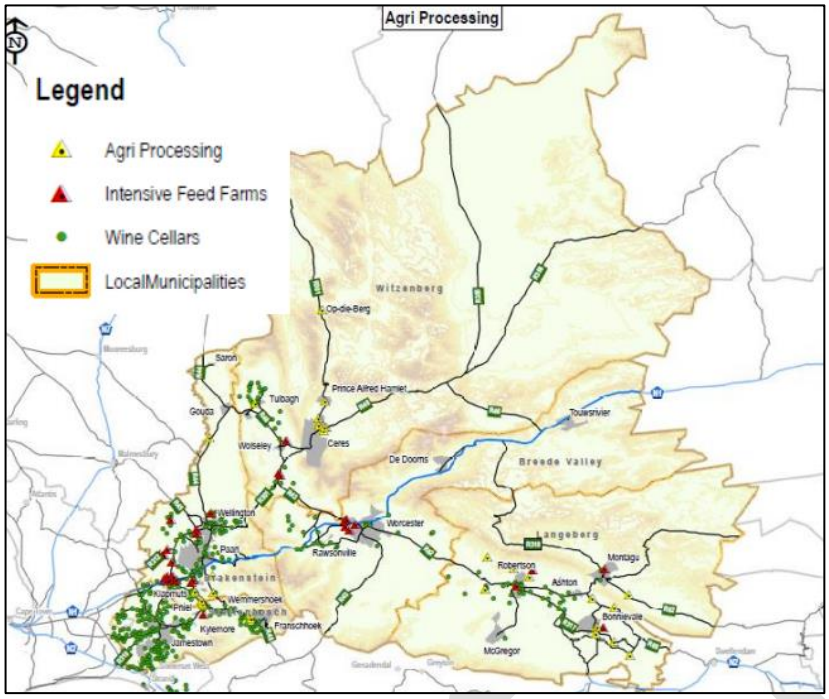


Figure 10-3: Agri-Processing within Stellenbosch Municipality

(Source: Stellenbosch CITP 2016-2020, 2016)

Most of the road-based freight within the Cape Winelands is transported on the N1. As a result, a large number of freight vehicles move from, or through Stellenbosch (Stellenbosch CITP 2016-2020, 2016).

10.2 Objectives

The development of a freight transport strategy requires the consideration of national, provincial, and municipal objectives. The following subsections present the objectives presented at different levels of government.

10.2.1 National Objectives: The National Freight Logistics Strategy (NFLS): (Department of Transport, 2015)

The objectives of the National Freight Logistics Strategy (NFLS) include the following:

- Meet demands of industry and the economy;
- Optimise total cost-effectiveness;
- Obviate cost distortions and optimise competition;
- Reduce negative externalities, safety, pollution, congestion, and infrastructure damage;
- Promote national global industrial competitiveness;
- Attract international investment;
- Actively build skills and capacity at all levels;
- Optimise use of resources – land, facilities, and infrastructure, and
- Develop sustainable systems and operations.

10.2.2 Provincial Objectives: WCG Provincial Freight Strategy (WCG, 2019)

The WCG identified five principles for the development of a freight strategy namely; 1) Freight Transport Network Efficiency, 2) Inclusive Economic Development, 3) Freight Transport Network Safety, 4) Environmental Sustainability, and 5) Cost Optimisation.

The WCG further identified seven key focus areas, where continued progress is anticipated to improvement in freight transport delivery. These areas include 1) planning, coordination, and institutional arrangements, 2) demand management, 3) modal rebalancing 4) infrastructure capacity and condition, 5) traffic management, 6) technology and innovation, and 7) data and information management.

Considering the above, the main strategic objectives of the freight strategy are to:

- Strengthen coordination of freight planning and delivery within the Department of Transport and Public Works (DTPW);
- Strengthen coordination of freight planning and delivery between the DTPW, other WCG Departments, Local Municipalities, and other external stakeholders, and
- Improve the capacity of provincial and local governments to plan, implement and coordinate freight.

10.2.3 Municipal Objectives: Cape Winelands District Integrated Transport Plan (Cape Winelands District, 2016).

Stellenbosch forms part of the Cape Winelands District. The freight needs are aligned with the transport objectives of the district. These objectives are listed below.

- To maintain the health and safety of communities;
- To facilitate sustainable economic empowerment of all communities;
- To support and ensure the development and implementation of infrastructural services;
- To provide effective and efficient support services, and
- To ensure financial sustainability.

10.3 Review of Legislation

This section discusses the various legislation and legal instruments that inform freight transport.

10.3.1 The National Land Transport Act (NLTA)

As per Section 36(2) of the National Land Transport Act (NLTA), planning authorities are obligated to develop a freight transport strategy, paying heed to national and provincial policies concerning the transportation of goods to, from, and through an area. The freight transport strategy must include and regulate the following:

- The identification of routes for moving goods to promote their seamless movement and to avoid conflict with road traffic;
- A plan for the movement of dangerous/hazardous cargo as per Section 2(1) of the Hazardous Substances Act, 1973 (Act No. 15 of 1973), by designating specific routes per the general strategy or plan which is provided for in the relevant Provincial Land Transport Framework;
- Dangerous substances are not to be transported on any other route or area except on a route so designated and indicated in an integrated transport plan;
- The failure to comply with the above-mentioned makes the relevant person(s) guilty of an offence, and
- Under the deregulation of the road freight industry effected by the Transport Deregulation Act, 1988 (Act No. 80 of 1988), planning authorities must join forces with the MEC and registering authorities mentioned in the National Road Traffic Act, to ensure the effective regulation of freight operations by implementing the operator card system stated in Chapter VI of the National Road Traffic Act, to prevent damage to the road system and to achieve the other objects of this Act.

10.3.2 The National White Paper on Transport 1996

The aim of the white paper is to provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure. It further aims to improve the level of service in such a way that will best meet the needs of freight and passenger customers as well as support government strategies for economic and social development whilst being environmentally and economically sustainable (Stellenbosch CITP 2016-2020, 2016).

10.3.3 Draft National Land Transport Strategic Framework (13 August 2015)

Freight transport has a significant impact on the national transport network. High transport costs translate to increased logistical costs. The main objective of the framework is to reduce the cost of freight logistics, influence industry behaviour while maintaining profitability. In addition, the framework aims to reduce road transport congestion, improve road safety, and reduce logistics costs by distributing freight amongst other modes (Stellenbosch CITP 2016-2020, 2016).

10.3.4 National Freight Logistics Strategy, 2005

The strategy was developed to increase the efficiency and reliability of logistical services by reducing system, and inland freight costs, thus offering the client viable modal choices (Stellenbosch CITP 2016-2020, 2016).

10.3.5 The Provincial Strategic Goals

The Provincial Strategic Goals established that the government must encourage interventions that will assist in shifting freight haulage from road to rail modes (Stellenbosch CITP 2016-2020, 2016).

10.3.5.1 The Provincial Government of the Western Cape Strategic Goal 1

The goal includes various catalytic infrastructure projects such as small harbours strategy, road network strategy, and rail network facilitation that will create more jobs and economic growth and therefore an increase in the movement of freight (Stellenbosch CITP 2016-2020, 2016).

10.4 Current Freight Challenges

Globally, there are various challenges regarding freight transport management. The main issues are listed below (Open Learning Campus: Future trends and Challenges, 2021).

- Inadequate maintenance of roads and rail infrastructure leads to expensive rehabilitation.
- Speed restrictions on poorly maintained infrastructure also leads to reduced competitiveness, especially for rail transport.
- Regulations often hinder new entrants to the transport market and limit competition. Regulations to operate and manage a fleet should be harmonised.
- Developing countries are reluctant or unable to modernise the transport sector.

There are general freight and logistics issues that are prevalent within Stellenbosch Municipality such as lack of rail freight movement, high volumes of freight vehicles that impact road maintenance budgets, and road safety issues. There are also challenges that Stellenbosch Municipality can positively address during the next 5 years to improve and optimise freight movements. Table 10.1 indicates the Municipality's short-, medium-, and long-term initiatives, as sourced from previous CITP(s).

Table 10.1: Short-, Medium-, and Long-Term Initiatives

	Short term	Medium Term	Long Term
Plans and Studies	Freight Strategy	1. Strategic Freight Network 2. Hazardous Goods Network	
Infrastructure			• Infrastructure Improvement Programme • Klapmuts truck-stop development
Service Provision		Technology Innovation	A shift from road to rail transport
Law Enforcement	Mechanisms for better law enforcement and overloading control	Mechanisms for supporting self-regulation	

The key initiatives, sourced from Table 1, are discussed in further detail in the following section. The key initiatives identified from this table are:

- Mechanisms for better law enforcement and overloading control;
- A shift from road to rail transport;
- Hazardous Goods Network, and
- Technology Innovation.

10.5 Strategic Freight Network

10.5.1 Operations

A Freight Strategy Study is currently underway, to examine the routes typically utilized by freight vehicles in, around and through the Stellenbosch Municipal Area, including Franschhoek. Analysis and engagements with interested and affected parties are being planned. The Freight Study will ultimately develop a strategic freight network for the towns of Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments.

Given the significant volumes of freight through traffic moving through the Stellenbosch Municipal Area and that fact that most of the through traffic is on Provincial routes, close liaison and cooperation will be required between the Municipality and the WCG Department of Infrastructure during this study.

10.5.2 Mechanisms for Better Law Enforcement and Overloading Control

Developments in technology allow authorities to manage traffic, including freight vehicles, with a lot more ease and less disruption to drivers (thereby lessening the impact on time and the economy). An example of a system that improves law enforcement by means of innovative technology is a virtual weigh station concept.

A virtual weigh station concept can be regarded as “Open Road Weighing” (similar to the Open Road Tolling, e-Toll being the local example) and is therefore almost a natural alternative to the conventional overload control options. A Virtual Weigh Station (VWS) is a Weigh-In-Motion (WIM) system that provides vehicle records for enforcement, traffic surveillance, and/or data collection in real-time and provides a way to unobtrusively monitor heavy vehicle traffic. The system automatically weighs vehicles as they travel at normal speeds along a roadway, classifies them based on weight and axle spacing, determines when vehicles violate regulations, produces records of heavy vehicles, and provides a display of these records on a computer with a network connection to the system. The system is made up of Weigh-in-Motion (WIM) sensors, image cameras, and automatic number plate recognition (ANPR) equipment as reflected in Figure 10-4.



Figure 10-4: Typical VWS site

Commercially available VWS systems can provide the following data:

- Vehicle class;
- Vehicle image;
- Time and date of record;
- Vehicle speed;
- Axle mass and spacing;
- GVM and legal GVM for that vehicle class;
- Equivalent single axle load (E80s) per axle;
- The overall length of the vehicle, and
- A schematic diagram of the vehicle showing loaded and overloaded axles.

When utilising VWS, two apprehension methods can be applied namely visual apprehension and silent apprehension.

When a vehicle is suspected of being overloaded, the vehicle will be requested to pull over at the next safe location and be weighed on a mobile scale. If found that the vehicle is possibly overloaded, the

vehicle will be directed to the next static weighbridge. In Stellenbosch Municipality it may not be practical to pull over vehicles, as there is only one static weighbridge within the Municipality.

Silent apprehension entails vehicles being monitored over a pre-set period of time. If found that certain vehicles are consistently overloaded, the operating company of these vehicles will be given two weeks to inform Stellenbosch Municipality of measures on how to stop the overloading trend. If the trends continue, the operator will be subject to vigorous and stringent law enforcement exercises. Every vehicle of the operator will be inspected and fines for every violation that is found can then be issued. If overloading still occurs, the licences of such vehicles can be suspended.

The actual enforcement may be an issue, as the WCG is responsible for the control of overloaded freight vehicles (WCG, 2019).

Stellenbosch Municipality will need to have further engagements with the Western Cape Provincial Government on how Stellenbosch can enforce the apprehension methods. One possibility is to develop a municipal bylaw that gives the Municipality authority to apprehend those operators responsible for overloading.

10.5.3 A Shift from Road to Rail Transport

Modal shift could play a significant role in reducing CO2 emissions. However, it should be noted that different transportation modes serve different markets. Figure 10-5 shows the carbon intensity of freight transport modes (Open Learning Campus: Decarbonization and the Green Agenda, 2021).



Figure 10-5: Carbon Intensity of Transport Modes

(Source: Open Learning Campus: Decarbonization and the Green Agenda, 2021)

Currently, there is no heavy haul rail line within the Stellenbosch Municipality, however, as stated earlier, one of the main focuses of the Draft National Land Transport Strategic Framework is to distribute freight between modes, where the Provincial Strategic Goals aim to shift freight haulage from road to rail modes.

Although rail transport is significantly less carbon intense than road transport, a shift from road to rail transport is not always possible due to different market characteristics such as distance, the value of cargo, flexibility, and inefficiencies.

Railway performance can be improved by firstly, exploring the revival of railway through concessions. Secondly by modernising management concepts by making rail a customer-orientated business. Focus should be placed on core offerings with specialisation and standardisation that lead to seamless logistics. The development of strategies that would encourage one-stop-shop logistics by offering full-service packages or collaborations could prove vital in achieving the goal of distributing freight between modes. Lastly, special planning and land use measures should be used to congregate logistics activities close to rail lines (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

Rail transport is already very efficient. However, some potential energy savings are to improve efficiency through technological enhancements in locomotive engines, improved driving techniques, optimised position of containers/cargo on the train, and the introduction of anti-idling devices logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

Figure 10-6 shows the existing rail infrastructure in Stellenbosch Municipality.

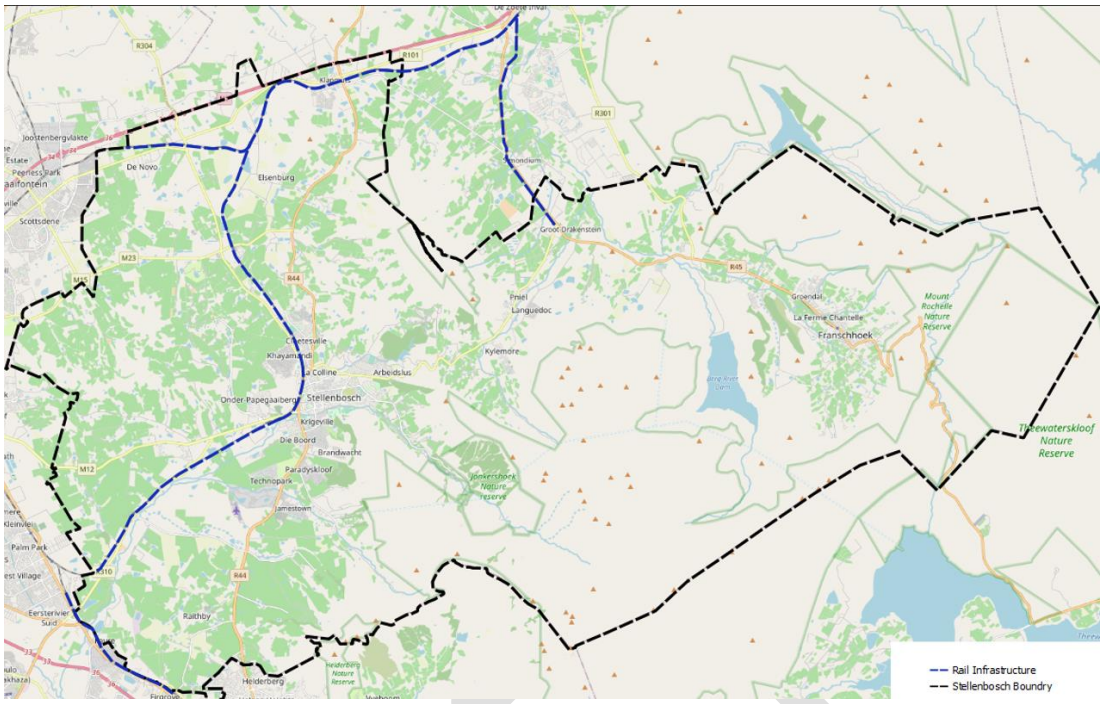


Figure 10-6: Stellenbosch Rail Infrastructure

Freight trips between 0 and 150 km are almost always cheaper when using road transport compared to rail transport (Pienaar & Vogt, 2014). This is mainly due to the high capital investment or fixed costs of rail infrastructure (roughly 75% of rail transport cost is fixed).

Stellenbosch already has existing, underutilised rail infrastructure. When comparing the major freight routes in Stellenbosch Municipality with that of the rail infrastructure (refer to Figure 10-7), it shows that the routes and the rail infrastructure intercept at 6 different locations. This creates an opportunity for intermodal transport.

By adding the existing and future industrial areas within Stellenbosch Municipality to the map (refer to Figure 10-7) this adds a layer to further illustrate where the opportunities for road and rail transport integration are located spatially.

Rail transport offers economies of fleet size and economies of infrastructure extension (Pienaar & Vogt, 2014). Rail capacity can be increased by operating longer trains, or capacity can be quadrupled when moving from a single to a double track due to the elimination of directional conflict. However, it must be noted that it would not make sense to build more infrastructure if the capacity is not warranted.

The integration of road and rail transport can possibly lead to the following benefits:

- Reduced emissions caused by the transport industry;
- Fewer heavy vehicles moving through the town of Stellenbosch;
- Reduced congestion;
- Reduced wear of road infrastructure, and
- Reduced port congestion (for exports moving from Stellenbosch to the port of Cape Town).

It must be noted that further investigation and data collection is needed to fully understand where the major freight generators are and determine the feasibility of intermodal transport within the Municipality.

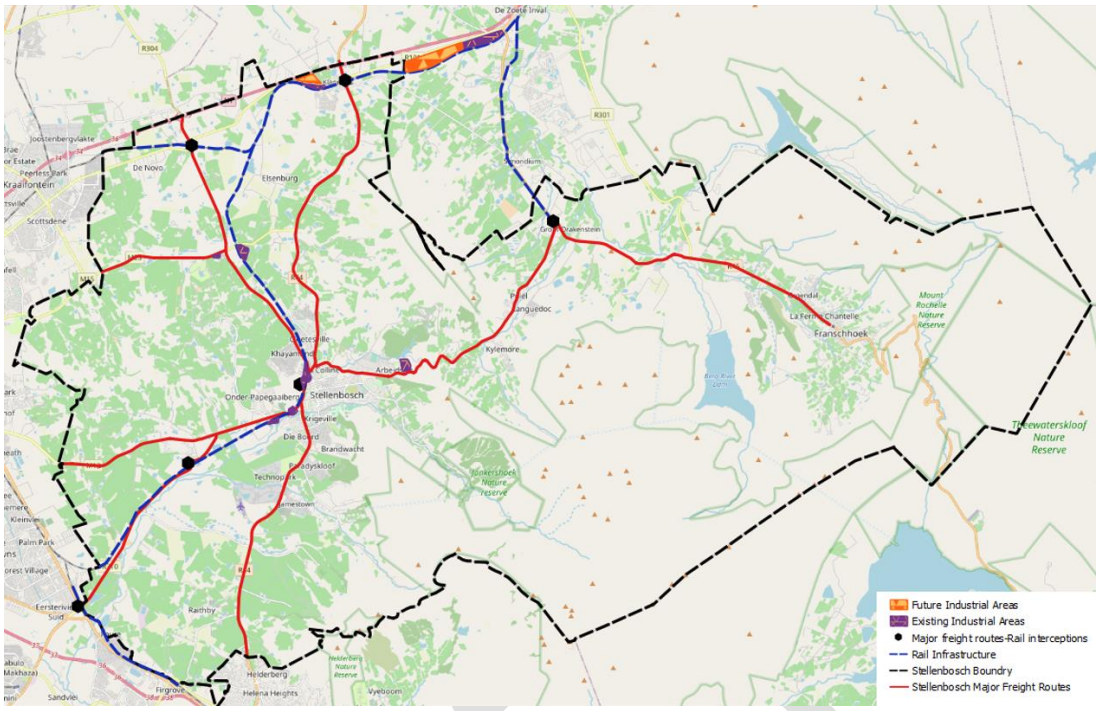


Figure 10-7: Stellenbosch Major Freight Routes/Rail Interceptions/Industrial Areas

A Freight Strategy Study is currently being done, to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area. This includes Franschhoek, which is quite adversely affected by the significant volumes of road freight traffic that goes through the town on the R45. Over-and-above doing the required analysis, engagements with interested and affected parties are also planned. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include the review of the Robertsvlei Bypass for Heavy Vehicles, as well as the proposals for the management of freight traffic in and through the municipal area.

10.5.4 Hazardous Goods Network

The transportation of dangerous goods is a specialised form of freight transport. Regulation requires that the type and classification of the hazardous cargo be displayed on the vehicle. The driver of such a vehicle is required to undergo specialised driver training. The proposed route of the vehicle must be communicated to authorities to ensure sufficient levels of safety (Stellenbosch CITP 2016-2020, 2016).

The safety of transporting dangerous/ hazardous goods can be improved by ensuring clear and comprehensive road transport legislation. The legislation should include aspects such as competitive quality licensing, which includes the financial, legal, and ethical status of the companies, the quality of the trucks, and the skills and training of the drivers. A fleet renewal financing scheme could also be implemented to ensure overall quality (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

The movement of dangerous/hazardous goods should be contained to routes with minimal contact with residential areas or areas where environmental awareness must be upheld such as rivers, wetlands, or nature reserves. The only exception should be vehicles such as fuel tankers, which in some cases need to move through residential areas to offload fuel.

Taking all the above into consideration, an example of a possible hazardous/abnormal goods network is presented in Figure 10-8.

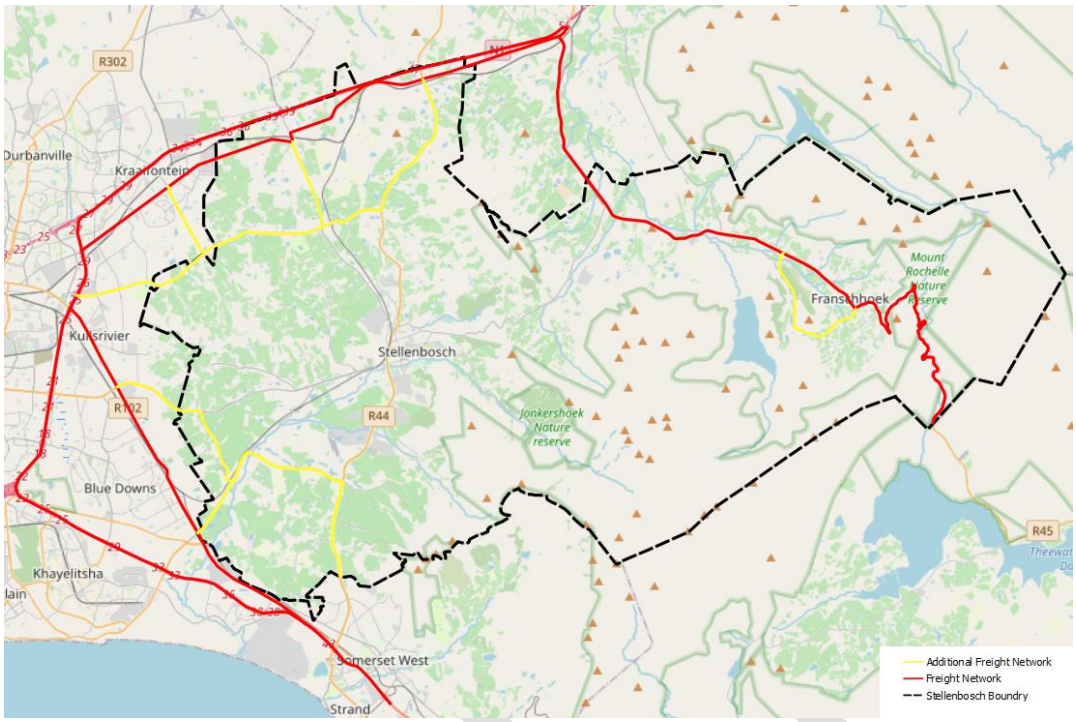


Figure 10-8: Possible Hazardous/Abnormal Goods Network

The red routes allow hazardous/abnormal loads to be moved without moving through the town of Stellenbosch. It also avoids much of the sensitive environment(s) such as farmlands, rivers, and nature reserves. The yellow routes are possible routes that can be added to the network to increase the flexibility and accessibility of the network with minimal contact with sensitive areas. The following could be possible bylaws to consider:

- No vehicles moving hazardous/abnormal goods may use the main freight routes and drive through the town of Stellenbosch (refer to Figure 10-8) between 06:00-19:00. Only vehicles (like fuel tankers) that need to offload these goods in the town will be allowed to do so, with prior consent from Stellenbosch Municipality.
- Vehicles moving hazardous/abnormal goods may use the main freight routes between the hours of 19:00-06:00.

It must be noted that further investigation will be required to assess the feasibility of a hazardous/abnormal goods network.

10.5.5 Technology Innovation

Technology can be used as a tool to improve the efficiency of freight operations. Technology enhancements now offer capabilities that can assist in operational capacity assessments, strategic planning, and environmental monitoring. By having sensors along main freight routes that continuously stream data performance can more easily be measured. Having accurate and reliable data available to all relevant parties will reduce the need for human inspection and paperwork (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

Due to changing market circumstances, transport systems must be flexible and adaptable. Technological innovations, together with their positive results are at times hindered by regulations, especially if the new technology competes with a nationalised transport system with strong political influence. Often, when deregulation takes place, technological innovation increases. It is critical to only regulate when needed (Open Learning Campus: Future trends and Challenges, 2021).

New technologies are complex, and governments cannot always implement them. Future transport systems will most likely be private initiatives or public-private partnership schemes (Open Learning Campus: Future trends and Challenges, 2021).

It may be warranted for Stellenbosch Municipality to further investigate how technology could possibly assist in the efficient and effective integration of freight modes. For example, the use of technology could assist in determining the correct and most efficient balance between the different freight modes.

One such technological innovation, which may be utilised in the future is drone technology. Stellenbosch Municipality should consider a policy for such drone deliveries.

The South African Civil Aviation Authority (SACAA) has already introduced rules, regulations, and safety precautions around Remotely Piloted Aircraft System (RPAS) (WCG, 2019). The laws cover where the drones can and cannot be operated as well as licencing requirements.

10.6 Environmental Challenges

Transport emissions account for between 12-25% of CO2 emissions. It is expected that the transport sector will grow more than any other sector leading to increased C02 emissions. Figure 10-9 shows the environmental impact of transport and logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

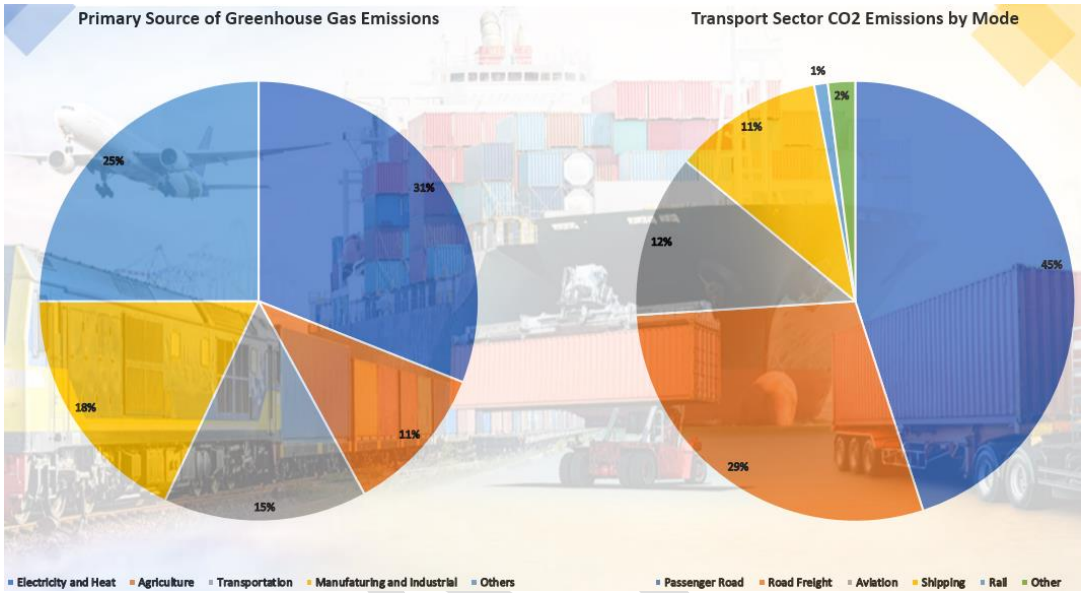


Figure 10-9: Environmental Impact of Transport and Logistics

(Open Learning Campus: Decarbonization and the Green Agenda, 2021)

Freight transport and logistics have numerous externalities, which include atmospheric pollution, noise pollution, vibration, congestion, accidents, land use and biodiversity, waste, and visual intrusion. To make logistics more sustainable in the long run, decarbonisation of the transport sector is needed. There are various ways to reduce logistical movements by avoiding the extra mile or extra-weight being transported (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

- Waste minimisation – reduce waste in logistics activities (logistic waste include aspects such as incomplete loads, badly routed deliveries, and the misuse of resources).
- Recycling –Move from a linear to a circular economy, which will reduce logistical activity.
- Digitisation and digital transformation – Reduce the amount of waste by shifting to e-books and digital documents within the sector
- Miniaturisation – Increased functionality leads to a reduction in the weight and volume of products.
- Material substitution –The development of lighter materials can lighten the loads carried and thus reduce the weight of vehicles, fuel consumption, and emission.
- Postponement – Reduce product mass by delaying the final packaging and customisations of products until they are near their final point of consumption can reduce product mass.

It is key to note that the above-mentioned processes are universal and should be adopted if possible.

Vehicle routing and scheduling can have a significant impact on emissions and cost. Vehicle routing and scheduling can assist in managing unexpected changes in customer demands, the time window for deliveries, and pick-up and congestion. The use of technology can assist in optimising time, cost, or distance. Some models can adapt to fuel use and emissions logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

Increasing vehicle utilisation increases economic and environmental benefits. Globally, around 25% of trucks run empty while around 40% are only half loaded. Some studies found that bigger operators with bigger fleets run closer to optimal capacity. Large Asset Based Carriers had 9% empty running while

Independent Carriers/Owner Operators ran up to 50% empty logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

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Table 10.2: Key Freight Intervention and Initiatives

Key Freight Intervention and Initiatives								
	Interventions/initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 1 2025/26**	**Year 1 2026/27**	**Year 1 2027/28**
1.	Mechanisms for Better Law Enforcement and Overloading Control.	The Virtual Weigh Station (VWS) is an innovative technology for traffic management, specifically for freight vehicles. It operates as an "Open Road Weighing" system and acts as an alternative traditional overload control methods. The VWS weighs vehicles in motion, classifies them based on weight and axle spacing, detects violations, records heavy vehicles, and displays the information on a computer through a network connection. The system consists of WIM sensors, image cameras, and ANPR equipment. This technology provides real-time data for enforcement, surveillance, and data collection, making it easier for authorities to manage traffic with less disruption to drivers and less impact on time and the economy.	2	n/a	1	1	n/a	n/a
2.	A shift from Road to Rail Transport.	The modal shift from road to rail transport can play a crucial role in reducing CO2 emissions. However, different transport modes cater to different markets and there is no heavy haul rail line in the Stellenbosch Municipality at present. The Draft National Land Transport Strategic Framework focuses on distributing freight between modes, with the goal of shifting freight haulage from road to rail. Stellenbosch already has underutilised rail infrastructure that intersects with major freight routes at 6 different locations, creating opportunities for intermodal transport. The addition of existing and future industrial areas within the Municipality to the map further highlights the potential for road and rail transport integration (see Figure 10-7 in the section).	5	1	1	1	1	1
3.	Hazardous Goods Network.	Transporting dangerous/hazardous goods is a specialised form of freight transport that requires clear and comprehensive	2	n/a	1	1	n/a	n/a

Key Freight Intervention and Initiatives								
	Interventions/initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 1 2025/26**	**Year 1 2026/27**	**Year 1 2027/28**
		road transport legislation for improved safety. The legislation should include competitive quality licensing, fleet renewal financing, and driver training. The movement of these goods should be contained to routes with minimal contact with residential areas or sensitive environments such as rivers, wetlands, and nature reserves. An example of a hazardous/abnormal goods network is presented in Figure 8 of the section, where red routes allow for transportation without moving through the town of Stellenbosch, while yellow routes increase the network's flexibility and accessibility with minimal contact with sensitive areas.						
4.	Technology Innovation.	To enhance the effectiveness of freight operations, technology can be leveraged as a tool. Advancements in technology now provide the ability to evaluate operational capacity, plan strategically, and monitor the environment. Therefore, the Stellenbosch Municipality should consider investigating how technology can assist in the efficient integration of freight modes. For instance, technology can help determine the optimal balance between different freight modes. Drone technology is one such innovation that may be utilised in the future, and the Municipality should consider a policy for drone deliveries.	1	1	n/a	n/a	n/a	n/a

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11 OTHER TRANSPORT RELATED STRATEGIES

11.1 Introduction

This Chapter deals with other transport strategies which relates to Law Enforcement, Safety & Security which includes Traffic Safety, Tourism, Fire services and Disaster Management, and finally an additional section which specifically highlights the need for a Communication Strategy which deals with Transportation to enable the move to NMT and also to improve transportation safety and security.

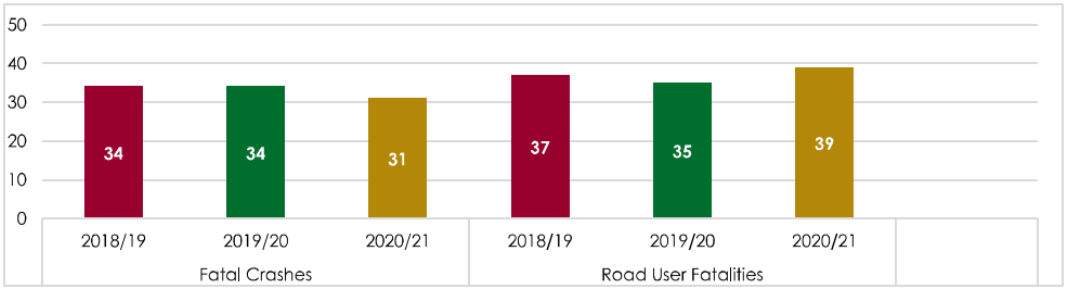
Whereas Transport leads this CITP, it is critical to understand that most municipal stakeholders have a vested interest in safe and secure mobility and public spaces; and that most will benefit from increased use of public transport and reduced congestion in Stellenbosch.

For this to be successful, continued stakeholder engagement is key. It is therefore important to explore within the Municipality the contribution that each department can make to these shared objectives, and to include Community Development; Spatial Planning and Land Use Management, Fire Services, Traffic Services; Traffic Administration; Law Enforcement and Security Services; By-Law Enforcement; Sport and Parks and Recreation; and Environmental Management in the further revision of this CITP in future.

Roads and Storm water, solid waste management and Electricity Services are also important. Waste management plays an important role in keeping public spaces, sidewalks and road reserves clean and free of litter. Neighbourhood revitalisation should have safety and security at the core of its plans. Local Economic Development and Tourism is co-dependent with Transport in this endeavour, as neither can achieve its objectives without providing safe and secure facilities and public spaces.

11.2 Law Enforcement

According to the WCG Socio-economic profile for Stellenbosch the number of road fatalities decreased from 34 in 2019/20 to 31 in 2020/21. The number of fatal crashes decreased from, 35 to 39 for the same reference period - refer to Figure 11-1. Restrictions on the sale of alcohol and limited personal movement due to COVID lockdowns resulted on a decline in cases from 236 in 2019/20 to 164 in 2020/21.



Source: Western Cape, Social – Economic Profile 2021

Figure 11-1: Fatal Crashes and Road User Fatalities

Stellenbosch Municipality has built a reputation for relatively strict traffic law enforcement. The fixed speed cameras and diligent enforcement of speeding are inter alia important contributors to this situation. As the law enforcement department is key to the enforcement of traffic by-laws, it is important that proper engagement with them be undertaken to define their issues and to develop strategies to address them.

The Safety Strategy of the Stellenbosch Municipality has been reviewed to adapt to the changing environment of crime in its area of jurisdiction. The action plan which follows the Safety Strategy, has 3 phases which were all implemented. This included the installation of Licence Plate Recognition cameras (LPR) at all main entrances and exits to Stellenbosch and Franschhoek towns. These are also supplemented in residential areas. The Municipality also continuously invest in CCTV and the CCTV Masterplan is continuously updated to accommodate new needs and investments.

These strategies and projects relate to general crime prevention, and it is proposed that these strategies be supplemented with specific focus to public transport interchanges, Public Transport routes, NMT routes and cycling routes, also with respect to lighting, CCTV and crime reporting.

11.3 Safety and Security

11.3.1 Introduction

Unsafety and fear of crime are important barriers to the use of public transport and public spaces. Perceptions of safety are an essential lever for individuals and groups to embrace public transport and non-motorised transport, by choice rather than of necessity. It is not possible to address unsafety without responding to perceptions of unsafety; users of public space often think they are unsafe when they are relatively safe, and vice versa.

Safety and security should be seen as a transversal issue that aims to enable accessible, safe and affordable transport for all. Safety and security objectives are identified to strengthen interventions in the CITP aimed at both:

- Security, being protection against known and perceived risks and threats to people and property, and
- Safety, being the achievement of a state in which there is less need for security, with reduced perceptions of vulnerability and fear.

Thus, they must both be safe and feel safe to let go of their sense of unsafety. It is therefore important to provide security cover where necessary, in the form of visible policing and rapid response to incidents, but equally so to manage transport hubs and public spaces to be most conducive to safe navigation.

The inclusion of safety and security in the CITP aligns with the sustainable transport approach and the promotion of public transport. Safe and secure transport will also facilitate equitable and safe access to opportunities for study, work and leisure. It should be seen as contributing to the general wellbeing of a flourishing town.

11.3.2 Objectives

Objectives of a collaborative and sustainable Safety and Security approach:

- Reflect and respond to the status of safety and security in the Municipality;
- Align actions to mandates of diverse municipal and external stakeholders;
- Apply a gendered lens to the use of public space and public transport;
- Spotlight special needs, for instance people with disabilities and elderly people, families;
- Respond transparently to barriers to effective intervention to achieve safety and security;
- Ensure that municipal officials understand what makes public space and public transport safe;
- Support integrative safety and security operations;
- Create feedback loops that sol;
- icit information from users and are responsive to that information, providing updates on safety interventions, in the process creating and sustaining a trusting relationship between the Municipality and users, and
- Explore technology-based interventions (other than CCTV), for instance reporting tools that capture lived experience, safety audits.

11.3.3 Traffic Safety and Security

In the formulation of a safety and security strategy within the CITP, many cities take their lead from law enforcement and regard CCTV systems as the go-to intervention. This is arguably the most expensive way of addressing problems of insecurity and it does not necessarily deliver value against cost. In many instances, the cost of the system cripples the ability of the Municipality to address issues such as lighting and visibility, safe and clean sanitation (particularly for women), access control, walkability of sidewalks and pathways, signage, reporting systems and in-person responses. These should be considered as the essentials of a safety and security plan. Analysis of the findings or existing surveillance systems can provide insights into where best planning, design, infrastructure, management and maintenance budgets should be applied, for the greatest safety returns.

Law enforcement and traffic safety and security, as well as by-law enforcement are obviously at the centre of delivery of day-to-day safety and security services.

As in most urban areas, traffic safety and security are a huge concern. With many students and commuters moving on foot and bicycle, the conflict between them and road vehicles is high. Pedestrians

are also often involved in road accidents on the rural road sections linking the different nodes of Stellenbosch. Reducing this conflict and making all roads safer for NMT is a challenge that requires better co-ordination with the provincial road authority who manages large sections of these roads. The maintenance of lighting on some provincial routes has been mentioned as an issue warranting attention and the creation of an MOU between the Municipality and the province should be pursued.

The second major concern is the safety and security of (especially) women and children who are using public transport. Whilst upgrades are being undertaken at taxi ranks to improve lighting, CCTV, visibility of law enforcement, higher quality and gender segregated bathrooms, much can still be done. Upgrades to the accommodation of informal trading are also generally considered necessary.

There is a perception that taxis are not safe; they are used by those who have no alternative, rather than those who can choose. To improve public transport, there should be a system in place to encourage taxi drivers and owners to improve their services. A system such as the blue dot and red dot system enforces compliance. A reward system will incentives taxi drivers who are compliant and also give incentive to those who use taxis to encourage more people to use public transport. From a stakeholder engagement perspective minibus-taxis do not have a good reputation, both within the Municipality and with external stakeholders, users and potential users. There is suspected taxi extortion taking place at ranks, where rival associations hold taxis with passenger's hostage until a release fine is paid. This is a criminal violation rather than breach of by-law and must be addressed by SAPS, who must also be engaged in this plan.

This safety and security approach requires sustained multi-disciplinary engagement, both within municipality and beyond, including civil society organisations and networks who either impact safety and security or are negatively impacted by unsafety. It is premised on the notion that everyone is and should be useful in achieving safety, with each stakeholder bringing different skills, experiences and knowledge to bear. The approach enables stakeholders to cast a safety lens on their area of work.

While a diverse group of stakeholders have been engaged through this process, it is not exhaustive. Consultation process should continue, recruiting participation in all stages of planning and implementation. Safety must be woven into the system that aims to transform the Municipality over time while protecting existing and new assets through activation of public space in a prosocial way, preventing vandalism, littering, illegal dumping, stimulating greater compliance with by-laws and reducing criminal activity overall.

Safety and Security: Key Intervention and Initiatives								
	Interventions/ initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
1.	CCTV	Implementation of safety initiative to reduce crime in the area. The community members identified the need for LPR cameras and has indicated where the cameras should be placed: • On the c/o Vlaeberg /R310 Baden Powell Road, • On the c/o Vlaeberg Road/Polkadraai Road on the M12	5	1	1	1	1	1

Safety and Security: Key Intervention and Initiatives								
	Interventions/ initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
		• c/o R44 and Winery Road • c/oWinery Road and M9 • c/o Watson Road close to to Winery Road						
2.	Neighbourhood Watch Equipment	To provide assistance to all registered neighbourhood watches in the Greater WC024, to issue them with safety equipment to combat crime in neighbourhoods. Support and finance purchase of neighbourhood watch equipment.	5	1	1	1	1	1

11.4 Tourism

Both CBD areas of Stellenbosch town and Franschhoek are tourist hubs for local and international visitors. In Stellenbosch, tourists are attracted to the central area of the town (primarily around Dorp Street) due to the Cape Dutch buildings, heritage museums, and restaurants overspilling into the streets. The same can be said for Franschhoek Main Road. The road infrastructure of Stellenbosch town centre is narrow and in some places lei water channels limits the mobility of large vehicles. Coach (tour) buses can often be found transporting groups of tourists to and from Stellenbosch town.

Operations often include bringing large groups into town from outlying areas such as Cape Town to tour Stellenbosch for the day. This leaves the tour buses idle for most of the day and with limited to no parking facilities for these large vehicles, which contributes negatively to the movement of general traffic within the town.

In 2018, SMEC South Africa conducted the Stellenbosch and Franschhoek CBD Tour Bus Study for the Stellenbosch Municipality. The study found that since the CBD of Stellenbosch town is already well developed, tour bus parking facilities will have to be accommodated at existing properties. The following two potential areas where identified:

- The existing parking facility at Stellenbosch rail station, and
- Parking adjacent to Bloemhof High School.

For Franschhoek, one vacant area (zoned as commons) was identified as a potential parking facility for tour buses, namely:

- An open area opposite the Huguenot Monument

The Tour Bus Study also recommends that funding should be set aside for the planning, detail design and implementation of the four proposed facilities (the study does provide a costing of each intervention). Upgrading of existing facilities is also required as well as the retention of the existing on-street parking bay which is used as a drop-off and loading facility for tour buses at the Village Museum in Stellenbosch.

The Stellenbosch municipal area is one of the most scenic areas in South Africa and tourism is (and should) be a very important industry. It can have huge economic benefits for everyone, the challenge, however, is to optimise facilities, such as pedestrian accommodation, wherever required for tourism. It is therefore important to have adequate co-operation between the Tourism organisations and the Municipality in this respect. The concept of feedback loops between stakeholders has been mentioned, also in reference to the tourist needs of Franschhoek.

For this revision of the Stellenbosch Municipality CITP, the project team proposes that the four listed interventions for both Stellenbosch and Fanschhoek be investigated further to determine the feasibility thereof.

Tourism: Key Intervention and Initiatives

	Interventions/ initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Stellenbosch - Tour Bus Parking Facility 1	Upgrading the existing parking facility at Stellenbosch rail station						
2.	Stellenbosch - Tour Bus Parking Facility 2	Formalising the parking facility adjacent to Bloemhof High School						
3.	Franschhoek - Tour Bus Parking Facility	Formalising the open area opposite the Huguenot Monument						

11.5 Universal Access

There can be little doubt that everything possible should be done to provide universal access in Stellenbosch. It was considered that the Stellenbosch Disability Network should be included in the process as they can help to understand the types of disability, challenges that people living with disability have in terms of transport and how they would like to participate in the process.

Special needs passengers are generally not well catered for in South Africa's the public transport systems. Public transport infrastructure provision, including non-motorised transport, has until recently not been designed and constructed in such a way that the needs of people with disabilities have been catered for.

Lack of physical access, both to and within the built environment, is a major factor contributing to the ongoing exclusion of people with disabilities from mainstream society and using public transport. The accessibility of the built environment concerns how easily, safely and equally people with special needs or impairments can use buildings, facilities and public spaces. Physical and other barriers discriminate against some people by not allowing them to move freely and independently within their built surroundings (SAHRC, 2002).

11.6 Fire Services and Disaster Management

The provision of fire services and adequate response to disaster situations should not be neglected. The fire services indicated that there are informal settlements in Kayamandi where it is difficult for them to access and to respond timeously and effectively. Azania informal settlement is one of these settlements where the road system must be reviewed as it cannot be accessed by fire trucks.

It is considered that there is a lack of planning in these informal settlements, and even after there has been a severe fire, the dwellings have been reconstructed at the same density, without demarcated routes for vehicles, nor fire breaks. It was stated that in 2013, around 1000 shacks burnt down resulting in the Municipality giving each owner a fire kit worth R9000. There are allegations that some residents

start fires intentionally to receive the fire kit (this pattern is mostly observed during the festive season, which does coincide with the fire season).

11.7 Transport Communication Strategy

11.7.1 Motivation

Communication underpins the ability of the Municipality to be a good partner to achieve the objectives it shares with those who live in, travel through, visit and use it. Being a good partner is essential to mutual trust. Throughout South Africa and indeed in many municipalities across the globe, there is a deficit of trust, and this makes it harder for the Municipality to make decisions, deliver services, and offer new services. Communication mechanisms should promote integration across diverse municipal departments. This will allow the Municipality to unite in communications that bring back hope in communities by leading a shift in attitudes and behaviour in the community to encourage active citizenry in support of CITP objectives. Many community members are frustrated and feel hopeless because of poverty, inequality, crime, violence and latterly of the impact of COVID-19. Communities live with high levels of trauma and uncertainty, often looking for interventions that have an individual rather than a generalized impact. This is a challenge for resource-strapped municipalities, where demand often exceeds capacity to deliver.

The CITP should be supported by a communication strategy that aims to shift attitudes and behaviour of (municipal officials and) community members who:

- Believe themselves to be dependent on their private vehicles to move around Stellenbosch, and those who regard private vehicles as the aspirational mode of transport in Stellenbosch;
- Believe that public transport cannot be safe and that they have no agency in making it safer;
- Have never used public transport (in Stellenbosch) including public officials;
- Don't understand the links between infrastructure, maintenance, reliability, predictability, and safety (particularly of women);
- Vandalize infrastructure without understanding the impact of their actions on their safety and the safety of their communities;
- Do not to come forward with information about those who vandalize infrastructure (because they don't believe it will make any difference/are frightened of reprisals);
- Who do not know their way around Stellenbosch and are easily lost in the city, and
- Who can help by understanding the importance of making spaces safer for women.

11.7.2 Communication Actions/interventions

The following transport communications actions / interventions are proposed:

- Establish feedback loops with community members, particularly targeting women, who are both more vulnerable because they are women and because they are more likely to be traveling with children, the elderly, people with disabilities. They are also more likely to have routines and use routes that place them at greater risk than men. Women are also more likely to be aware of risk factors, and to have information that will be useful to the Municipality. Hypothesis: If the city is safe for women, it will be safe for everyone.
- Promote the convenience of public transport routes, cycle lanes, pedestrian precincts.
- Engage taxi associations, drivers and marshals to understand how their own behaviour can assist in increasing the user base of taxis. Develop a campaign with the associations for expansion of their user base; negotiate rules of engagement. Implement a rapid reporting and response for issues at taxi ranks and taxis. Introduce gender sensitive principles and behaviour (#notinmytaxi) and an understanding of vulnerabilities of women in the city.
- Disseminate materials (for instance in taxis, at transport hubs, in municipal offices and service points) about the benefits of public transport and NMT.
- Engage senior municipal officials to use and communicate about public transport and NMT (lead by example).
- Publish principles, findings, recommendations, and responses generated by communications processes in municipal media.
- Insinuate issues of women's dignity, safety and freedom of movement into municipal messaging.

- Use social media to promote interpersonal safety on public transport in Stellenbosch.
- Convene discussions focused on ways in which increased demand for public transport will improve public transport.

The Municipality will only achieve sustainable behaviour change by collaborating (rather than just consulting) with service providers and communities and enabling them to take on the responsibility of making their spaces safer as key partners. When communities do not understand the complexity of safety, they will continue to allow their spaces to be used for unsafe activities. Only when communities are equipped and empowered, they will understand their role in ensuring their environments are safe for all.

Transport Communication Strategy: Key Intervention and Initiatives								
	Interventions/ initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
1.	Transport Communication Strategy	Section 11.7.2	5	1	1	1	1	1

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12 FUNDING

12.1 Current Funding Sources

12.1.1 National Allocations

Public-, Private-, Freight- and NMT in all its facets (planning, construction, implementation, monitoring, upgrading, operations and maintenance) is the responsibility of the Stellenbosch Municipality and is enshrined in the Constitution. In a country where public funds are limited, transport has to complete with other basic amenities that government should be able to provide to its citizens. This includes, amongst others, housing, water, sanitation, education and health facilities.

The Division of Revenue Act (DoRA) allows funds to flow from National Government to Provincial Government, Metropolitan and District Municipalities and even Local Municipalities.

The flow of funds is broadly categorised as follows:

- Equitable share;
- Expanded Public Works Programme Integrated Grant for Municipalities;
- Integrated National Electrification Programme (Municipal) Grant;
- Local Government Financial Management Grant, and
- Integrated Urban Development Grant.

The allocation from National Government for the Stellenbosch Municipality for the MTEF period is indicated in Table 12.1.

Table 12.1: National allocations to Stellenbosch Municipality

National Allocations				
National Allocations ('000)	**2022/2023**	**2023/2024**	**2024/2025**	**Total**
Equitable share	R179 634	R196 720	R215 547	R591 901
Expanded Public Works Programme Integrated Grant for Municipalities	R4 928	-	-	R4 928
Integrated National Electrification Programme (Municipal) Grant	R28 350	R6 000	R6 269	R40 619
Local Government Financial Management Grant	R1 550	R1 550	R1 550	R4 650
Integrated Urban Development Grant	R65 747	R42 114	R43 821	R151 682
Total	**R280 209**	**R246 384**	**R267 187**	**R793 780**

Over the MTEF period, the majority of the allocations is received from the equitable share (75%) and the Integrated Urban Development Grant (19%). In total SM will be receiving almost R 800 million from National Government over the MTEF period. The Integrated Urban Development Grant is most likely a combination of the Urban Settlement Development Grant and the Integrated City Development Grant. The total for the Integrated Urban Development Grant for the MTEF is R 151 million, or 19% - within these allocated funds, public transport still needs to compete with roads, water, energy, housing and land acquisition and development.

The Public Transport Network Grant, which is specifically earmarked for the planning, implementation and operations of the approved Integrated Public Transport Network in a Planning Authority, is currently not allocated to SM as it is not one of the Cities that is eligible for this grant. Cities of similar size as Stellenbosch that is currently receiving a share of the PTNG includes George and Mutsunduzi.

The Public Transport Network Grant (PTNG) grant has been in place for a number of years, and within this time, it has changed its name a few times. Originally it was called the Public Transport Infrastructure and Systems Grant (PTISG) and intended only for supporting capital expenditure to establish new transport systems in line with national Department of Transport (NDoT)'s Public Transport Strategy and Action Plan.

It was initially thought that the new Bus Rapid Transit (BRT) systems would not have big operating deficits. However, as projects have been implemented, it has become apparent that there are significant

operating deficits to be expected. The conditions of the PTISG were then relaxed to allow the grant to be used to cover some of the operating deficits.

To reflect this change, the grant was split into two, namely:

- Public Transport Infrastructure Grant (PTIG) – for capital items, and
- Public Transport Network Operating Grant (PTNOG) – for certain operating items.

However, this made it difficult to switch money between the two and so the two grants were amalgamated again into one grant – called the Public Transport Network Grant (PTNG) – but with two 'components' – a 'Network Operations Component' and a 'Network Infrastructure Component'. This is the current shape of the grant in the latest version of the Division of Revenue Act.

The Department of Transport can consider a city for the PTNG, but the City must apply in accordance with the guidelines as contained in the DoRA, Grant Schedule 5, Part B.

12.1.2 Provincial Allocations

The WCG provides allocations to local authorities in the Province per line function which in indicated in Table 12.2.

Table 12.2: Provincial allocations to Stellenbosch Municipality

Provincial Allocations					
WCG Departments and funding ('000)	**2022/23**	**2023/24**	**2024/25**	**Total**	**Percentage**
Cultural Affairs and Sport	**R14 112**	**R11 629**	**R12 151**	**R37 892**	**22,3%**
Community Library Services Grant	R14 112	R11 629	R12 151	R37 892	
Development of sport and recreational facilities					
Environmental Affairs and Development Planning	**-**	**-**	**-**	**-**	
RSEP/VPUU municipal projects					
Department of Local Government	**R38**	**R38**	**R38**	**R114**	**0,1%**
Community Development Workers Operational Support Grant	R38	R38	R38	R114	
Human Settlements	**R35 890**	**R58 003**	**R33 900**	**R127 793**	**75,3%**
Human Settlements Development grant (Beneficiaries)	R15 040	R30 823	R27 900	R73 763	
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)	R20 850	R27 180	R6 000	R54 030	
Provincial Treasury	**R256**	**R245**	**R249**	**R750**	**0,4%**
Capital Building Grant	R256	R245	R249	R750	
Western Cape Financial Management					
Transport and Public Works	**R495**	**R495**	**R1 122**	**R2 112**	**1,2%**
Financial assistance to municipalities for maintenance and construction of transport infrastructure	R495	R495	R495	R1 485	
Integrated transport planning			R627	R627	
District Municipality	**R1 020**	**R0**	**R0**	**R1 020**	**0,6%**
Safety Initiative Implementation-whole of society (WOSA)	R1 020			R1 020	

Provincial Allocations					
WCG Departments and funding ('000)	2022/23	2023/24	2024/25	Total	Percentage
Total	**R51 811**	**R70 410**	**R47 460**	**R169 681**	**100,0%**

The majority of the funds is allocated by the Human Settlements Department (75%), followed by the Cultural Affairs and Sport (22.3%). The provincial department of Transport and Public Works contributes about R1.5 million for maintenance and construction of transport infrastructure and R0.6 million for integrated transport planning.

In addition to the allocations indicated in Table 12.2, there are Provincial Departments that are directly involved in projects in the SM. The budgets, per department, are indicated in Table 12.3.

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Table 12.3: Provincial Infrastructure Projects and Programmes – MTEF Period 2022/23 - 2024/25

Provincial Infrastructure Projects and Programmes												
Provincial Department	Number of Projects	Value (all amounts rounded to R'000)					MTEF Totals	Progress Rating				
		Infrastructure Transfers - Capital	New or Replaced Infrastructure	Non - Infrastructure	Rehabilitation, Renovations and Refurbishment	Upgrading and Additions		2022/23	2023/24	2024/25	2025/26	2026/27
Education	2	R0	R90 000	R0	R0	R0	R90 000	n/a	n/a	n/a	n/a	n/a
Health	10	R0	R0	R9 826	R27 647	R2 662	R40 135	n/a	n/a	n/a	n/a	n/a
Human Settlements	14	R189 883	R0	R0	R0	R0	R189 883	n/a	n/a	n/a	n/a	n/a
Transport and Public Works	12	R0	R0	R0	R1 127 553	R0	R1 127 553	n/a	n/a	n/a	n/a	n/a
Total	**38**	**R189 883**	**R90 000**	**R9 826**	**R1 155 200**	**R2 662**	**R1 447 571**	n/a	n/a	n/a	n/a	n/a

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Of the 38 projects that the WCG is involved with in SM, 12 are the responsibility of the Transport and Public Works Department. The infrastructure and capital projects listed in Table 12.3 are in various stages of implementation, with certain projects in the planning phase, some in implementation (construction in progress) phase and some in close-out phase of the project.

The Provincial Department of Transport and Public Works will provide in the order of R 1.1 billion over the MTEF period for rehabilitation, renovations and refurbishment projects.

The detail of the Provincial Department of Transport and Public Works expenditure can be found in Table 12.4.

Table 12.4: Provincial Department of Transport and Public Works Investment Projects and Programmes

Provincial Department of Transport and Public Works - Infrastructure Investment				
Depart-ment	**Nature of Investment**	**Project ID**	**Project Name**	**MTEF TOTALS ('000)**
Transport and Public Works	Rehabilitation, Renovations & Refurbishment	206038	C1092 Somerset Westr - Stellenbosch	R1 000
		198138	C1151 Kuils River-Stellenbosch	R1 000
		3914	CW DM Reseal	R14 200
		206160	C1217 Reseal Stellenbosch - Pniël (Helshoogte Pass)	R22 000
		187000	Modernisation Elsenburg - Main Building Phase 2 (Labs)	R45 422
		196759	C1151 PRMG Kuils River-Stellenbosch	R64 000
		3926	CW DM regravel	R84 400
		3929	CW DM regravel	R97 960
		180626	CYCC - Lindelani	R125 571
		196758	C1150 PRMG Helshoogte Rd - Franschoek	R142 000
		24950	C914 Spier Road Phase 3	R245 000
		196018	C7492 Reconstruct Road - Franschoek	R285 000
TOTAL		**12**		**R1 127 553**

With the exception of the modernisation of the Elsenburg main building (R 45 million) and the Lindelani Child Youth Care Centre (R 125 million), the majority (85%) of the projects and programmes of the Provincial Department of Transport and Public Works is allocated to transport related projects over the MTEF period. These funds are allocated to road infrastructure improvement projects.

12.2 Funding objectives

The Municipal Finance Management Act (2003) (MFMA), together with the Municipal Systems Act (2000) (MSA) ensure that municipalities' priorities, plans, budgets, implementation actions and reports are properly aligned. The Acts identify the main components of the financial management and accountability cycle and how they ought to be aligned. In this regard, the following are applicable:

- The Integrated Development Plan (IDP) sets out the Municipality's goals and development plans, which need to be aligned with the Municipality's available resources. Council adopts the IDP and undertakes an annual review and assessment of performance based on the annual report.
- The three-year budget sets out the revenue raising and expenditure plan of the Municipality for approval by council. The allocation of funds needs to be aligned with the priorities in the IDP.

It is therefore a legal requirement that financial implications for the IDP (and thus its sector plan the CITP) are reported over a three-year period, summarising the capital projects along with their respective budgets. These are planned to be executed over the three-year MTEF period. Projects over the

remaining term of the CITP are considered on their merits annually and reported on in subsequent reviews.

Operating budgets for the Stellenbosch Municipality should be reported on an annual basis per directorate.

As the quality of the public transport system increases the recurrent funding needs will grow. Stellenbosch Municipality will require additional funding to address backlogs in the maintenance, upgrade and preservation of the road network and provide for effective freight movement.

Funding is becoming increasing problematic in the current environment where the economy has contracted substantially mainly due to sluggish growth due to Government Policies, state capture and more recently the impact of the COVID-19 pandemic. During the hight of the pandemic (2020, hard lockdown) government had to re-prioritise and re-allocate funds to cover for the costs of fighting the pandemic. This has led to major cuts in all budgets, and the transport sector, and specifically the public transport sector was not spared. All indications are that the South African economy will take years to recover to pre-pandemic levels.

Authorities are required to improve their public transport offering, despite the funding challenges that is brought about by the economy. This is a tough ask, and additional funding sources will have to be sourced, in addition to the diminishing available resources (mainly obtained from national grants).

The objective is for the Stellenbosch Municipality to actively explore and participate in efforts to access additional sources of funding. The following funding sources should be explored:

1. Revenue from Local Sources

   Various studies have been done in City of Cape Town and the City of Johannesburg on alternative sources of local revenue. Sources such as bulk development contributions, increased vehicle licencing fees, increased parking fees, as well as smaller sources such as traffic fines and advertising revenue have been explored.

   Much has been written about the allocation of a part of the fuel levy to the authority where the fuel is sold as an additional source of funds to specifically invest in roads and transport. It is unlikely to happen for reasons mentioned in Section 12.2.3.1.

   It is understood that a new Local Business Tax and an expanded share of the fuel levy continuous to be pursued through the South African Local Government Association (SALGA).

   Congestion charging is another potential source, and also serves as a TDM measure. The most recent example of congestion charging is in London. This can be an effective tool to change traveling patterns and modal choices. However, crucially a viable alternative has to be in place. It works in London because of the availability of one of the best public transport systems in the world.

   A city-wide tax on non-residential parking bays should also be explored, including an additional tax on full time students that owns a car. The Stellenbosch Municipality should engage with Local Chamber of Business as well as the US to explore this income source further. It would constitute a tax on owing a vehicle.

2. Grant Funding

   Significant grant funding through the Public Transport Network Grant is made available to Cities that are planning and/or implementing and Integrated Public Transport Network (IPTN).

   Originally the fund had a different name and was used to improve the transport system for the FIFA soccer World Cup in 2010. The majority of the funds were allocated to the major metropolitan areas, that was also host cities. Since then, the IPTN Grant has been expanded to include Msunduzi and George. This provides an opportunity for Stellenbosch participate in the available funding from this grant.

3. Improving Transport Operational Efficiencies

   A Transit-Oriented Development strategy will over the long term contribute a great deal.

4. Land Value Capture

   Another potential source is ‘land value capture’, a term used to describe the recouping of some of the additional value that accrues to property owners as a result of the creation of a new public facility, generally in order to contribute towards payment of that facility.

   If the provision of public transport leads to urban regeneration on a corridor, there will be an increase in property taxes which accrues to Stellenbosch Municipality. This is a form of land value capture.

5. Third Party Cost Recovery

   Developers are required to pay developer contributions for new developments. The reason is that new developments generate additional traffic, which is to their benefit and which, if upgrading is not done, can lead to the deterioration of the road network and increased congestion for all users.

   The Policy on Development Contributions for Bulk Engineering Infrastructure is dated 2014/15. The Stellenbosch Development Report and the Klapmuts Development Report refer to in this policy should be revisited for relevance and effectiveness of cost recovery.

6. Higher priority in City Budgeting

   Finding alternative sources of funding is complicated. However, since the benefits of investment in public transport are significant, it can be expected that future expenditure in respect of quality of the road network and public transport services will increase.

   Better transport systems improve the economic competitiveness of the city, attract investment and development, are part of the social wage for the poor, and make the city liveable, resilient and sustainable.

Table 12.5 indicates the capital (and planning) budget for infrastructure services, as contained in the most recent IDP for the 2022 – 2027 period.

Table 12.5: Capital (and planning) Budget: Infrastructure Services

Department	Nr of Projects	Proposed budget 2022/23 ('000)	Proposed budget 2023/24 ('000)	Proposed budget 2024/25 ('000)	Total
Roads and Stormwater	22	R27 411	R30 450	R29 677	R87 538
Traffic Engineering	20	R17 100	R19 500	R12 880	R49 480
Transport Planning	21	R18 950	R25 350	R12 300	R56 600
Project Management Unit (PMU)	1	R3 500	-	-	R3 500
TOTAL	**64**	**R66 961**	**R75 300**	**R54 857**	**R197 182**

Table 12.1 indicates that the majority of the budget for the MTEF is allocated to the Roads and Stormwater Department, with a total expected budget of R 87.5 million. The allocation is evenly distributed over the 3-year period. This department will oversee 22 projects over this period.

In total 64 projects to the value of R 197 million is budgeted for. The majority of these projects (R 106 million) will be funded through CRR (own funds) with the remaining being funded from the IUDG and DC-roads contributions.

A list, indicating the detail of the projects can be found in **Appendix C**.

A high-level summary of the sources of funding for transport and the allocated budget per source is indicated in Table 12.6.

Table 12.6: Sources of funding and budget per source for the MTEF

Funding Source	2022/23	2023/24	2024/25	Total
National Government	-	-	-	-
Provincial Government				
Allocations	R495	R495	R1 122	R2 112
Projects and Programmes				R1 127 553
Stellenbosch Municipality	R66 961	R75 300	R54 857	R197 118
Total	R67 456	R75 795	R55 979	R1 326 783

The available funding for the MTEF is R 1.3 billion, with 85% being made available from the Provincial Government.

Table 12.7 is a summary of the projects and programmes envisaged in the MTEF period.

Table 12.7: Summary of projects and programmes and for the MTEF period

Projects and Programmes	2022/23	2023/24	2024/25	Total
National Government	-	-	-	-
Provincial Government				
Allocations	R495	R495	R1 122	R2 112
Projects and Programmes	R375 851	R375 851	R375 851	R1 127 553
Stellenbosch Municipality	R66 961	R75 300	R54 857	R197 118
Roads and Stormwater	R27 411	R30 450	R29 677	R87 538
Traffic Engineering	R17 100	R19 500	R12 880	R49 480
Transport Planning	R18 950	R25 350	R12 300	R56 600
Project Management Unit (PMU)	R3 500			R3 500
Total	R443 307	R451 646	R431 830	R1 326 783

12.3 Context setting and current Realities

The key objective of projects, proposals and budgets of the CITP is to enable and contribute to economic growth, improved accessibility, equitable transport for all and a safe environment while ensuring environmental sustainability and good governance.

The projects and proposals contained in this CITP comprise the following project types:

- Roads and Stormwater: Maintenance, road construction and upgrading, street lighting and construction projects
- Traffic Engineering: Traffic calming, signage, traffic signals, intersection improvements, road marking, road safety improvements,
- Transport Planning:
  - Non-motorised Transport: Sidewalks, lock-up facilities for bicycles, pedestrianisation projects;
  - Public Transport: Public transport facilities (ranks, shelters), services
- Planning: Preparation of integrated transport plans and strategies, feasibility studies, masterplans.

12.3.1 Budget 2022/23 – 2027/27

Investment in transport, including road infrastructure, NMT, public transport (facilities, routes, shelters etc), road safety, intersection upgrades etc. is crucial for any city to develop.

The five-year budget (2016/17 – 2020/2021) as provided for in the CITP 2016 -2020 is reviewed in Table 12.8.

Table 12.8: Five-Year Budget (from CITP 2016-2020)

BUDGETED PROJECTS ('000)								
Department	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Roads and Stormwater	R30 675	R28 250	R31 900	R35 400	R27 100	R27 900	R126 100	R276 650
Traffic Engineering	R13 965	R20 450	R17 380	R21 650	R27 350	R31 250	R89 650	R207 730
Transport Planning	R15 117	R28 850	R19 800	R40 900	R37 400	R35 500	R199 300	R361 750

BUDGETED PROJECTS ('000)								
Department	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Total	R59 757	R77 550	R69 080	R97 950	R91 850	R94 650	R415 050	R846 130

The total budget for the CITP period (2023/24 – 2027/28) for the 3 Departments is R 431 million, and is allocated per department as follows:

- Roads and Stormwater : R 151 million (34,9%)
- Traffic Engineering : R 118 million (27,4%)
- Transport Planning : R 162 million (37,7%)

The projects per department and their allocated budget is indicated in **Appendix C**.

12.3.2 Review Applicable Legislation and Policy Changes

12.3.2.1 Division of Revenue Act

The DoRA is annually enacted to comply with Section 214 of the Constitution that provides for national legislation to ensure an equitable division of nationally raised revenue between the three spheres of government. The annual DORA provides allocations to be made to local government over the medium term. The funds are transferred to municipalities in the form of unconditional and conditional grants.

It is important to note that the life-span, size and conditions to the grant can be amended according to physical policy developments. Amendments to grants for municipalities will be clearly communicated in the annual budget documentation, including the Division of Revenue Bill.

Unconditional grants are allocated to municipalities in compliance with the constitutional provisions for an equitable share on nationally raised revenue annually and to provide additional general revenue sources for local government. The largest is the Local Government Equitable Share (LGES). The second unconditional grant is the RSC Levy Replacement Grant that district municipalities receive as a replacement for RSC levies.

Metros receive an allocation for the sharing of the General Fuel Levy that is exclusively allocated to them as a replacement for the RSC levies. Allocations does not form part of DoRA, and are made in terms on the annual Taxation Laws Amendment Act.

12.3.2.2 National Land Transport Act

The National Land Transport Act (Chapter 3) provides for funding options to implement the CITP as follows:

- The establishment of a Municipal Land Transport Fund;
- Public Transport User Charges;
- The provision of funds for transport by the national Minister of Transport, and
- The provision of funds for land transport by the MEC.

To date the national Minister of Transport has made substantial funding available to some Municipalities for the implementation of Integrated Public Transport Networks. The Western Cape Government has funded the preparation of Integrated Transport Plans - in addition to the funding of the provincial road network in the Stellenbosch Municipal area. Other government grants are available to Municipalities e.g. the Municipal Infrastructure Grant (MIG). Although some funding has been allocated to the Stellenbosch Municipality from the MIG, additional funding should be sourced for eligible projects e.g. sidewalks and cycle tracks and public transport facilities (basic services).

The primary responsibility for the implementation of the CITP rests with the Stellenbosch Municipality. However, projects that are the responsibility of other agencies or bodies and who are the implementation agency for projects that fall within the Stellenbosch Municipality, are also included in the CITP.

12.3.2.3 Frameworks for Additional Grants to Municipalities

Detailed frameworks on Schedule 4, Part B, Schedule 5, Part B, Schedule 6, Part B and Schedule 7, Part B of the 2020 Divisions of Revenue Bill was Gazetted on 2 July 2020 (Gazette No.43495).

The frameworks pertaining to transport in general and public transport specifically is summarised in Table 12.9.

Table 12.9: General and Public Transport Frameworks

Name	Output	Project Life
Integrated urban Development Grant	• Percentage of unsurfaced roads graded within the financial year • Percentage of surfaced municipal road lanes which has been resurfaced and resealed • **Length of non-motorised transport paths built over the financial year**	1. Introduced in 2019/20 2. Continue up to 2022/23, subject to review

Municipal Infrastructure Grant	• Number of poor households impacted through the construction of new infrastructure and the upgrading and renewal of existing infrastructure for:
	  • **street and community lighting**
	  • **public facilities**
	• Number of kilometres of municipal roads developed, upgraded and maintained servicing the poor
		3. Continue until 2022/23, subject to review

Urban Settlements Development Grant	The following outputs should be funded by the grant to support the improvement of the overall built environment: • increase in land provision for informal settlement upgrading, subsidised housing, **or mixed-use developments in support of approved human settlements** and other urban developments • increase in **access to public and socio-economic amenities**	4. The USDG will continue until 2022/23, subject to review 5. The UISP component is intended to become a separate conditional grant in 2021/22, subject to review
Integrated City Development Grant	• Number of infrastructure projects including **public transport**, roads, water, energy, housing, land acquisition and development in implementation within identified integration zones	6. Continue over the 2020 MTEF, subject to review

Neighbourhood Development Partnership Grant	• Targeted locations with catalytic projects, defined as **urban hub precincts** with secondary linkages and rural regional service centres;
	  • catalytic programmes within integration zones; or
	  • built environment upgrade projects in urban townships and rural towns
		7. Continue over the medium term

Public Transport Network Grant	Network Operations Component • Number of average weekday passenger trips carried on Public Transport Network Grant (PTNG) funded networks • Number and percentage of municipal households within a 500m walk to an integrated public transport network (IPTN) station or stop that has a minimum peak period frequency of 15 minutes or better	8. Continue until 2022/23, subject to review

Name	Output	Project Life
	• Percentage uptime for network operating systems as a proportion of the network's public operating hours • Passengers per network vehicle per average weekday Network Infrastructure Component • Public transport network infrastructure including dedicated lanes, routes and stops/shelters, stations, depots, signage and information displays, control centres and related information technology, fare systems and vehicles (if the national Department of Transport (DoT) in consultation with National Treasury approves use of grant funds to purchase vehicles), non-motorised transport (NMT) infrastructure that supports network integration (e.g. sidewalks, cycleways, cycle storage at stations, etc.) • Plans and detailed design related to IPTN infrastructure and operation	

There is a number of grants available that specifically addresses public transport, improvement of roads, Non-Motorised Transport provision and mixed land use and integrating communities.

Public transport and Non-Motorised Transport is a major catalyst in all the efforts to improve the life of the poor in municipalities.

The Public Transport Network Grant was specifically established to improve the public transport offering in municipalities through the development of Integrated Public Transport Networks, with its associated business plans and operational plans.

12.4 Future Solution Developments/Proposed Interventions

The South African economy has been stagnating for over a decade, and with the sharp contraction experienced in 2020, the immediate future growth prospects (next 10 years) is looking increasingly unlikely.

The poor economic outlook, coupled with the international ratings agencies downgrade of the Country to junk status (April 2020) means that there is less tax money available for Government to spend on infrastructure and social services, and also that the money borrowed on the international market carries a higher interest rate (more tax money must be used to pay interest on the loans).

Coupled with this reality, investment in public transport systems is expensive and takes a long time to realise a positive return.

The future solution is a funding approach, that is focussed on the following pillars:

- Improve allocation from own funds to a sustained increase over a period of time;
- Pursue all grant funding through the DoRA, established for improving public transport, NMT etc;
- Pursue international donor agencies and Non-Government Organisations (NGO's) that focus on sustainability, community integration, clean energy, etc;
- Pursue possibility of Public Private Partnerships, and
- Improve access to state owned land by providing opportunities for developers to develop TOD on this land in areas where it is feasible.

The 2016-2020 CITP, recommended the following:

- That the IPTN be funded from the Public Transport Network Grant and that applications in the standard format be submitted to the Department of Transport;

- To ensure that additional funding is provided to implement high priority projects;
- A Committee be established from the relevant Municipal Departments, the Western Cape Government and other relevant agencies to formulate firm proposals for the funding of the projects listed in the 5 year budget, and
- Stellenbosch Municipality establish a Municipal Land Transport Fund into which the funds must be paid for use in implementing the CITP.

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13 STAKEHOLDER CONSULTATION

13.1 Introduction

This chapter provides an overview of the stakeholder engagement process undertaken thus far. Internal and external stakeholders were consulted to ensure that the process is inclusive, and all voices are heard. The process commenced with a workshop with internal Stellenbosch municipal official and the session is referred to as a What's Negotiable/ What's Not workshop. This was followed by external workshops with key stakeholders and a broader public participation process in a form of an open day both in Stellenbosch and Franschhoek.

13.2 Legislative Framework

13.2.1 National Land Transport Act (5/2009): Minimum Requirements for the Preparation of Comprehensive Integrated Transport Plans, 2016

A stakeholder consultation processes was conducted in accordance with the minimum requirements for the development of an Integrated Transport Plan (ITP) as set out in the Government Gazette 40174 of July 2016 to ensure that all key stakeholders inform the development of the CITP. In Section 8.1 the Act states that 'The preparation of a transport plan or transport programme must include the consultation and participation of interested and affected parties required for the preparation of integrated development plans in terms of Chapter 4 and Section 29(1)(b) of the Municipal Systems Act or replacing legislation. There must also be compliance with the Promotion of Administrative Justice Act 3 of 2000 (PAJA).

Other relevant legislative frameworks that were taken into consideration are highlighted below.

13.2.2 1998 White Paper on Local Government

Local government should take a developmental approach, which requires commitment from local government to working with citizens and groups within the community to find sustainable ways to meet their social, economic and material needs and improve the quality of their lives. This should be driven by a shared vision and leadership must be provided for all role players in achieving local prosperity. Spatial integration is central to addressing wrongs from the past and to building an integrated society.

13.2.3 Batho Pele Principles

The Batho Pele principles highlight the importance of prioritising citizens through:

- Consultation with all citizens using different platforms to better understand their needs;
- Ensuring that citizens are aware of the level of service they are going to receive in order to manage expectations;
- At all times citizens must be treated with courtesy and consideration;
- Enabling and ensuring that all citizens have equal access to the services to which they are entitled;
- Citizens should have access to accurate information about services they are entitled to receive;
- Promoting openness and transparency in all processes;
- Establishing mechanisms for recording and to redress any dissatisfaction brought forward, and
- Making sure that public services are provided economically and efficiently in order to give citizens the best possible value for money.

13.2.4 Integrated Urban development Framework

The Integrated Urban Development Framework (IUDF) is government's policy position to guide the future growth and management of urban areas. Policy lever 7 looks at Empowered active communities and this is achieved through:

- Municipalities and cities acknowledging that their success depends on the buy-in of their citizens;
- Communities must be empowered to contribute to the development of spaces and will transform the quality of urban life;

- Municipalities must be inclusive, stable, safe, respect, embrace diversity, offer equal access to opportunities and promote participation of all people, and
- The power of a city is demonstrated through its ability to bring together a critical mass of social and cultural diversity.

13.3 Identified Gaps and Recommendations

Community engagement is difficult. It has become more and more difficult in South Africa, as communities have become increasingly frustrated over service delivery. Municipalities in South Africa attract large numbers of inhabitants seeking opportunity, improved livelihoods, higher average incomes and the municipalities have limited capacities and resources to meet these needs.

To ensure that the stakeholder engagement process is inclusive the process planners should consider aspects as the location, day and time of the engagement. The consultation process should ensure that all those who participate are safe and that all voices are heard, this should not be seen as a tick box exercise.

13.4 Vision

A draft vision of What It Looks Like When It's Fixed was prepared as part of the consultation process. The vision is articulated as a model of 48 outcomes, making space for complex, systemic and sustainable transformation, and for all the mandates and objectives of all process participants. Stakeholder had the opportunity to share their inputs, and these have been used to update the vision. The vision provides a long-term destination for the process, a motivator for the collective work and a tool to be used to enable the work. The vision is made up of 48 outcomes because the plans we plan we work with are complex.

13.5 Process

13.5.1 Workshop One: What's Negotiable/ What's Not – 6 April 2022

This was an internal workshop attended by Stellenbosch municipality officials and the project team. In this workshop the scope of work, parameters and scope of work to be conducted were discussed and agreed. The officials had an opportunity to input on the draft vision. The turnout at the workshop was not good, it was then agreed that stakeh0lders who could not make it to the session will be invited to workshop three. As a result of excellent discussion the following were drawn out:

- Key stakeholders: stakeholders were identified to ensure that the process is inclusive. The need for an open day to enable broader public participation and ensure that the process is accessible to all. Stakeholders to be consulted to ensure that there is buy-in from the different interest groups and politicians.
- Reduce relevance of vehicles: offering alternatives that are reliable, safe, comfortable and convenient. In order for people to use public transport the system needs to be efficient and effective.
- Behaviour change communications: the need to shift attitudes towards car dependency by helping people understand the impact of 'one person: one car'. Share messaging to encourage people especially young people to use public transport to relieve traffic congestion. Messaging that will start conversations about climate change, alternatives that people can use and solutions that are sustainable.

Key recommendations

- The project team must be put together a timeline to help identified processes taking place and how the CITP can benefit and fit into each of these consultations in terms of data gathering. Consultation processes include the IDP process, Environmental process, and SDF.
- Consult the Stellenbosch Disability Network to understand types of disability and challenges that people living with disability have in terms of transport.
- Broaden the consultation process by not only relying on an online survey to reach the public.
- Consult with women who travel alone and mothers who travel with their children to understand their transport concern and needs.
- Have an open day to enable inclusive participation.

- Engage the Development Forum, the forum consists of property development stakeholders and business community with a focus on development. The forum is scheduled to meet on the 4th of May.
- Engage politicians and interest groups to get buy-in, stakeholders indicated that they can influence the process.
- Address safety issues to get people to buy-into the car-free living approach.
- Encourage walking by improving sidewalks, currently sidewalks do not have continuity.
- Arrange a meeting with the media to present the CITP prior to engaging the Council.
- Create pilot project to get the feel of how the community would react, one example was to close some streets on Sundays to encourage people to walk.
- Explore the option of centralized accommodation to reduce vehicle dependency. Mixed land used is essential to ensure that people can access services and opportunities closer to where they reside.
- Develop communication messaging to shift attitudes, “Living your better life is a better life for all”.
- Privatize some of the projects in the CITP to ensure that they can be implemented by entities that can sustain them.
- There are capacity needs within the Municipality, currently 80% vacancies. Transport will need capacity support to achieve and deliver against the CITP.
- Reduce speed limit and increase petrol price to encourage more people to use public transport.

13.5.2 Workshop Two: Taxi Industry – 3 May 2022

On the 3rd of May 2022 a workshop with the taxi associations representatives was held. The session was with the Stellenbosch Taxi Association and Kayamandi Taxi Association, the Franschhoek Taxi Association representatives could not make it to the workshop. The associations indicated that they have not fully recovered from the impact of COVID-19. They have lost 40% of their income since COVID-19 as some people have lost their jobs, others are working from home and people opt for lift clubs or e-haling services to minimise the risk of contracting COVID-19. Many operators have had vehicles repossessed as could not keep up with repayments. The representatives indicated that they are experiencing an increase in the number of people who are using their services as a result of an increase in petrol prices. They have also shared that there are more people using public transport around social grant collection dates. Farmers transporting employee using bakkies /vans have been identified as a problem as this mode of transport is not safe and comfortable for passengers. Students and workers are currently their biggest client base. The taxi associations raised that they would like to retain and attract more users and below are some of the proposed solutions:

- Predictability: people are using e-hailing services and lift clubs because they collect at drop them at their destination. These services are reliable and convenient, users perceive them as safe. The taxi associations indicated that they have a schedule that taxis follow and it would be beneficial to the public if this information can be made accessible. Stellenbosch Taxi Association taxis leave every half an hour from ranks between 9am and 5pm, even if they are not full while Kayamandi Association indicated that from 6am their taxis depart every 15 minutes from ranks even if not full.
- Dedicated lanes: like buses, taxis would like to have a dedicated lane so that they can efficient. Currently taxi drivers use the yellow lane during peak hours to ensure that they get customers to their destinations timeously. An example is the Jamestown route, it takes 30 minutes during peak but only 10 minutes during off-peak. This makes trips longer in a taxi compared to private vehicles as drivers have in a taxi to pick up and drop off passengers along the way. The longest route that drivers take is the one Cape Town. Stellenbosch Municipality indicated that road reserve in many places is wide enough to accommodate dedicated lanes on the R44, this is a challenge because a portion of the R44 is managed at a provincial level.
- Parking: approximately 90% of students have cars, students are permitted to own cars from matric and this has contributed to the traffic. Students park their cars on public parking as the University does not have sufficient parking to accommodate all students. Taxi association representatives also indicated that taxis do not have sufficient parking in town.
- Taxi ranks: the geographical location of a taxi rank is essential, taxi ranks must be located in the centre to ensure that they are easily accessible. One example is the move of the Braak taxi rank due to complaints to Bergzicht, which is approximately 1km from the original location. The location is not ideal for passengers resulting in more passengers disembarking at Braak. This is a conflicting challenge because taxi drivers do not have a permit to enter the town centre whereas

this is the destination of some of their passengers. The infrastructure at the taxi rank needs to be improved to ensure inclusivity.

- Ticketing system: develop a ticketing system to encourage the use of public transport and to attract more customers. Users will have an option to buy a monthly or weekly ticket. This will help formalise the industry and help owners monitor their revenue as drivers often do not handover all revenue generated. The Municipality in collaboration with the industry can broaden the partnership with other public transport service providers to develop an integrated ticketing system. The system can be managed at provincial level as province is responsible for issuing OLs. Have a smart mobile application to track taxis location and to connect taxis to commuters.
- Developments: when a new mall or residential area is built, it is important that in the design transport is included. Taxi ranks must be put in the centre of a residential area. Plans for malls must include space for a taxi rank and drop off bays to enable taxis to operative effectively.
- Relationship with the University: the taxi industry would like to improve their relationship with the university to get more students to use public transport. Currently there are three taxis from the Stellenbosch taxi association that have been contracted to provide services for the night shuttle. This service provides transport for students between 6pm to 2am. Students have to book the service in advance and produce their student card at boarding. Currently the night shuttle is utilized by 50 -250 students. The shuttle departs once per hour from campus taking students to their residences. The industry is looking into improving their relationship with the University so that such services can be expanded. It was also proposed that first year students can be given maps as part of their registration package. These maps will indicate taxi routes to encourage more students to use taxis.

The representatives indicated that they did not increase their taxi fares to encourage more people to use taxis. The Kayamandi association shared that they have identified two new routes; Kayamandi to Fir Grove and Kayamandi to Malmesbury. Taxis also provide group transportation for workers who knock off late and for students who go out at night.

13.5.3 Workshop Three: Provincial Stakeholders, Cape Winelands, PRASA and the University – 4 May 2022

The Workshop 3 with had a good turn-out consisting of stakeholders from provincial government, Stellenbosch municipality, officials from Cape Winelands, Stellenbosch University and PRASA. Stakeholders indicated that there should be change in legislation to enable them to be innovative. Currently, legislation requires plans to have parking. It is essential that we design towns or cities where there is less need to travel. It is the responsibility of the University to ensure that any transport services provided to students by the institution is safe. The University transport system operates every 15 minutes to create a system that is convenient and reliable for students. The University transport system does not operate on taxi routes. The shuttle service from Stellenbosch to Tygerberg was discontinued due to taxi threats. Taxi drivers protested the University shuttle services crossing public roads to access remote campus, as claimed this encroached on their routes. The extent of disruption caused by protests resulted in affected properties being sold.

PRASA indicated they have only been able to recover 10 out of the 15 sections across their 3 corridors due to the impact of COVID-19, vandalism and cable theft. PRASA also indicated that the National Rail Plan will be released by the transport minister mid-May, and it is expected that freight links which are currently under-utilised could be released for private operations. This will respond to the University's interest to operate a train service between Klapmuts and Stellenbosch to link campuses. PRASA is in discussion with Durbanville about the proposed airport to establish how it can be linked to Stellenbosch and Cape Town central through rail.

Key discussions points

- Behaviour-change communications: have less students using private vehicles. Messaging and campaigns that change the status and shift perceptions on safety to get more students to use public transport. The Maties cycling campaign is a good initiative that the University can expand one to shift attitudes and reduce vehicle dependency.
- Elevate voices of the future;
- Encourage student to use the University shuttle as it is free;
- Identify sites for drop off in the spatial plan;
- Help students understand the impact of using vehicles on social and ecological environmental;
- Repurpose parking in the University for sporting activities, outdoor gym or outdoor study areas – students do not want to go to the library.

- The importance of by-laws, many students use skateboards and push scooters to travel between residences and campus buildings. Law enforcement indicated that the use of skateboards and push-scooters on public roads is prohibited.
- NMT infrastructure: the University has NMT plan, however, has found that implementation of this plan has been resisted by residents in the area due to “heritage” concerns. COVID-19, there has been an increase in cafes using sidewalks for tables which has resulted in no space for pedestrians to walk.
- Roads Management/Jurisdiction: the rate of pedestrian accidents is high on rural roads. Many roads have portions which are managed by the Municipality, and portions managed by the province. This means if there is poor lighting on provincial portions of the roads, the Municipality has not authority to implement upgrades, or even replace faulty bulbs (also municipality has upgraded their lighting to LED, while provincial roads still use sodium lights, meaning municipality does not have bulbs for provincial lamps even if they were permitted to replace) It is suggested that an MoU be signed between province and municipality so that maintenance authority and budget can be transferred to the Municipality.
- Taxi ranks: there are upgrades underway at taxi ranks to improve elements such lighting, security through CCTV, access, improved visibility of law enforcement, upgraded and gender segregated bathrooms. It was agreed that informal trading at taxi ranks contributes to visibility and it is natural oversight. Upgrades must include plans to accommodate informal trading.
- Waste management: there is a problem of littering on the side of the road and taxi ranks. It is essential that Parks is engaged to discuss a waste management programme. This will help the Municipality explore the potential of transport becoming a net for biodiversity.
- Road safety: there is a perception that public transport is not safe. To improve public transport, there should be a system in place to encourage taxi drivers and owners to improve their services. A system such as the blue dot and red dot system enforces compliance. Have a reward system in place to incentives taxi drivers who are compliant and also incentive those who use taxis to encourage more people to use public transport.
- Property prices and accommodation: rental and property prices in Stellenbosch are too high for most people who work in Stellenbosch, and therefore there is little choice but to commute. Majority of students must commute from Somerset West due to rental prices in Stellenbosch. The University intends to construct mixed-use developments in Stellenbosch (although this will target affluent students).
- Rail system: the need for an effective rail system was emphasised. PRASA indicated that they are in the recovery phase and hope to meet the 2015 service level. This will result in a reduction in cancellations and an increase in the number of users. Aims to improve quality of service and look for opportunities to expand.
- Stakeholders indicated that having an in-person workshop was essential and has resulted in excellent discussion and rich insights. They have also highlighted that all stakeholders are faced with challenges and to intervene collaboration is essential. The relationship between the Municipality and the University was commended. It was agreed that the CITP needs to be aligned to municipal and provincial plans and vision.

13.5.4 Public Participation: Open Day

13.5.4.1 Open Day: Stellenbosch - Municipal Notice 47/2022 – 5 May 2022

- Public transport: stakeholders indicated that they would use public transport if it were reliable, safe, comfortable and affordable. They would park their vehicles at home and use public transport as this would help to reduce the traffic congestion in Stellenbosch and Somerset West. This would also supplement the University shuttle service for students.
- Cycling: cycling must be explored as a mode of transport as it can reduce traffic congestion. There is a comprehensive master cycle plan written by experts. The cycling approach must be supported by a review of speed limits, reduce the speed limit to 40 km/h as a start for built up areas, 60 km/h for through routes and 20 km/h for some streets in the central core. Cycling routes need to be properly connected at intersections to ensure the safety of cyclists. Merriman and Cluver, Cluver cycling road ends are too narrow – students cannot cross the road to use the road in the right direction or get to the supermarket. Traffic lights must be synchronized as cycling cycle and pedestrian cycle is too short to cross safely. Part of the cycle plan covers the northern side of town, and it indicates that people cannot cross into town or interconnect specifically those who walk and cycle. The cross at Hellshoogte is very difficult for cyclists and pedestrians.
- Sidewalks: to enable more people to walk in town, restaurants tables and chairs on sidewalks need to be removed. The pavements are not safe for old people as there are so many holes and broken bricks. In front of the mother church, it’s impossible to walk with a walking frame or chair.

In Church Street, restaurants make the pavements unpassable with their chairs and tables and this makes it dangerous for people who walk and for people who have disabilities.

- Traffic calming mechanisms: traffic calming in the whole centre is essential, there are currently no speed humps, and this is a problem. A traffic light is needed at the four ways stop at Neetling & van Riebeeck street; by Azaliahof, motorists do not adhere to the intersection rules. A traffic light would reduce the traffic congestion however, it would still be impossible to get past the tree on the four ways stop. The Municipality must put traffic circles on the R44 and reduce the number of traffic circles between Annadale road to Welgevonden. There are about 15 traffic circles on this road, and this results in traffic getting held up.
- Alternative routes: to enable access from Jamestown into Paradyskloof, unused pockets of land that are not used must be identified as they could make it easier to access Paradyskloof instead of going through R44. It is suggested that the municipality undertakes further studies, to determine best means to connect from Jamestown to the north without impacting the R44 significantly, this may include improved public transport system from Jamestown into Town.
- Accommodating the elderly: there must be special parking for the elderly at parking facilities.
- Development: the Adam Tas development is seen as a wonderful development project that will improve lives of many. Stakeholders envisage that the development will create jobs, however this type of development has the potential to increase traffic and the demand for parking.

Stakeholder 'interest groups' such as the cycling community came into the Open Day in Stellenbosch assertively. Their assumptions were that the CITP would favour developers and be biased against (in particular) cyclists. One claimed that another didn't need to participate in public consultation because he had the 'ear of the mayor direct'. These encounters prompt us to recommend that there should be better communications between the Municipality and it's public, focused on building a relationship grounded in shared intentions and vision, rather than on differences. Such a campaign will be necessary before there is real cooperation across the board.

13.5.4.2 Open Day: Franschhoek-Municipal Notice 47/2022 – 5 May 2022

The turnout to the open day was poor however this did not stop the ten stakeholders who came to the open day from making excellent contribution. Below are key discussion points from the inputs made by stakeholders.

- Taxis: there is a general perception that taxis are not safe, convenient and reliable. Stakeholders indicated that taxis drivers do not comply with transport rules and regulations.
- Signage: there is a need for more signage in Franschhoek to enforce compliance and ensure safety for all. Have signs to make motorists aware of schools, sharp curves on the road, cyclists and pedestrian crossings.
- Reduction of speed limit: Five stakeholders indicated that it would be helpful if the speed limit on the R45 into Franschhoek could be reduced to 80km/h and down to 40km/h in the town because it is a residential area. Speed humps in the town were also mentioned as a mechanism to reduce speed.
- Traffic: traffic is a problem during peak hours which is from 6 am – 8 am in the morning and 4 pm – 6 pm in the evening. Stakeholders indicated that a traffic circle at one of the entrances of Le Roux would reduce traffic. They further stated that having a traffic light would have a negative impact.
- Pedestrianised town: stakeholders suggested that the Municipality must remove parking on the side of the road to allow for wider pavements which will enable more people to walk. Pavements should be properly fixed after fibre installations to ensure the safety of those living with disabilities. Stakeholders stated that wider pavements will encourage tourists to walk and get an amazing opportunity to experience the town. Using side parking to expand pavements will make the road narrower making the road not ideal for trucks. An alternative road through Robertsvlei road have been suggested. This will be an expensive exercise as it will require the Municipality to upgrade the road and to widen the bridge to improve safety. Trucks currently cause infrastructure damage on the R45 through the town resulting in frequent repair of the road.
- Integrated public transport: there a numerous shuttle services in the Franschhoek including scholar transport. It is important that the public transport system is not only viewed as taxis, buses or e-hailing services but private shuttle services are integrated into the CITP.
- Parking: stakeholders indicated that the Municipality must increase parking tariff to encourage more people to use public transport and reduce congestion.
- Youth development: enable young people to access skills development and economic opportunities. This should be a sustainable process where young people receive skills that are

linked to economic opportunities. The Municipality must develop support programmes for entrepreneurs.

- By-laws: there should be a programme to educate communities about by-laws to increase adherence. There is a problem of illegal dumping in areas such as Le Roux. There is illegal dumping that has closed half of the road resulting in motorists using one lane. This is a result of system that is not reliable, the Municipality must create a system that is reliable by producing a schedule for rubbish collection.
- Inclusive public participation process: stakeholder who came to the open day indicated that the poor turnout can be a result advertising approach followed. For future engagements, the Municipality must use social media (Facebook), the local newspaper and platforms such as the Rates Payers Association to put out notices for consultations. Stakeholders further stated that the venue might have been a problem, some stakeholders do not have transport to access the venue.

Stakeholders emphasised that Franschhoek is a tourist town, therefore it should be pedestrianised to offer locals and tourists an opportunity to walk and enjoy the town. The Master Plan for Franschhoek must be reviewed to provide an understanding of the needs in Franschhoek. The process should have feedback loops, stakeholders are tired of participating in processes where they do not receive feedback.

13.5.5 Interviews

Municipal officials who could not attend the internal and the provincial workshops were interviewed.

13.5.5.1 Property Management - Stellenbosch Municipality – 6 May 2022

Stellenbosch municipality would like to remove street parking in parts of the old town centre to allow restaurants to take up more space on sidewalks and ensure adequate provision for NMT. To compensate for the loss in parking bays, the Municipality is investigating the construction of multi-storey parking lots, integrated into mixed-use building, in several peripheral locations, and one in a central location. While developers would like to redevelop low density non-heritage buildings into mixed-use higher density buildings without parking, the Municipality is not willing to relax parking requirements.

Stellenbosch municipality is planning two main bypasses on existing freeways: one to direct traffic to the west of Stellenbosch, and the other to direct traffic to the east of Stellenbosch. It is understood that much of the congestion in Stellenbosch is caused by traffic passing through Stellenbosch, and therefore the bypasses would alleviate congestion levels.

13.5.5.2 Housing Development - Stellenbosch Municipality – 6 May 2022

The Stellenbosch municipality currently has a backlog of 80000 houses. It has been identified that people living far from opportunities, and they must commute to access these opportunities. It is important that housing plans are integrative, they include transport and other key services. Services such as transport must not be an afterthought – they must be placed at the centre of a housing development.

A housing pipeline which is aligned with the SDF is currently being reviewed by council. There numerous housing projects that have been proposed:

- The Botmaskop project, this is a mixed-use high-density development planned to address housing gap and flisp housing. It was indicated that there are heritage and environmental concerns delaying the project;
- Kayamandi project, which would comprise 250 affordable units;
- The Northern extension which will accommodate between 5000 to 6000 units (mixed use: residential, light industrial, schools), and
- Jamestown project, phase one has been completed, two and three are in planning phase. This project will have a total of 2000 dwelling units.

There are 10 identified sites for infield developments and only four or five of these are likely to proceed to planning. There is a lot of resistance from residents, including the mayor, as these sites are near affluent residential areas and there is a concern that having affordable housing close by will result in reduce property values. The target price range for units in these developments is half a million to R1.2 million.

Klapmuts is likely going to be a major node in future as many developers have bought up land in the area. This has resulted in a dramatically increase in land prices as there is speculation that the University intends to have a satellite campus in the area. The rising land prices are making it challenging for the Municipality to develop affordable housing in the area.

13.5.5.3 Fire Services & Disaster Management - Stellenbosch Municipality – 6 May 2022

The fire services indicated that there are informal settlements in Kayamandi where it is difficult for taxis to access and for them to respond timeously and effectively. Azania informal settlement is one of these settlements that needs to be re-blocked with a road network as it cannot be accessed by fire trucks. There is a lack of planning in these informal settlements, and even after there has been a severe fire, the dwellings are reconstructed at the same density, without demarcated routes for vehicles, nor fire breaks. In 2013, around 1000 shacks burnt down and the Municipality had to give each owner a fire kit worth R9000. There are allegations that some residents start fires intentionally to receive the fire kit (this pattern is mostly observed during the festive season, which does coincide with the fire season). The budget for the current financial year allocated to fire and rescue in informal settlements is R2.7 million and this was consumed within just a few months.

13.5.5.4 Safety and Security - Stellenbosch Municipality – 6 May 2022

It is important that we address both realities and perceptions of safety and security on public transport in Stellenbosch. There is suspected taxi extortion taking place at ranks, where rival associations hold taxis with passenger's hostage until a release fine is paid. This is seen as a criminal violation rather than breach of by-law. Therefore, law enforcement officials cannot take any direct action and instead can only report such activities to SAPS as they are responsible for addressing criminal violations.

13.5.6 CITP Survey – 21 April 2022 – 16 May 2022

The Stellenbosch CITP survey was rolled out to assist the team understand travel patterns, transport needs and challenges in Stellenbosch to better plan for the CITP update. This was not a scientific survey, and it is one of the numerous surveys that were conducted as part of the process. The survey was opened from the 21st of April 2022 as part of the IDP process to the 6th of May 2022. It was reopened from the 11th of May 2022 to the 16th of May 2022 as per the request of the Stellenbosch University to enable more students to complete it. The survey had 27 questions and a total of 567 responses.

Survey findings:

- The results reflect that most respondents were between the ages of 31 to 60 years. Individuals under the age of 15 years did not take part in the survey.
- Over 80% of respondents use their private vehicles to travel within and around Stellenbosch.
- 75% of the survey respondents travel during peak hours.
- Over 60% of respondents have indicated that the state of mobility in Stellenbosch has worsened in the past 5 years.
- Safety and convenience are the two main factors that respondents consider when selecting their preferred mode of transport.
- 50% of the respondents indicated that they are neither satisfied nor dissatisfied with the reliability of the public transport trips (including e-hailing) in Stellenbosch.

13.5.7 Feedback workshops

Three workshops were conducted between the 29th – 30th of November 2022, to provide feedback on progress towards the Stellenbosch CITP. Stakeholders were updated on themes, priorities, and proposed innovations, based on research and consultations to date, as well as opportunities for collaboration.

13.5.7.1 Internal workshop - 29 November 2022

This was an internal workshop attended by Stellenbosch municipality officials and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. The officials had an opportunity to input on the presentation and they have requested that the draft CITP be shared for further input. The turnout at the workshop had improved from the first workshop. As a result of excellent discussion, the following were drawn out:

- The Adam Tas corridor for local SDF was approved by Council on the 23rd of October 2022. It has been promulgated and it was advertised in November 2022.
    - Council has also approved the public participation process for the corridor and the overlay zone which is now open for public comment until the end of January 2023.
    - The overlay zone is a land use management tool that grants additional rights to all the properties that are located within the Adam Tas corridor as invested in terms of the local SDF. The tool is also a mechanism that Council use to enter into negotiations with potential developers.

- A Memorandum of Understanding was signed between the Municipality and the land owners collective.
- The MoU sets out the vision as depicted within the Adam Tas corridor and Local SDF.
- The corridor will not be developed at once.

- Currently developers market their development by including parking facilities, the CITP need to clearly define what it means by parking requirements.
- The focus must not only be on preserving heritage but also about celebrating every heritage within Stellenbosch.
- It has become more apparent that there is a need for behaviour change.
  - In terms of the willingness of students to change the way that they travel to and around Stellenbosch.

13.5.7.2 Taxi Association workshop - 29 November 2022

The taxi association workshop was attended by representatives from Stellenbosch and Kayamandi taxi associations, and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. Stakeholders had an opportunity to input on the presentation. As a result of excellent discussion, the following were drawn out:

- The Municipality must improve their communication about new developments that have been planned.
  - This will assist taxi associations to plan better and apply for licences or permits on time.
- All development plans and applications must include a plan for public transport.
- The taxi industry is keen and would like to receive support on how they can improve their services and attract more commuters.
  - A system that can create an operating environment that's more conducive to meet the needs of the passenger.
- There is no relationship between law enforcement and taxi associations.

13.5.7.3 External workshop - 30 November 2022

This was an external workshop attended by Provincial officials and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. The officials had an opportunity to input on the presentation and they have requested that the draft CITP be shared for further input. The turnout at the workshop was good. As a result of excellent discussion, the following were drawn out:

- The PRTF is being currently reviewed and it's still in the initial phases.
- It has become more apparent that there is a need for behaviour change.
  - The team must rethink the approach on how to get people out of private vehicles into public transport.
- The team must ensure that the stakeholder engagement process is citizen centric, and this can be achieved using different technological platforms.
- There is lack of ablution facilities at taxi ranks and places for covering when there is bad weather.
- The CITP must clearly indicate the number of formal and informal taxi ranks that are part of the study.

13.5.8 Key themes

- **Behaviour Change Communications theme:** this theme looks at the importance of shifting behaviour to reduce traffic congestion. This will entail having an effective communications plan to educate both internal and external stakeholders about the future impact of planning around the increase of motor vehicle usage as the main sources of transport. It should also include communications to encourage significantly increased use of public and non-motorised transport and to reduce the use of cars to a minimum. Communication with specific stakeholders, such as the University – to assist in motivating students to adopt cycling and walking in Stellenbosch, and Taxi Associations – to innovate and improve services so as to encourage more people, including potentially, tourists, to use their services, must also be undertaken. Communication should also

be used to create greater awareness about safety of cyclists and pedestrians, emphasising their roles in reducing congestion.

- **NMT theme:** stakeholders are keen to explore alternatives to motorised transport. The Municipality must take the steps to support this through recommendations such as taking away side parking to widen sidewalks. The plan must address concerns raised about the safety of cyclists, pedestrians, the elderly, and people living with disabilities. It is important that people living with disabilities can easily move in public spaces. Stakeholders have indicated that the installation of fibre lines have had some negatives impacts on people who use wheelchairs as the pavement was not properly fixed. The plan must also look at addressing cycling lanes and ensuring that these are safe for cyclists. A significant challenge is that the lanes are not connected into a full route, meaning that cyclists are at risk at intersections and traffic circles. The Fietsry Stellenbosch cycling map is available to input into the plan. Enabling more people to walk by ensuring that they are safe and there is enough space for them to walk. There is a big tree near the zebra lines cross on Azaliahof street which makes it difficult to cross the road.

- **Integrated public transport system theme:** develop an integrated public system by partnering with the taxi industry and other modes of public transport. Suggestions such as a universal ticketing system must be explored further, including integrating such plans with Provincial stakeholders. Therefore, it is important that the different stakeholders continue to engage to establish and improve relationships and explore what is possible in this regard.

- **Integrated land use:** the Municipality and developers must follow the mixed land use approach to address the traffic congestion issues, reduce the need for people to use cars to access services. One way to do this is to bring services closer to people to reduce their need to travel by vehicle. It is important that building plans are not centred on measures that accommodate increased private vehicle usage but on designing spaces that are responsive to identified challenges and incentivise less use of cars.

- **Safety:** stakeholders have raised concerns with regards to safety in public transport and public spaces. They have stated that the shift from private vehicles to public transport will be achieved if safety can be prioritised and achieved. It is essential that engagements with the public transport sector continue to explore ways to improve services and safety of commuters. This will not only have an impact on the safety of commuters but will also enable more opportunities for public transport providers such as taxis. The University indicated that safety is one of their biggest concerns for their students and it should be prioritised in transport plans. It is also important that the safety of pedestrians and cyclists is prioritised. Well-lit pedestrian routes, both in the town and in surrounding townships and settlements, would assist with this. Public toilets, designed and maintained to be safe and clean, would also assist in making pedestrians safer.

- **Climate change:** it is important that the plan considers climate change to ensure sustainability of interventions proposed. Although there were no practical suggestions about this from stakeholders, it is agreed that this is a core principle, both in the immediate and longer term. The plan must provide guidance in terms of what is possible to ensure that proposed interventions are sustainable and responsive to the rapidly changing environment.

- **Congestion:** congestion is a feature of almost all inputs; stakeholders all struggle with it, while many contribute to it, describing their journeys in and out of Stellenbosch as arduous and time-consuming, as well as having an impact on productivity. All measures to reduce dependency on private vehicles, must be included. Adopting measures to move to NMT and integrated public transport will have a positive impact on congestion, but planning must support this, in particular as relates to parking. Parking is inexpensive and this is seen as being responsive to the needs of private vehicles, whereas the opposite is needed. Congestions is also exacerbated by tourist buses that clog narrow streets. The idea of park and walk or park and connect with public transport should be pursued (this in conjunction with taxi associations). Stakeholders also said that if they could easily move to and from Stellenbosch by train they would prefer to do that than to sit in traffic.

13.5.9 Public Participation – CITP 2022-2026 – Municipal Notice No. 45/2023

13.5.9.1 Notice No 45/2023 – requesting written comments on the Stellenbosch CITP

Stellenbosch Municipality placed Notice No. 45.2023 – invited all Interested and Affected Parties to provide written inputs on the Draft Stellenbosch CITP 2022-2026 over a comment period of 30 days which closed on 12 May 2023. Written inputs were sent to the AECOM Consulting Team who amalgamated these into a schedule containing all comments and all persons/bodies who provided written comments on the CITP.

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MUNICIPAL NOTICE/MUNISIPALE KENNISGEWING No. 45/2023

Public Participation - Comprehensive Integrated Transport Plan (CITP) 2022-2026

Stellenbosch Municipality has prepared a draft Comprehensive Integrated Transport Plan (CITP) to provide, develop, manage and integrate, for all modes of transport in its areas of jurisdiction. It seeks to enhance the effective functioning of the town and surrounding rural areas through integrated planning of transport infrastructure, facilities and operations within the context of the Municipality's IDP and land development objectives. This includes planning for the role of non-motorised forms of transport such as walking and cycling and encourage sustainable modes of transport such as public transport and increased numbers of passengers per vehicle.

The Stellenbosch Municipality invites all members of the public and other interested and affected parties, to participate in providing written input on the Draft Comprehensive Integrated Transport Plan 2022 -2026 for the Stellenbosch Municipal area. The draft CITP can be downloaded from the Municipality's website, or a hardcopy can be reviewed at any ward office or public library. The comment period is open for 30 days and the deadline to provide comments is 12 May 2023. Written submissions should either be mailed to Nina Otto - nina.otto@aecom.com or submitted at Infrastructure Services Office, Roads & Transport Department at 71 Plein street, 2nd floor (Ecclesia Building).

Your input is valued and should you have any enquiries, please contact the Infrastructure services Directorate's on (021) 808 8222.

Visit https://stellenbosch.gov.za/transport/to access the Draft CITP document and provide your input

Geraldine Mettler
Municipal Manager

Publieke Deelname - Uitnodiging na Omvattende Geïntegreerde Vervoerplan (OGV) 2022-2026

Stellenbosch Munisipaliteit het 'n konsep Omvattende Geïntegreerde Vervoerplan (GOV) opgestel om voorsiening te maak, te ontwikkel, te bestuur en te integreer, vir alle vervoermiddels in sy jurisdiksiegebiede. Daar word gepoog om die funksionering van die dorp en omliggende landelike gebiede te verbeter deur middel van geïntegreerde beplanning van vervoer infrastruktuur, fasiliteite en bedrywighede binne die konteks van die Munisipaliteit se GOP en ontwikkelingdoelwitte. Dit sluit beplanning vir die rol van nie-gemotoriseerde vorme van vervoer soos stap en fietsry en volhoubare vervoermodusse soos openbare vervoer meer passasiers per voertuig in.

Die Stellenbosch Munisipaliteit nooi alle lede van die publiek en ander belanghebbende en geaffekteerde partye uit om deel te neem aan die verskaffing van skriftelike insette oor die Konsep Omvattende Geïntegreerde Vervoerplan 2022 -2026 vir die Stellenbosch Munisipale area. Die konsep GOV kan van die Munisipaliteit se webwerf afgelaai word, of 'n hardekopie kan by enige wykskantoor of openbare biblioteek nagegaan word. Die kommentaartydperk is oop vir 30 dae en die sperdatum om kommentaar te lewer is 12 Mei 2023. Geskrewe voorleggings moet of gepos word aan Nina Otto - *nina.otto@aecom.com* of ingedien word by die Infrastruktuurdienste kantoor, Paale en Vervoer departement by Pleinstraat 71, 2de vloer (Ecclesia-gebou).

U insette word waardeer en indien u enige navrae het, kontak asseblief die Direktoraat Infrastruktuurdienste by (021) 808 8222.

Besoek https://stellenbosch.gov.za/transport/om toegang tot die Konsep GOV-dokument te kry en jou insette te lewer

Geraldine Mettler
Munisipalebestuurder

13.5.9.2 Interested and affected parties who provided comments

In total there were 1 104 Interested and Affected parties who provided written comments on the Draft CITP. Comments were received from:

- 1 080 different individuals (in their personal capacity/as business owners/as with involvement at university, etc);
- Franschhoek Heritage and Ratepayers Association;
- Franschhoek Public contribution;
- Transport Futures (Richard Gordge);
- Passenger Rail Agency of South Africa;
- Friends of Stellenbosch;
- Stellenbosch Interest Group;
- Stellenbosch Ratepayer's Association;
- Heritage Foundation;
- Fietsry NPC;
- Western Cape Government (WCG) Mobility Department;
- WCG Department of Infrastructure, and
- WCG Environmental Affairs and Development Planning.

13.5.9.3 Main issues raised by Interested and affected parties

The main topics of the written comments that were made, include:

- The planning of Adam Tas corridor especially with regards to Public Transport and Non-motorised Transport;
- Objections to the planning of Dorp Street dualling;
- Objections mainly (but not exclusively) to cultural heritage aspects of the Jamestown Roads Masterplan;
- Matters related to the status quo of freight transport moving through Franschhoek;
- Dissatisfaction with the planning of a pedestrian bridge over the R304 Kayamandi;
- Investment in road infrastructure and parking (disagreement on the Roads Masterplan);
- Development of a Public Transport system;
- The need to put higher priority on Non-Motorised Transport;
- Passenger Rail Services and service resumptions has not been adequately addressed, and
- Some General comments included:
    - Misalignment with the MSDF and IDP;
    - Need for scenario-based assessment work;
    - Need for an integrated need-based assessment;
    - Alignment with PTSP;
    - Stakeholder participation fatigue and need for better feedback on matters raised;
    - Not maintaining the urban edge;
    - Problems with freight in the Stellenbosch CBD;
    - Proposal on light rail, and
    - Need for improved overload control and law enforcement.

Refer to **Appendix F** for a summary of the comments received and the relevant responses thereto.

13.6 Conclusion

There are several themes that have been identified through the stakeholder engagement process. Through discussions, the data indicates that the Municipality needs to help the people of Stellenbosch understand the impact of accommodating the increase of vehicles in developmental plans. This will require a shift in behaviour to get people to move from having several vehicles to one vehicle and ultimately a non-motorised town. Behaviour change programmes must be addressed at both internal and external stakeholders. The approach must start with enabling a municipal official to understand that building more parking will result in an increase in the number of vehicles. Find a balance to accommodate different views while addressing environmental challenges. The parking issue is one recommendation with conflicting views, there are stakeholders that have suggested that legislation needs to be amended to remove the requirement of parking in development plans. Some stakeholders have argued that it would be unrealistic not to include parking in development plans as this will only have a negative impact on those using the space. The public have gone as far as recommending that side parking on the roads must be removed to expand sidewalks and create a pedestrianised town.

Several stakeholders have indicated that a NMT approach only looks good on paper, and it would be a challenge for the Municipality to achieve such an approach. Some have gone as far asking what will happen to all the cars? Creating a pedestrianised town will only mean that the traffic is displaced from the inner town to elsewhere. Interventions such as the park and ride will require the Municipality to build parking bays outside of the town. This will not achieve a NMT town, there will still be a vehicle dependency, but people will not be allowed to bring their cars to the town centre.

All these proposed interventions are inter-dependent. Prohibiting vehicles in centre parts of the Municipality would mean that the Municipality must develop precincts where people can access services and opportunities closer to their place of residence. This might not be feasible in areas where the development must be housing developments to address gaps. Participants have indicated that there are interest groups that can influence where and when developments take place and without the buy-in of those groups it would be impossible to achieve such interventions.

How do you convince a young person that they do not need a vehicle or a person who has never used public transport that it is safe to use taxi? The University indicated that 90% of students have vehicles. This is a challenge because the university does not have sufficient parking to accommodate all these vehicles, and this has resulted in students using public parking. It is important that perceptions towards public transport especially taxis are changed. Some of the concerns are not just perceptions but reality. We need to offer people alternatives that are reliant, reliable, comfortable, predictable, and safe if we want them to leave their vehicles at home and use public transport. Public transport service providers must understand the needs and concerns of people to effectively address them.

A significant number of comments were relating to investment in road infrastructure and the Municipality's perceived bias towards private vehicle traffic, congestion and parking and resolving issues largely associated with cars through infrastructure development and investment. However, the Municipality emphasises that it endeavours to provide and equitable service in terms of transport to all communities in Stellenbosch, which would include the establishment of a sustainable road network.

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APPENDIX A: PUBLIC TRANSPORT PLAN

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APPENDIX B: DETAILED TRAFFIC SURVEYS OCT-NOV 2022

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APPENDIX C: STELLENBOSCH INFRASTRUCTURE SERVICES 10-YEAR BUDGET

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APPENDIX D: SHORT-TERM NMT PROJECTS FOR STELLENBOSCH MUNICIPALITY

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APPENDIX E: STB RMP PROPOSED ROAD PROJECTS (including Provincial road projects)

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APPENDIX F: SUMMARY OF COMMENTS RECEIVED AND RESPONSES

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ANNEXURE B

APPENDIX B1:
SUPPORTING FIGURES FOR THE R44 & TECHNO PARK ROAD INTERSECTION

Appendix A1 contains the following supporting information for the R44 & Techno Park Rd Intersection in the following figures:

- **Figure 1-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 1-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 1-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 1- 1: Intersection Location

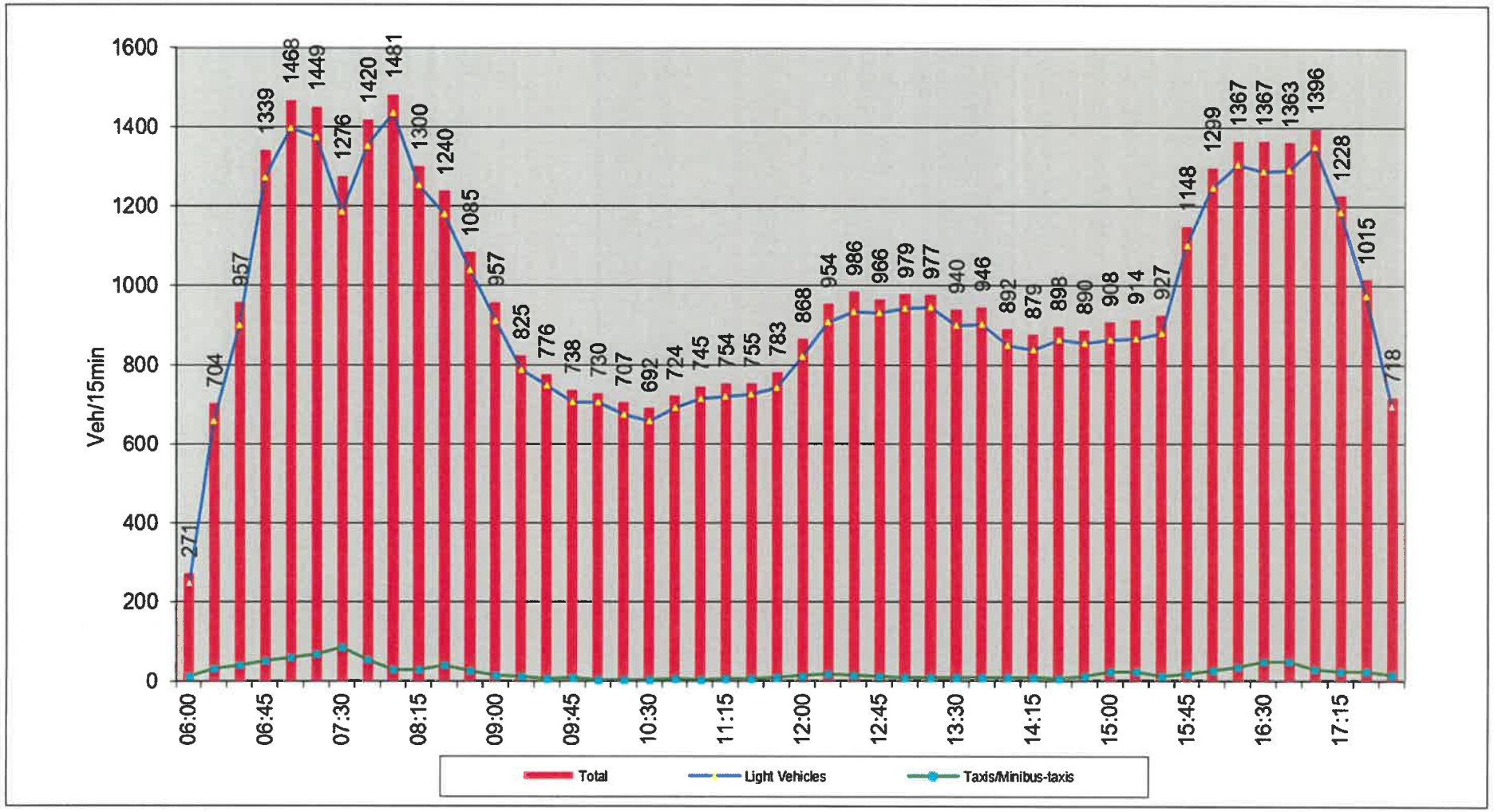


Figure 1- 2: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 2 Nov 2022

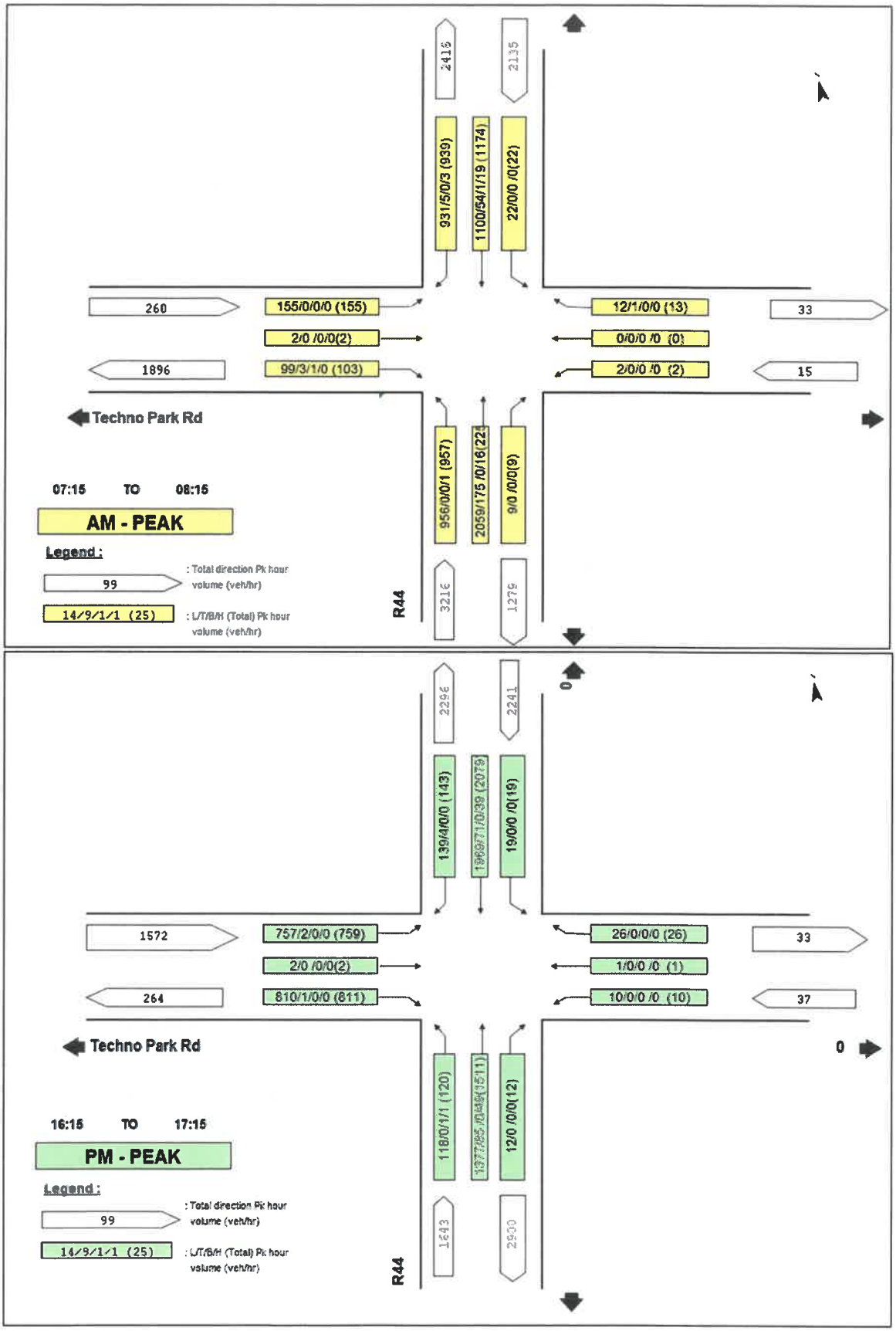


Figure 1- 3: Peak Hour Volumes as on 2 November 2022

APPENDIX B2:
SUPPORTING FIGURES FOR THE DORP STREET & R310 INTERSECTION

Appendix A2 contains the following supporting information for the Dorp Street and R310 Intersection in the following figures:

- **Figure 2-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 2-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 2-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 2- 4: Intersection Location

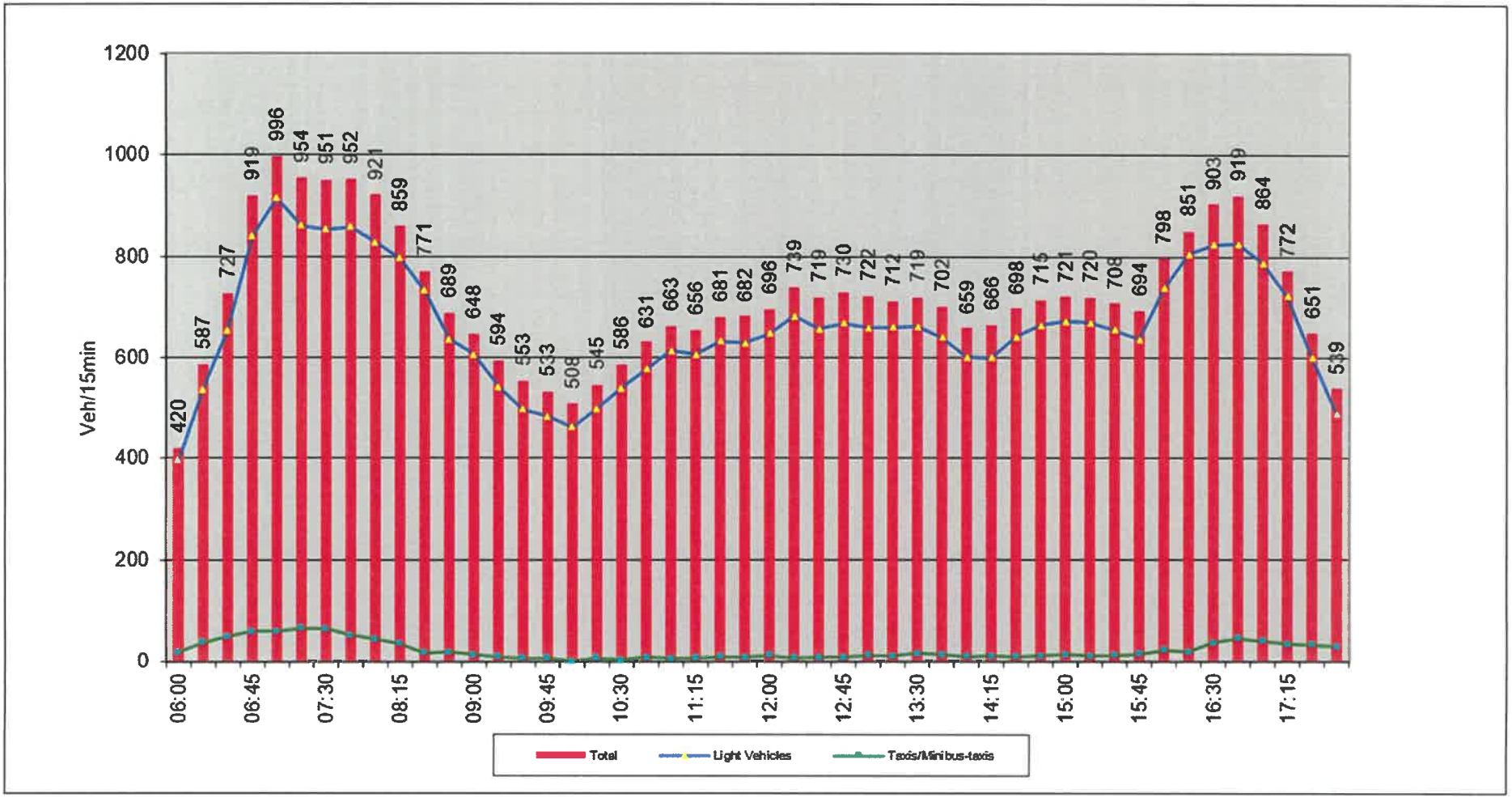


Figure 2- 5: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 26 Oct 2022

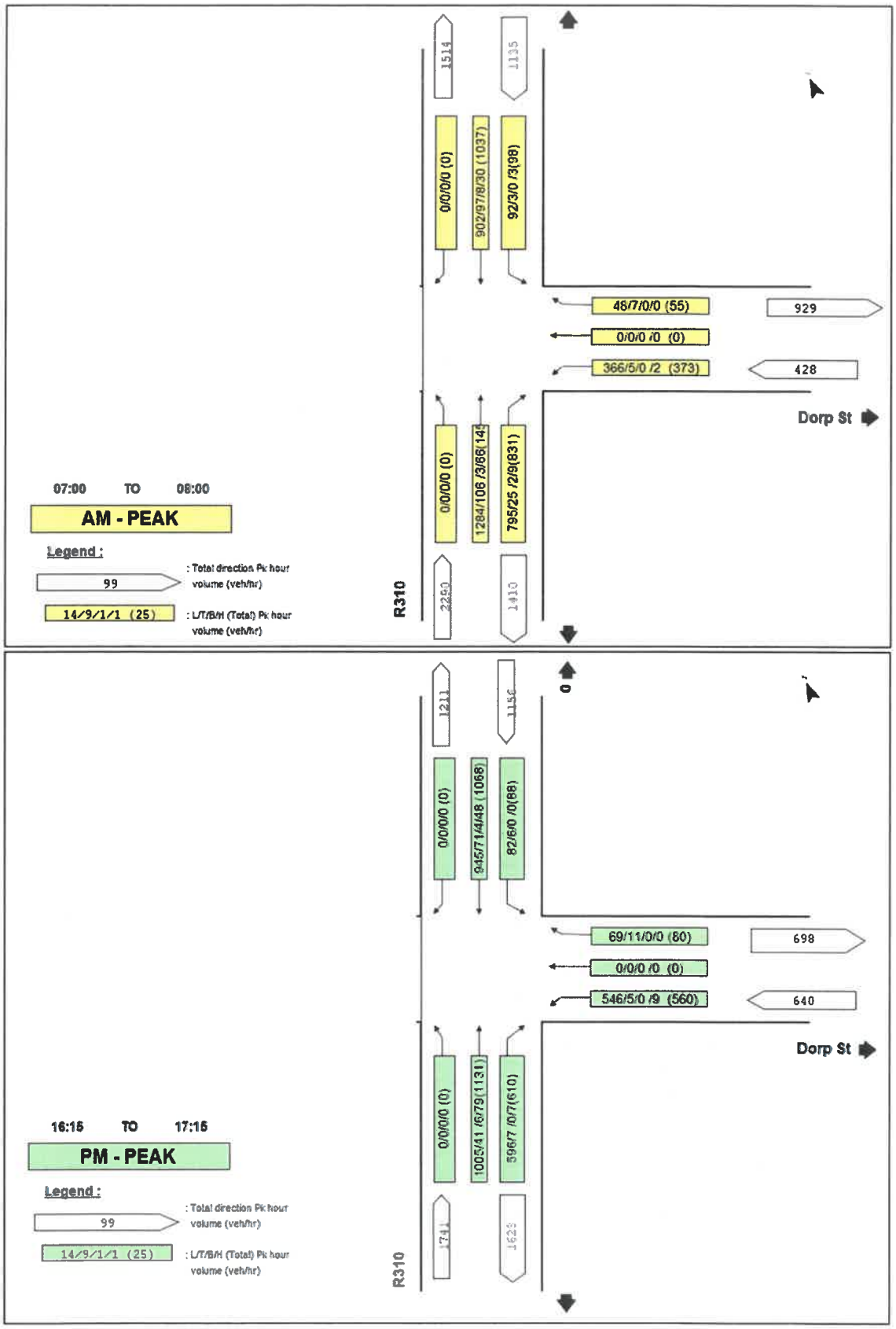


Figure 2- 6: Peak Hour Volumes as on 26 October 2022

APPENDIX B3:
SUPPORTING FIGURES FOR THE BIRD STREET & R310/R44 INTERSECTION

Appendix A3 contains the following supporting information for the Bird Street and R310 Intersection in the following figures:

- **Figure 3-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 3-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 3-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 3- 7: Intersection Location

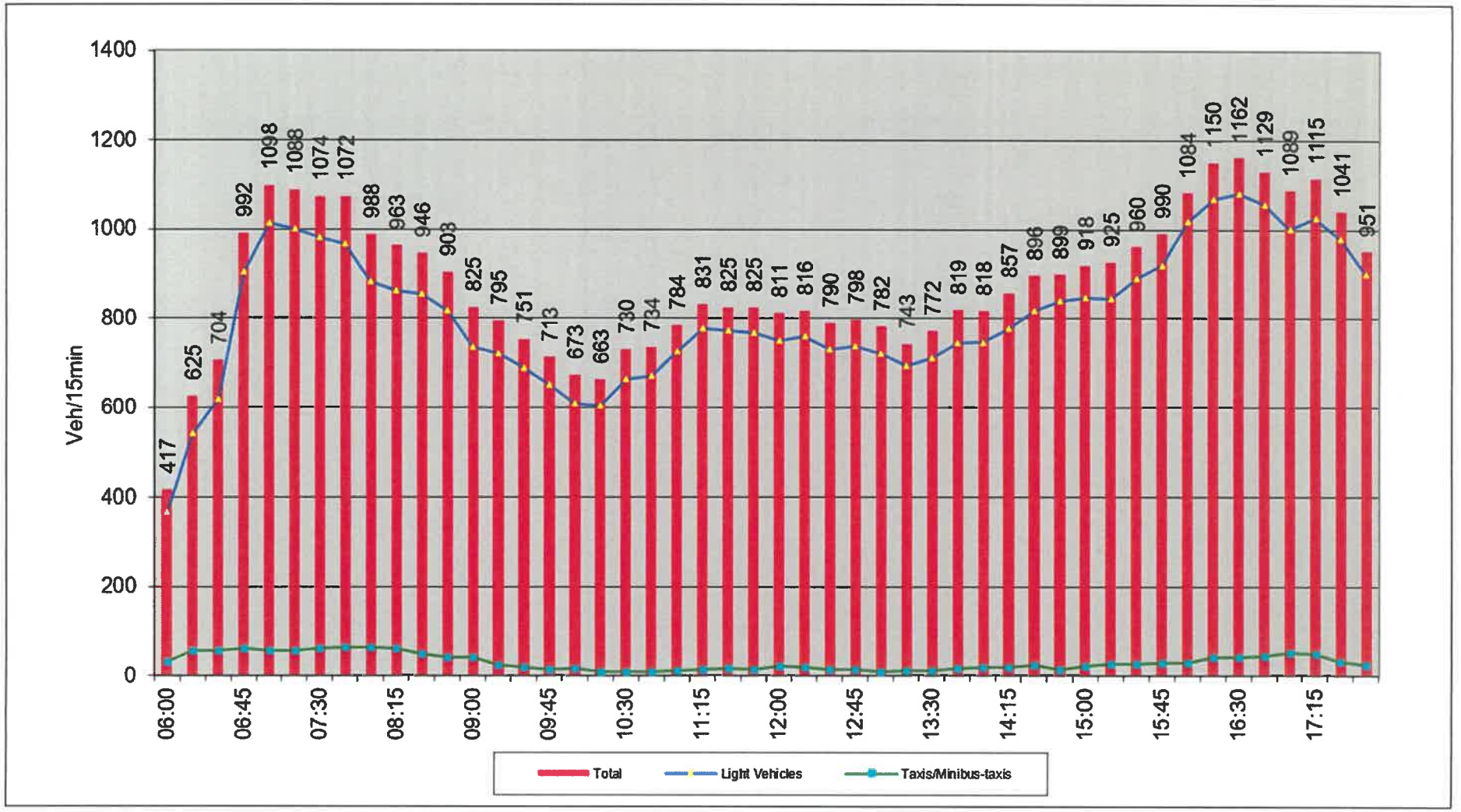


Figure 3- 8: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 26 Oct 2022

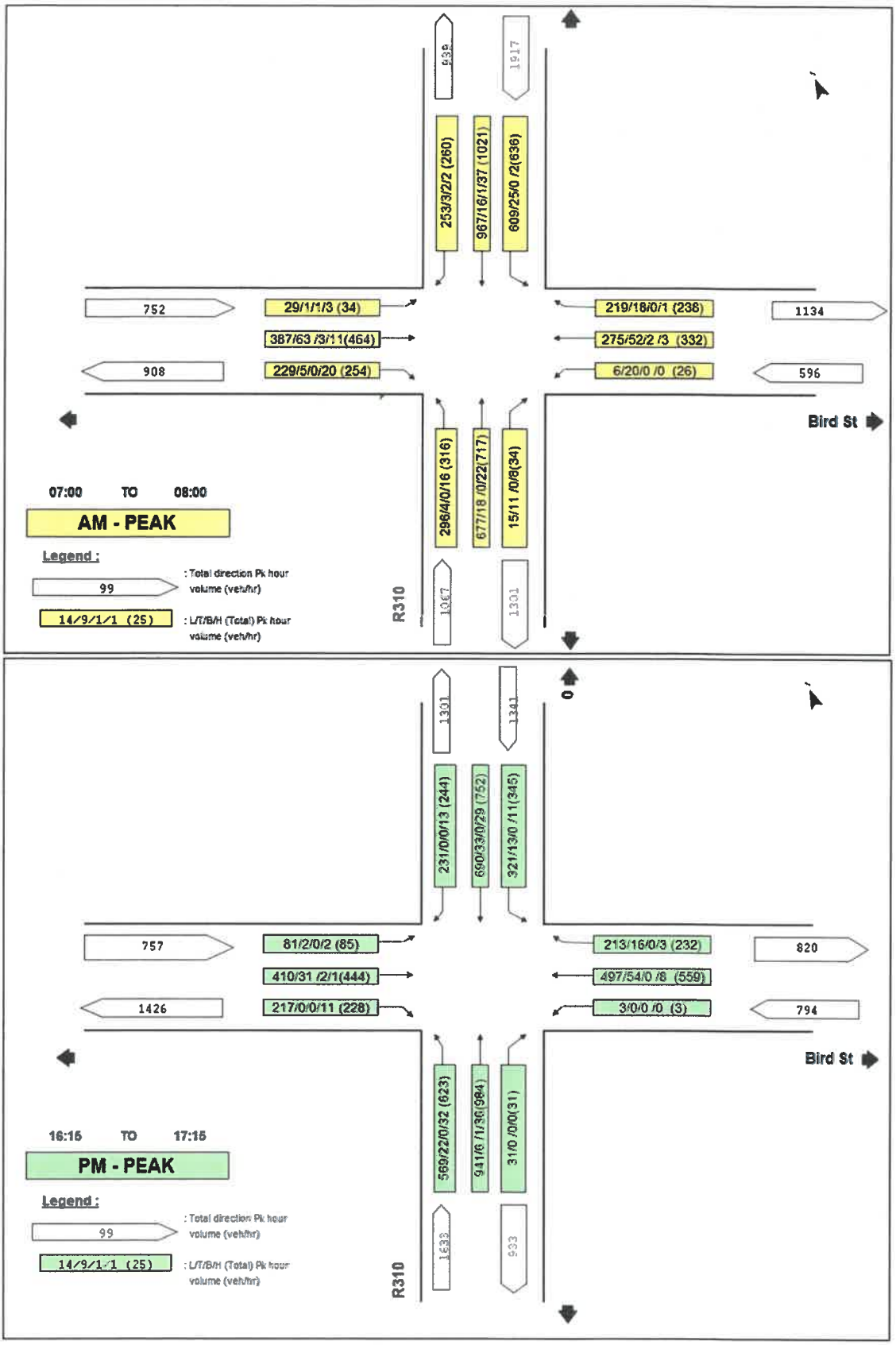


Figure 3- 9: Peak Hour Volumes as on 26 October 2022

APPENDIX B4:
SUPPORTING FIGURES FOR THE HELSHOOGTE ROAD & R44 INTERSECTION

Appendix A4 contains the following supporting information for the Helshoogte Road and R44 Intersection in the following figures:

- **Figure 4-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 4-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 4-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 4- 10: Intersection Location

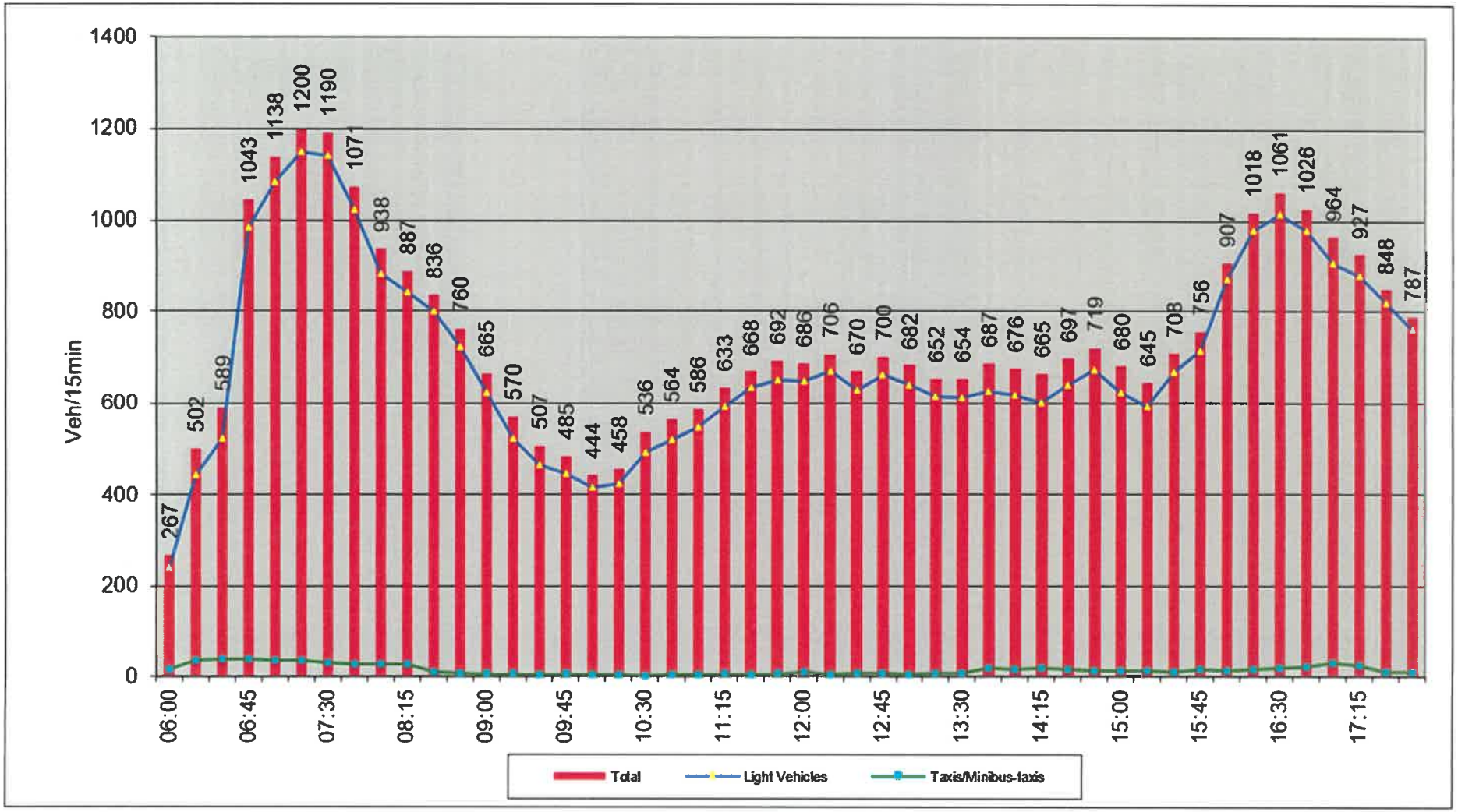


Figure 4- 11: Variation Over 12 Hours (total traffic entering intersection per 15 minutes) – 26 Oct 2022

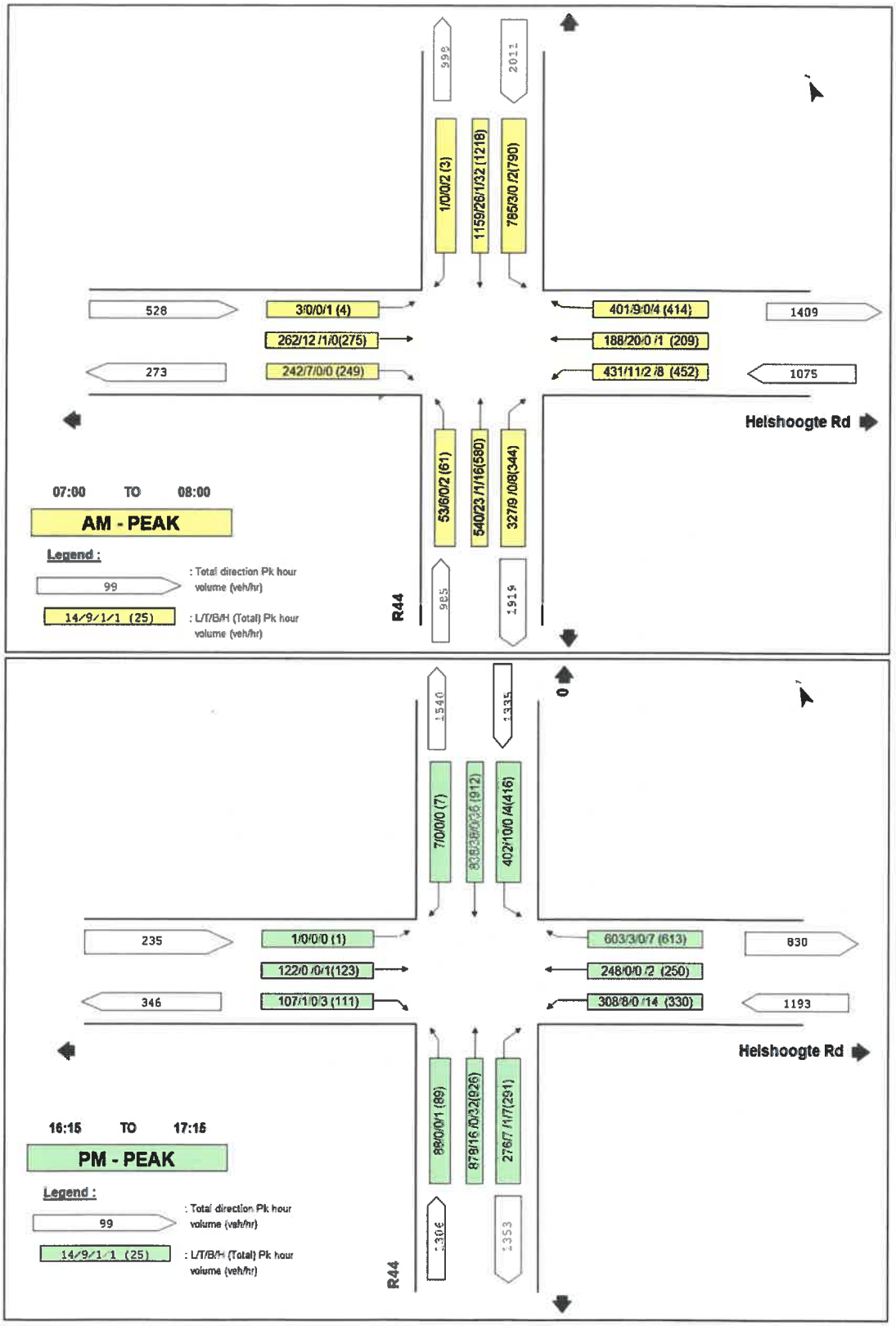


Figure 4- 12: Peak Hour Volumes as on 26 October 2022

APPENDIX B5:
SUPPORTING FIGURES FOR THE HELSHOOGTE ROAD & CLUVER STREET INTERSECTION

Appendix A5 contains the following supporting information for the Helshoogte Road and Cluver Street intersection in the following figures:

- **Figure 5-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 5-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 5-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 5- 13: Intersection Location

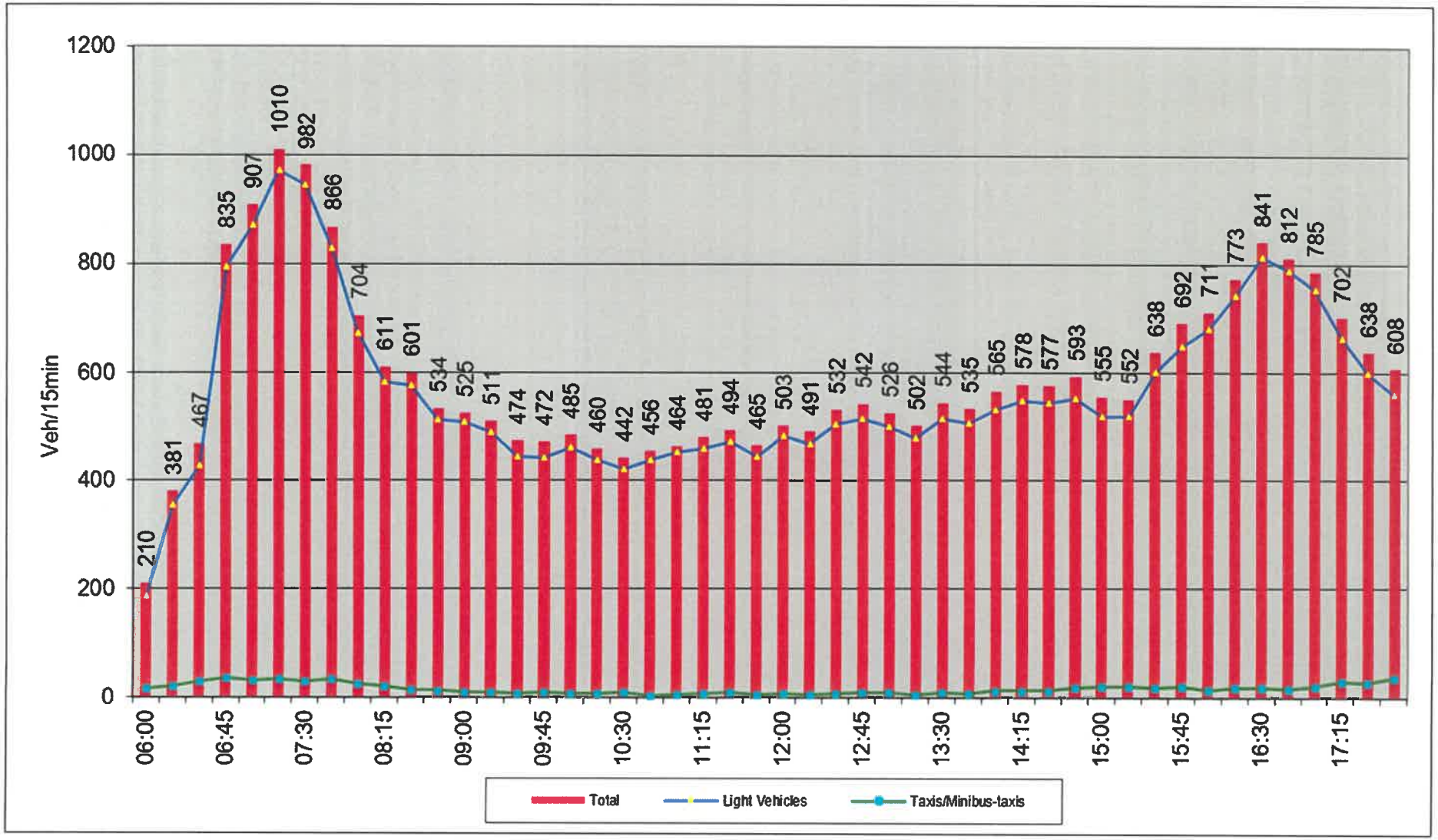


Figure 5- 14: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 26 Nov 2022

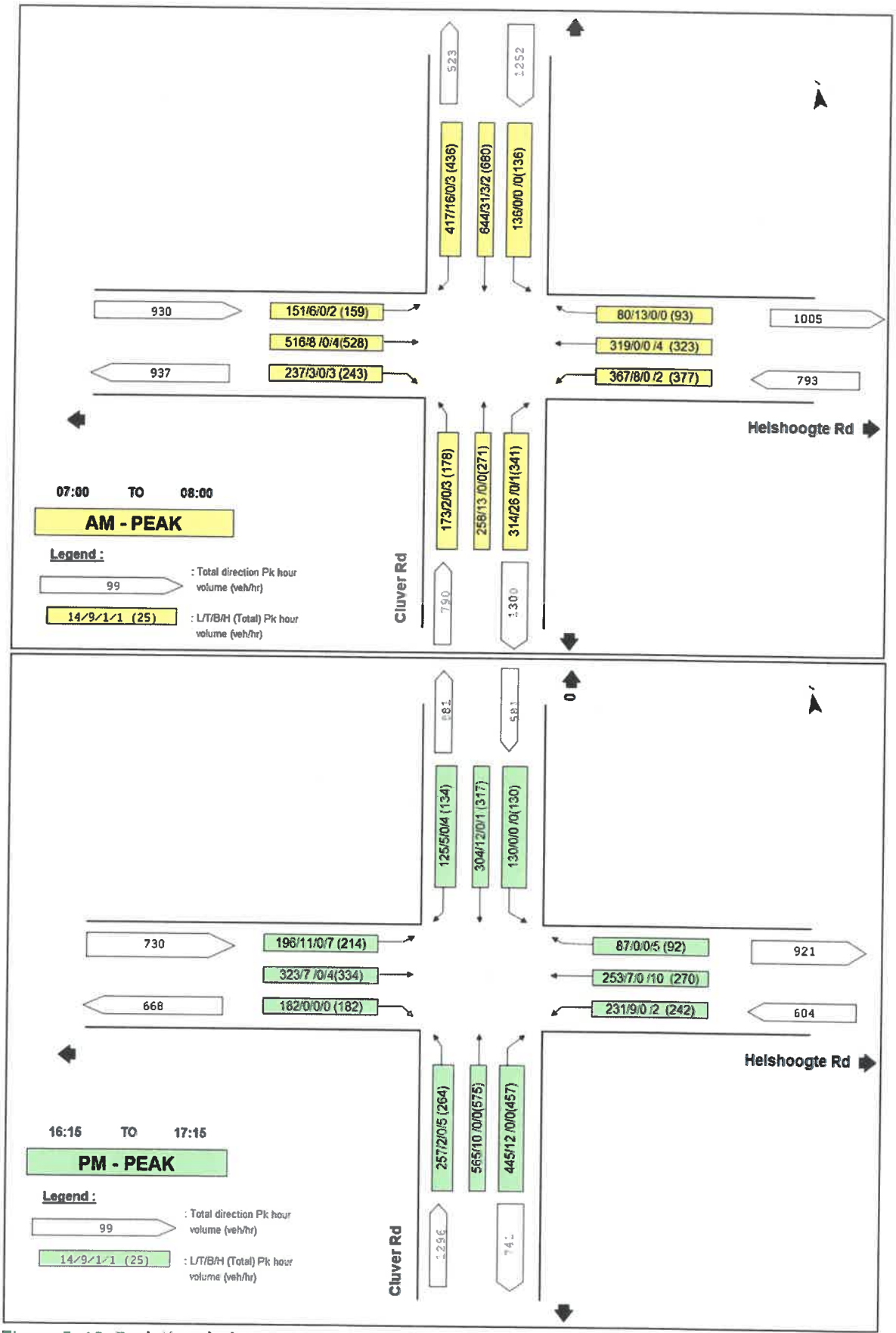


Figure 5- 15: Peak Hour Volumes as on 26 November 2022

ANNEXURE C

BUDGETED PROJECTS - ten years 2023 to 2033

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Roads and Stormwater	**Capital Projects**									
	Adam Tas Intersection Upgrades	CRR (own funds)							12 000 000	12 000 000
	Bridge Construction	IUDG	15 000 000	5 000 000	-				6 000 000	11 000 000
	Bridge Construction	CRR (own funds)	2 700 000							0
	Devon Valley Rd	CRR (own funds)	-		-					0
	Dorp Street West dualling									0
	Klapmuts Transport Network	CRR (own funds)	-	600 000					1 000 000	1 600 000
	Lanquedoc Access Road and Bridge	DC-Roads	-	5 000 000	12 000 000	15 000 000				32 000 000
	Lanquedoc Access Road and Bridge	CRR (own funds)	-	-	3 000 000					3 000 000
	Parking Area Upgrades - Franschhoek	DC-Parking	711 442	-	-					0
	Parking Area Upgrades - Stellenbosch	DC-Parking	800 000	-	-					0
	R304/West Kayamandi Intersection Construction	DC								0
	Stormwater Drainage - Kayamandi and Enkanini	DC-Stormwater	-							0
	Wilderbosch Extension to Trumali (Eastern link)	CRR (own funds)	1 000 000	1 500 000	1 500 000	3 000 000	7 000 000	7 000 000		20 000 000
	Wilderbosch Extension to Techno Park (Eastern link)	CRR (own funds)		-	-			1 500 000	15 500 000	17 000 000
	Planning Maintenance Operations									0
	Ad hoc Minor Upgrading of Roads (WC024)	CRR (own funds)				700 000			1 400 000	2 100 000
	Ad hoc Reconstruction of Roads (WC024)	IUDG	3 000 000	3 000 000	3 000 000	5 000 000	5 000 000	7 000 000	35 000 000	58 000 000
	Ad hoc Reconstruction of Roads (WC024)	CRR (own funds)	827 249							0
	Furniture, Tools and Equipment	CRR (own funds)	400 000	400 000	400 000	400 000	400 000	400 000	2 000 000	4 000 000
	Gravel Roads Devon Valley - Safety Improvements Structural Repairs	CRR (own funds)	-	-	500 000	300 000				800 000
	Reseal Roads - Klapmuts and Surrounding	CRR (own funds)	-	1 250 000	-			1 500 000	1 500 000	4 250 000
	Reseal Roads - Kylemore and Surrounding	CRR (own funds)	1 500 000	-	-	1 500 000			3 000 000	4 500 000
	Reseal Roads - Stellenbosch and Surrounding	CRR (own funds)	4 200 000	5 000 000	5 000 000	7 000 000	7 000 000	8 000 000	40 000 000	72 000 000

Appendix C

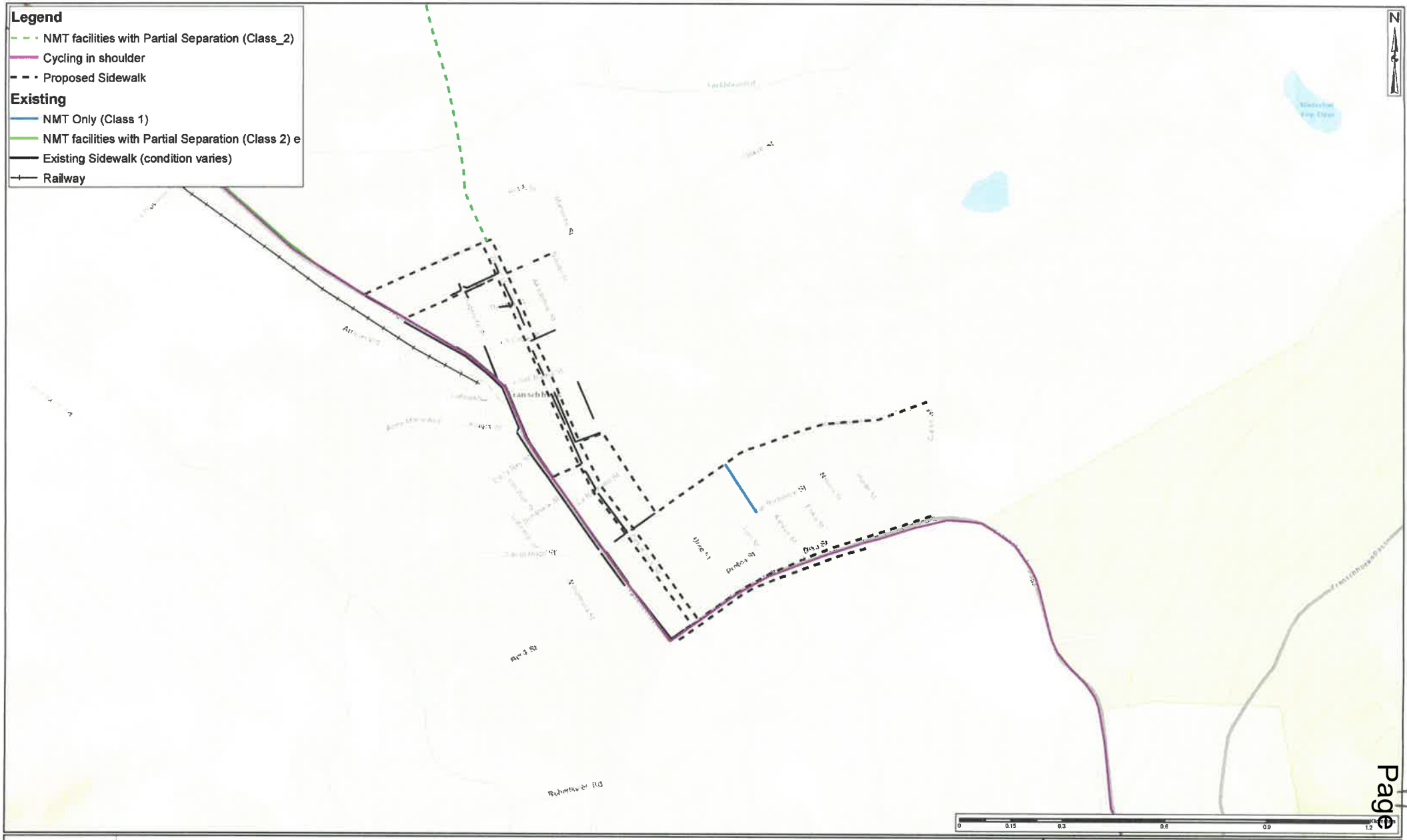
Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
	Reseal Roads - Franschhoek and Surrounding	CRR (own funds)	-	2 000 000	-		2 000 000		2 000 000	6 000 000
	River Rehabilitation Implementation	CRR (own funds)	-	1 000 000	-			1 000 000	1 000 000	3 000 000
	Rivers Rehabilitation Planning and Design	CRR (own funds)	500 000	-	-		500 000		500 000	1 000 000
	Specialised Vehicles: Heavy Duty Roads	CRR (own funds)	-	2 500 000	2 000 000	2 500 000			8 000 000	15 000 000
	Specialised Vehicle: Jet Machine Blockages	CRR (own funds)					5 000 000			5 000 000
	Specialised Vehicle: TLB Digger Loader	CRR (own funds)			3 000 000				3 000 000	6 000 000
	Upgrade Stormwater Retention Facilities	CRR (own funds)	-	-	1 500 000			1 500 000	1 500 000	4 500 000
	Update Pavement Management System	CRR (own funds)	-	1 000 000	-				1 500 000	2 500 000
	Update Stormwater System	CRR (own funds)	36 500				200 000		200 000	400 000
	Vehicle Replacement: Light Vehicles (LDV)	CRR (own funds)							3 000 000	3 000 000
	TOTAL		**30 675 191**	**28 250 000**	**31 900 000**	**35 400 000**	**27 100 000**	**27 900 000**	**123 100 000**	**273 650 000**
	Capital Projects									0
	Bird Street Dualling - Adam Tas to Kayamandi	CRR (own funds)	150 000	500 000	5 000 000	10 000 000	15 000 000			30 500 000
	Endler and Martinson Street Intersection Upgrade	CRR (own funds)	1 000 000	-	-					0
	Jamestown Transport Network	CRR (own funds)	1 000 000	3 000 000		2 000 000				5 000 000
	Planning Maintenance Operations									0
	Ad hoc Intersection Improvements	CRR (own funds)				2 000 000			2 000 000	4 000 000
	Furniture, Tools and Equipment: Traffic Engineering	CRR (own funds)	150 000	150 000	150 000	150 000	150 000	150 000	600 000	1 350 000
	Heavy Duty Vehicle (Truck)	CRR (own funds)							3 000 000	3 000 000
	Main Road Intersection Improvements: Franschhoek	CRR (own funds)	1 000 000	10 000 000	-				11 500 000	21 500 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Traffic Engineering	Main Road Intersection Improvements: Franschhoek	IUDG	-	-	2 129 950				750 000	2 879 950
	Main Road Intersection Improvements: Helshoogte/La Colline	CRR (own funds)	434 696	3 000 000	-					3 000 000
	Main Road Intersection Improvements: Helshoogte/La Colline	DC-Roads	1 738 055	-	-					0
	Main Road Intersection Improvements: R44/Merriman Street	DC-Roads	1 000 000	-	4 000 000		1 000 000	10 000 000	50 000 000	65 000 000
	Main Road Intersection Improvements: Stellenbosch	CRR (own funds)							16 500 000	16 500 000
	Main Road Intersection Improvements: Strand/Adam Tas/Alexander	DC-Roads	1 000 000	-	4 000 000	5 000 000	10 000 000	20 000 000		39 000 000
	Optic Fibre Traffic Signal Remote Managemenet System	CRR (own funds)	300 000	500 000	-					500 000
	Pedestrian Crossing Implementation	CRR (own funds)	300 000	300 000	-		300 000		300 000	900 000
	Raised Intersectiion Implementation	CRR (own funds)	600 000	-	600 000			600 000	600 000	1 800 000
	Roads and Signs Maintenance	CRR (own funds)		500 000					1 000 000	1 500 000
	Road Upgrades School Precincts	CRR (own funds)	1 000 000							
	Road Safety Improvements	CRR (own funds)	350 000	-	500 000					500 000
	Signalisation Implementation	CRR (own funds)	500 000	500 000	-					500 000
	Specialised Equipment: Roadmarking Machine + Trailer	CRR (own funds)	-	-	500 000	600 000				1 100 000
	Traffic Calming Projects: Implementation	CRR (own funds)	300 000	300 000	-	400 000			800 000	1 500 000
	Traffic Management Improvement Programme	CRR (own funds)	1 042 030	1 000 000	-		100 000			1 100 000
	Traffic Signal Control: Installation, Upgrading Traffic Signals and Associated Components	CRR (own funds)	1 500 000	500 000	500 000	500 000	500 000	500 000	2 000 000	4 500 000
	Traffic Signal Management System	CRR (own funds)	-	-	-	1 000 000				1 000 000
	Universal Access Implementation	CRR (own funds)	600 000	200 000	-		300 000		600 000	1 100 000
	TOTAL		**13 964 781**	**20 450 000**	**17 379 950**	**21 650 000**	**27 350 000**	**31 250 000**	**89 650 000**	**207 729 950**
	Capital Projects									0
	Adam Tas - Technopark Link Road	CRR (own funds)	2 300 000	3 000 000	5 000 000	20 000 000	30 000 000	30 000 000		88 000 000
	Bicycle Lockup Facilities	CRR (own funds)	200 000	300 000	-		500 000		500 000	1 300 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Transport Planning	Kayamandi Ped Bridge (R304, River and Railway Line)	IUDG	3 000 000	16 000 000	-	10 000 000				26 000 000
	Kayamandi Ped Bridge (R304, River and Railway Line)	DC-Roads		-	-					0
	Planning Maintenance Operations									0
	Adam Tas - Corridor Transport Study	CRR (own funds)	500 000	1 000 000	-	1 000 000				2 000 000
	Comprehensive Integrated Transport Plan	CRR (own funds)	600 000	600 000	600 000	1 000 000	2 000 000	1 000 000	6 000 000	11 200 000
	Continued feasibility studies to establish a transport operating company	CRR (own funds)	-	-	600000					600 000
	Cycle Plan - Design and Implementation	CRR (own funds)	784 739	500 000	-	500 000	500 000	500 000	2 500 000	4 500 000
	Development business model transport service persons with disabililties - Stellenbosch		600 000	-	-					0
	Feasibility Link Road: Adam Tas (Devon Valley) to R304 (Kayamandi)	CRR (own funds)			2 000 000				42 000 000	44 000 000
	Feasibility Upgrade Existing Bridge or Add Bridge Eerste River Stellenbosch CBD	CRR (own funds)				400 000	400 000		62 000 000	62 800 000
	Feasibility Welgevonden Road Extension R304 to R44	CRR (own funds)			2 000 000				62 000 000	64 000 000
	Freight Strategy for Stellenbosch and Franschhoek	CRR (own funds)	-	500 000	-				500 000	1 000 000
	Non-Motorised Transport Implementation	CRR (own funds)	1 000 000	1 000 000	-	3 000 000	3 000 000	4 000 000	20 000 000	31 000 000
	Non-Motorised Transport Implementation	TBC	3 000 000		-					0
	Park and Ride (Transport Interchange)	CRR (own funds)	100 000	250 000	-					250 000
	Pedestrian Streets in Stellenbosch	CRR (own funds)	-	-	1 700 000					1 700 000
	Provision Bulk Parking Planning & Development	CRR (own funds)		3 000 000	3 000 000	3 000 000				9 000 000
	Public Transport Infrastructure (Public Transport Shelters and Embayments)	CRR (own funds)	400 000	-	400 000				800 000	1 200 000
	Public Transport Facilities (Taxi Ranks)	CRR (own funds)		-	500 000		1 000 000		3 000 000	4 500 000
	Public Transport Planning - WC024	CRR (own funds)	-	600 000	-	2 000 000				2 600 000
	Public Transport Service (Inclusive of Mobility Impaired)	TBC	165 278	-	500 000					500 000
	Re-design of Bergzicht Public Transport Facility	CRR (own funds)	1 800 000	-	-					0
	Stellenbosch - Bicycle network	CRR (own funds)	500 000	1 000 000	-					1 000 000
	Stellenbosch Tour Bus Parking	CRR (own funds)	50 000	600 000	-					600 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
	Taxi Rank - Franschhoek	CRR (own funds)	-	500 000	-					500 000
	Technopark Kerb and Channel Upgrade	CRR (own funds)	-	-	1 500 000					1 500 000
	Update Roads Master Plan for WC024	CCR	-	-	2 000 000					2 000 000
	TOTAL		**15 000 017**	**28 850 000**	**19 800 000**	**40 900 000**	**37 400 000**	**35 500 000**	**199 300 000**	**361 750 000**
GRAND TOTAL			**59 639 989**	**77 550 000**	**69 079 950**	**97 950 000**	**91 850 000**	**94 650 000**	**412 050 000**	**843 129 950**

ANNEXURE D



Project Title:	**Stellenbosch CITP**
Map Title:	**Franschhoek: Proposed NMT Network**

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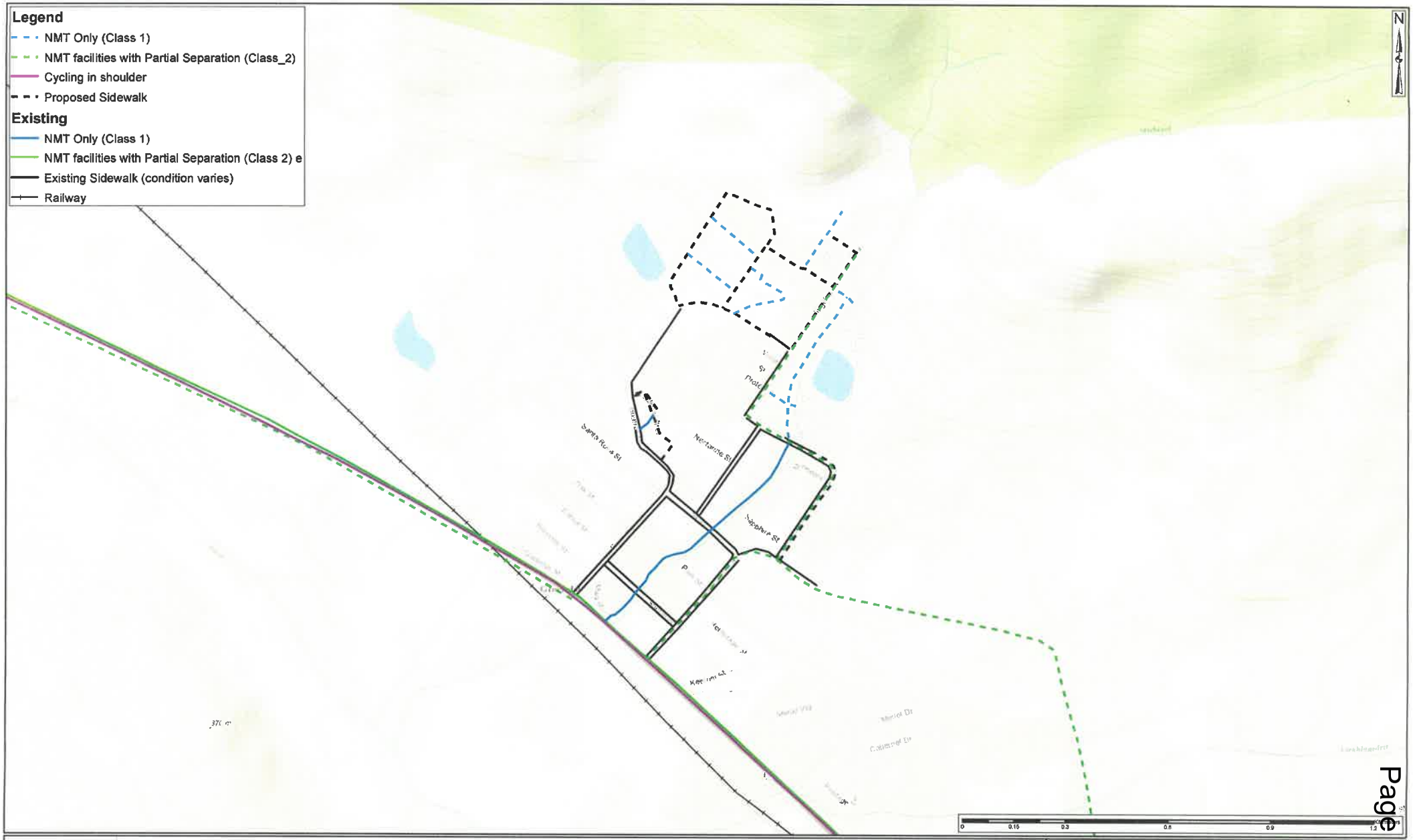
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Approved By:	C Erasmus
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Project Number:	N/A
Map Ref:	NMT_Franschhoek_1.mxd
Revision:	00

Sources:
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Project Title: **Stellenbosch CITP**

Map Title: **Groendal: Proposed NMT Network**

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Figure

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Approved By:	C Erasmus
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Revision:	00

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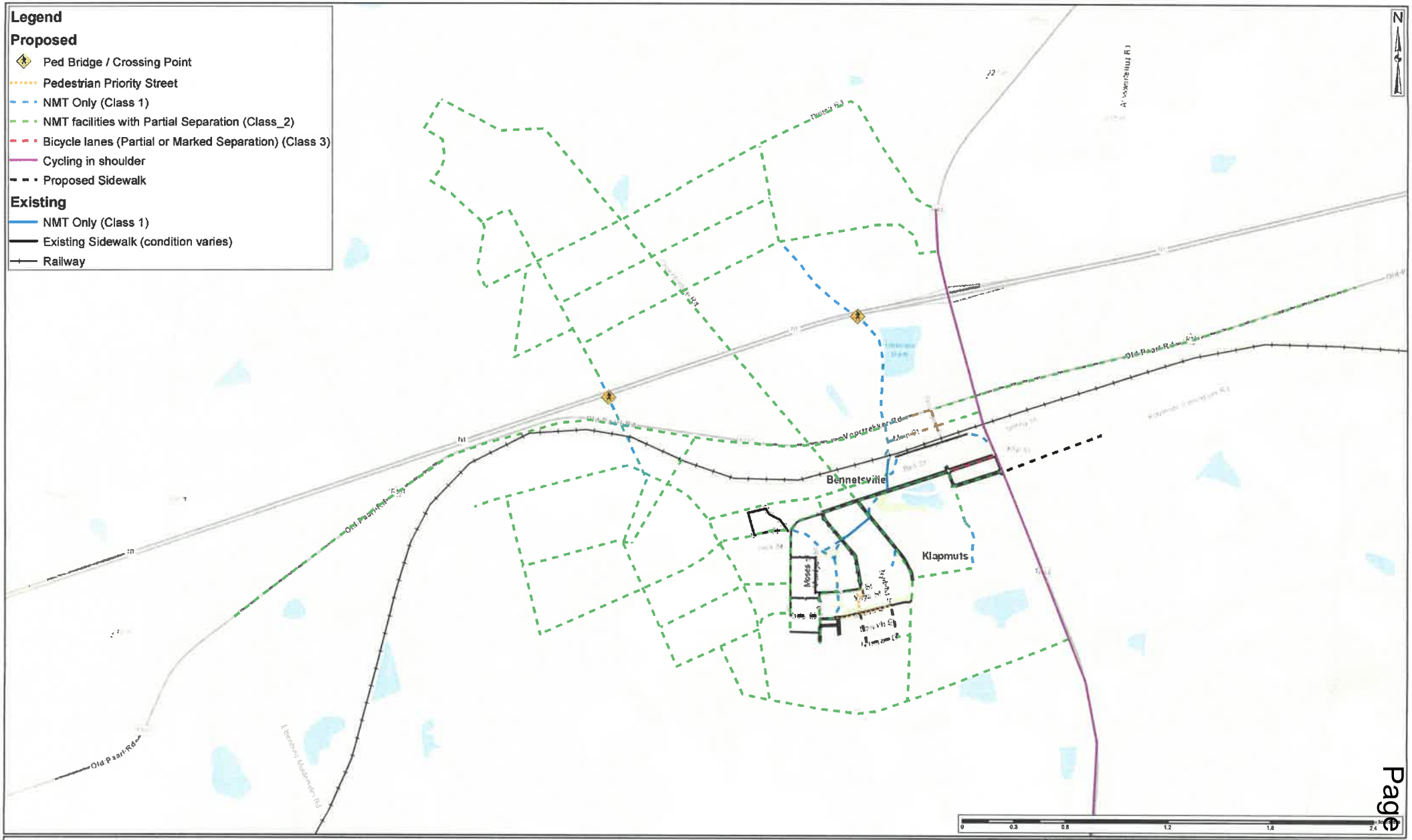
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Project Title:	**Stellenbosch CITP**
Map Title:	**Klapmuts: Proposed NMT Network**

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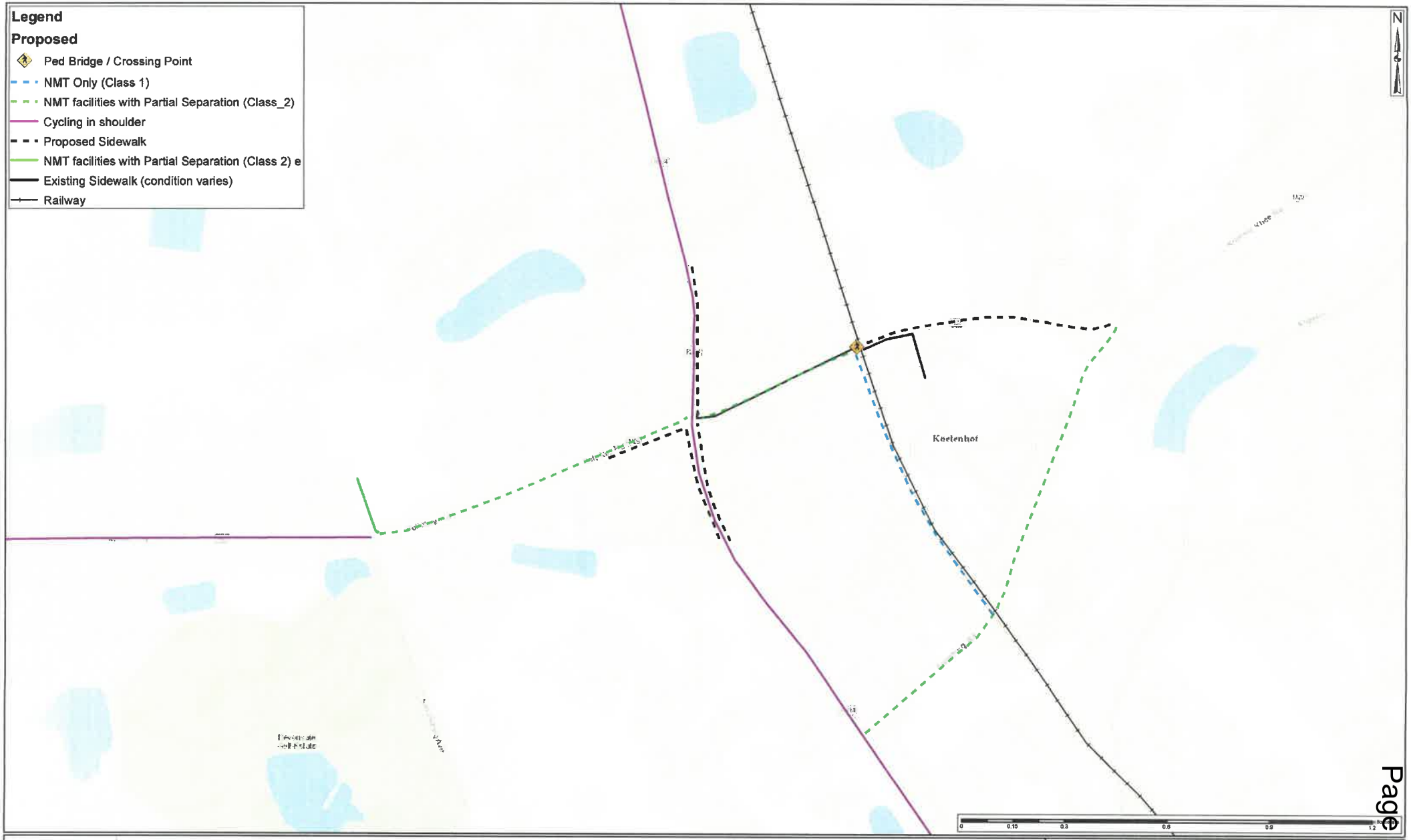
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Figure 1967

Projection:	Transverse Mercator
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Compiled By:	GA Maree
GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Klapmuts_1.mxd
Revision:	00

Sources:
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Project Title: **Stellenbosch CITP**

Map Title: **Koelenhof: Proposed NMT Network**

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Figure

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	Central Meridian: 19.0
Compiled By:	GA Maree
GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Koelenhof_1.mxd
Revision:	00

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Page 1970

Project Title:	**Stellenbosch CITP**
Map Title:	**Kylemore: Proposed NMT Network**

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Figure

Projection:	Transverse Mercator
Datum:	Hartebeesthoek 1994
	Central Meridian: 19.0
Compiled By:	GA Maree
GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Kylemore_1.mxd
Revision:	00

Sources:
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Project Title: **Stellenbosch CITP**

Map Title: **La Motte: Proposed NMT Network**

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Figure

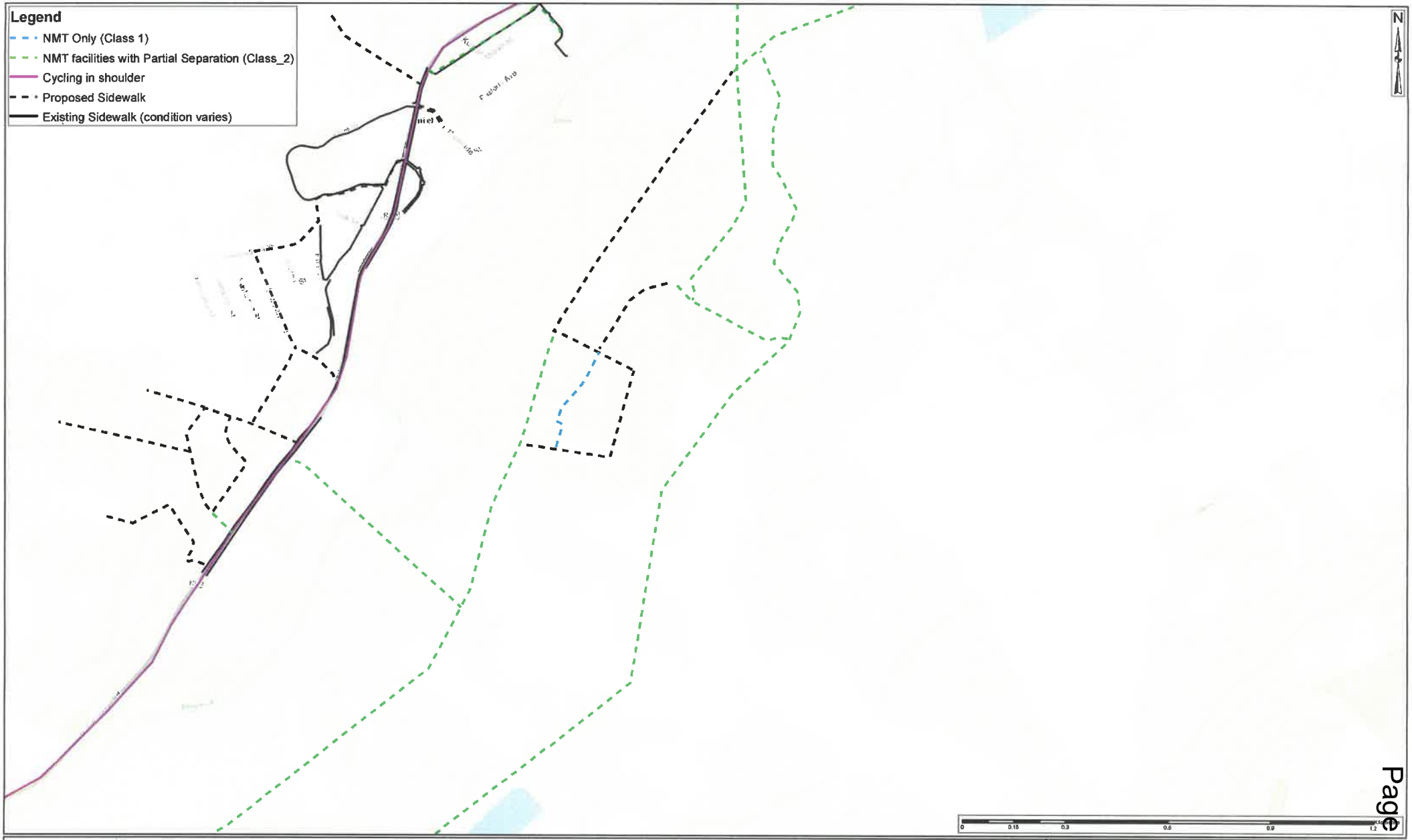
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Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
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Revision:	00

Sources:
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster N Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Communit

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Project Title: **Stellenbosch CITP**

Map Title: **Lanquedoc: Proposed NMT Network**

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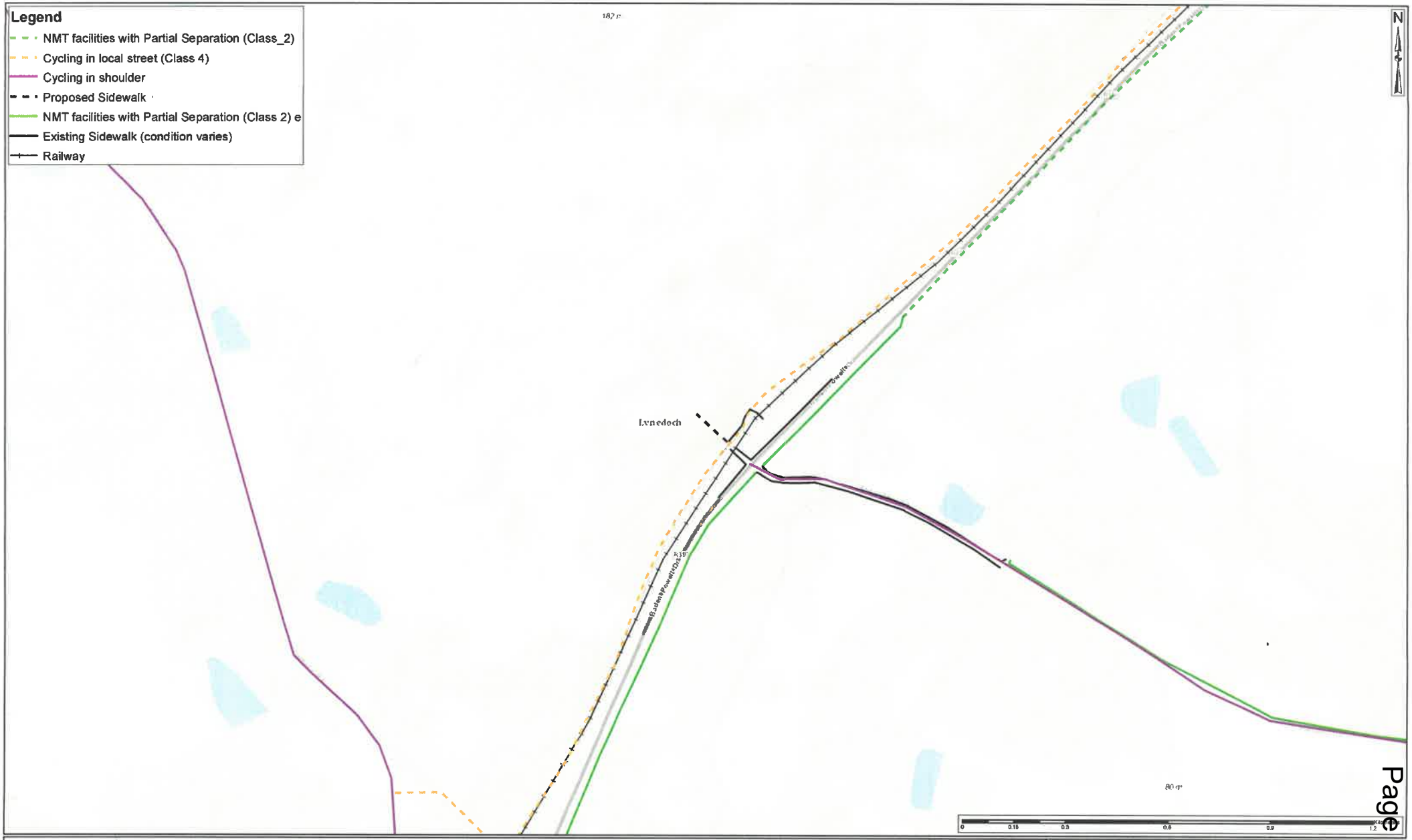
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Figure 1972

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Project Number:	N/A
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Project Title: **Stellenbosch CITP**

Map Title: **Lynedoch: Proposed NMT Network**

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Figure

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Project Number:	N/A
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Revision:	00

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Project Title: **Stellenbosch CITP**

Map Title: **Pniel: Proposed NMT Network**

Scale 1:10 000
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Figure 1974

Projection:	Transverse Mercator
Datum:	Hartebeesthoek 1994
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Compiled By:	GA Maree
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Date Saved:	2022/04/04
Project Number:	N/A
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Sources:
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Project Title: **Stellenbosch CITP**

Map Title: **Raithby: Proposed NMT Network**

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Figure 1975

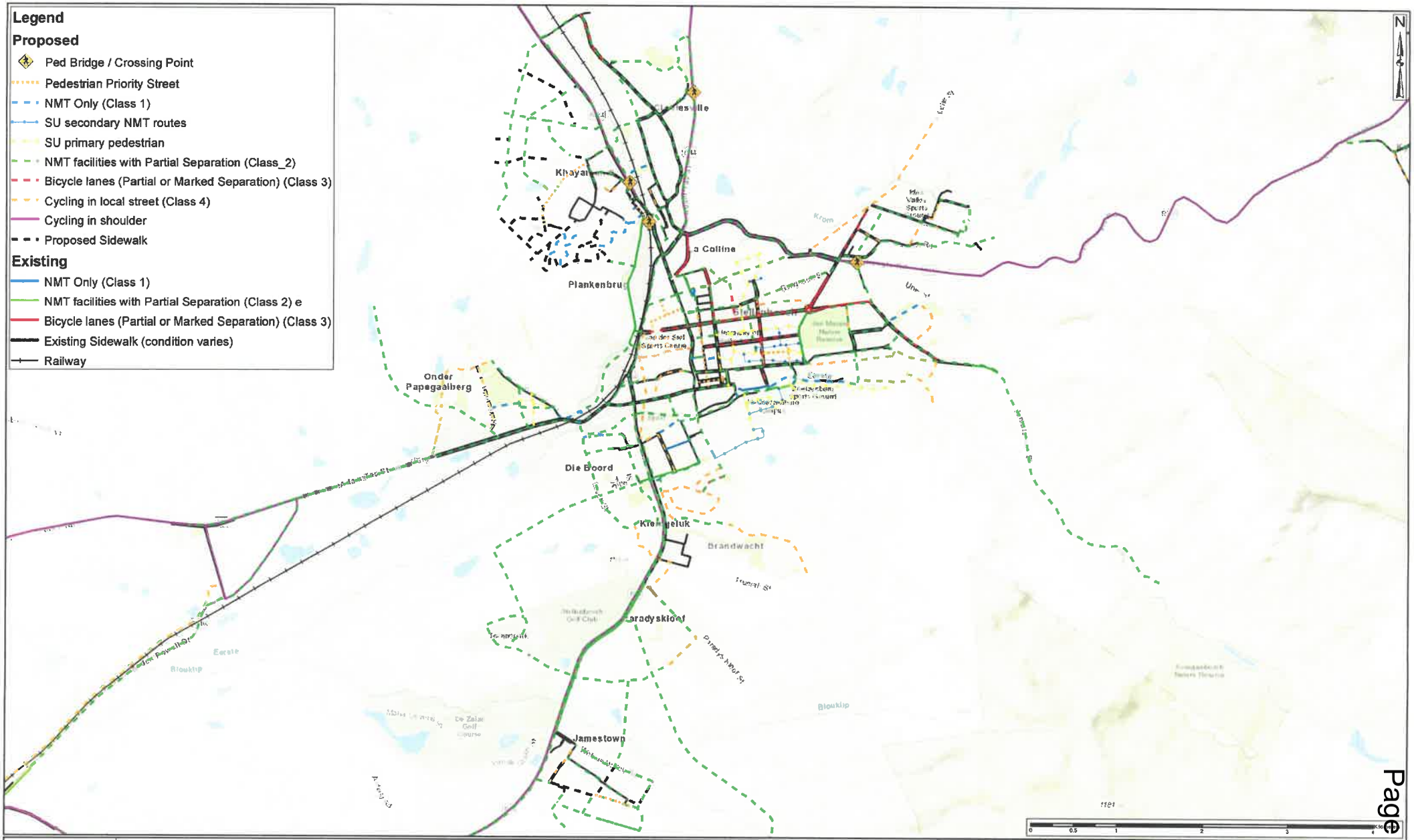
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Revision:	00

Sources:
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Project Title:	**Stellenbosch CITP**
Map Title:	**Stellenbosch Town: Proposed NMT Network**

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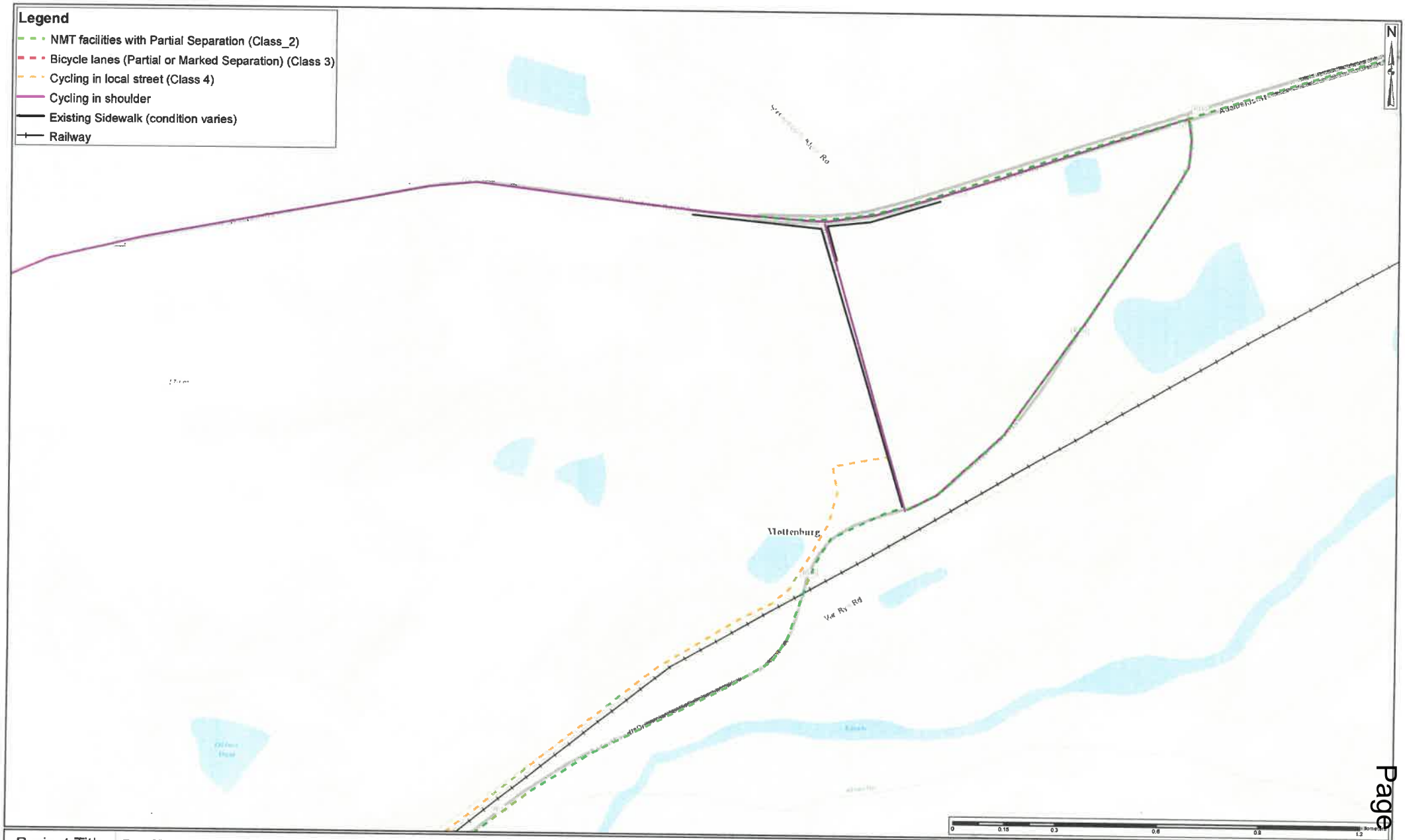
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Figure

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Date Saved:	2022/04/04
Project Number:	N/A
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Revision:	00

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Project Title: **Stellenbosch CITP**

Map Title: **Vlottenburg: Proposed NMT Network**

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Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Vlottenburg_1.mxd
Revision:	00

Sources:
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Project Title: **Stellenbosch CITP**

Map Title: **Wemmershoek: Proposed NMT Network**

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Figure 1

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	Central Meridian: 19.0
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GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Wemmershoek_1.mxd
Revision:	00

Sources:

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster N Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Communit

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ANNEXURE E

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 Adam Tas- Kayamandi Link	Stellenbosch/PGWC	tbc	-	New road between R310 and R304 (Western bypass - Portion north of Adam Tas Road)	New road	Option 2 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	-	TBC
SRMP002	Western bypass Adam Tas- Technopark Link	Stellenbosch/PGWC	tbc	-	New road between R44 (Techno Park) and R310 Adam Tas Western Bypass, portion south of Adam Tas Road - Alignment Option 1	New road	Option 3 - New road parallel to existing Techno Avenue from the R44 to R310. The road will have limited intersections with a possible 2nd 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.	4.0	Class 2: Urban Major Arterial	Single Carriageway	High	Planning and Design
SRMP003	Western bypass	PGWC	tbc	-	New road between R44 (Annandale Road) and R310 Adam Tas. Western Bypass, portion south of Adam Tas Road - Alignment Option 2	New road	Option 1 New north-south link road between Annandale Road and Adam Tas running to the east of the airport and De Zalze Estate. The route will cross the Eerste River (new bridge) and 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		Further investigation required to determine whether feasible possibly as lower order road and utilizing existing routes as far as possible.
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		
SRMP006	R44	Stellenbosch/PGWC	R44	MR27	R44 / Merriman Street/Adam Tas	Intersection upgrade	Grade separated intersection with bridge over railway line.	N/a	Class 2: Urban Major Arterial	-	High	Planning and Design
SRMP008	R44/R310	Stellenbosch/PGWC	R44/R310	MR27/MR172	R44 / Helshoogte Road	Intersection upgrade	Phase 1: Provide a left turn slip lane on the R44 southbound, and upgrade Helshoogte westbound to left turn, through and double right turn lanes. Phase 2: Realignment of La Colline Road.	N/a	Class 2: Urban Major Arterial	-	High	Phase 1 Complete Phase 2 Planning and Design
SRMP009	Adam Tas	STB/PGWC	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 Arterial	-	High	Planning and Design
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 Arterial	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 Arterial	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 Arterial	-	High	Planning and Design
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 Arterial	-	Medium	
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 Arterial	-	Medium	
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 Arterial	-		
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 Arterial	-		
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 Arterial	-		

Appendix E

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 Arterial	Dual Carriageway		
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 Arterial	Dual Carriageway & median IRT Lanes		
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 Arterial	Dual Carriageway & median IRT Lanes		Long-term planning
SRMP023	Western bypass	PGWC	-	-	Western Bypass / R304 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2: Urban Major Arterial	-		
SRMP024	Western bypass	PGWC	-	-	Western Bypass / R310 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2: Urban Major Arterial	-		
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 Arterial	-		
SRMP027	R45	PGWC		MR191	Portion of R45 between N1 and Helshoogte Road	Road upgrade	Road improvement 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	PGWC	R304	MR174	Portion of R304 from R44 to Welgevonden	Road upgrade	Upgrade to dual carriageway.	0.75	Class 2: Urban Major Arterial	Dual Carriageway	High	Planning and Design
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		
	Remove Row											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 Arterial	Single Carriageway		
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 Arterial	Single Carriageway		
SRMP036	Remove Row											Project completed
SRMP037	tbc	PGWC	-	MR166	Road and intersection upgrades	Road upgrade	Road rehabilitation and provision of new intersections with Elkendal Road, Bredell Road and the R44.	-	tbc	Single Carriageway		
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	Completed
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	Medium	Refer to SRMP034
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 Arterial	Single Carriageway		In-Progress
SRMP044	Robertsvlei Road	PGWC	-	DR1351	Portion of Robertsvlei Road	Road regravel	Regravelling of existing road	-	Class 3: Rural Minor Arterial	Single Carriageway		Refer to SRMP033

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
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	[illegible]	Single Carriageway		Upgrade located outside SM
SRMP046	Remove Row											Removed
SRMP047	R44 / Stellenbosch Airport Service Road	Stellenbosch	-	-	New road link to the R44	New road	New road between the existing service road and tying 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	Stellenrust Road	Stellenbosch	-	DR1053	Stellenrust Road	Road realignment	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 Access Road	Stellenbosch	-	-	New Jamestown Access Road	New road extension	New Jamestown Road linking existing and proposed residential developments south to Stellenrust Road and north to Blaauwklippen Road / proposed Eastern Link	3	Class 4, Urban Collector Streets	Dual Carriageway		Long-term planning
SRMP050	School Road	Stellenbosch	-	-	Upgrade and realign School Street	New road	School Road upgrade from R44 to future Eastern Link Road	1.5	Class 4, Urban Collector Streets	Single Carriageway	High	Planning & Design
SRMP051	Pajaro Avenue	Stellenbosch	-	-	Pajaro Avenue between Webersvallei Road and Stellenrust Road	New road extension	Extend Pajaro Avenue northwards to intersect with Blaauwklippen Road and south to Stellenrust Road. Provides additional access to future Jamestown developments proposed as well as linking Jamestown to Paradyskloof.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP052	Wildebosch Rd Ext – South (Eastern Link)	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	TBC
SRMP053	Wildebosch Rd Ext – North (Eastern Link)	Stellenbosch	-	MR169	Wildebosch Road between Paradyskloof Road and the extension of Van Reede Road	New road	The extension of Wildebosch Road north over Trumali Road and Brandwacht linking onto the extension of Van Reede Road and further north to the CBD	2.5	Class 4, Urban Collector Streets	Single Carriageway	TBC	Planning and Design
SRMP054	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	Upgrade & new road extension	Investigate the extension of Van Reede Road to link with Neutron Road.	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 River (new bridge) to link onto Rokewood Road at the eastern Culemborg Crescent intersection. Provides an alternative access from Die Boord to the R310, without using the R44.	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	Old Bottelary Road	Stellenbosch	-	-	Old Bottelary / Devon Valley Rd	New road extension	The extension of Old Bottelary Rd to link Blumberg Drive (Devonvale Road) and the R304	0.45	Class 4, Urban Collector Streets	Single Carriageway		
SRMP060	-	Stellenbosch	-	-	Bottelary Rd / Old Bottelary	New road	Road link between Bottelary Road and Old Bottelary Rd.	0.25	Class 4, Urban Collector Streets	Single Carriageway		
SRMP061	Merchant Street	Stellenbosch	-	MR205	R44 / Merchant Street	New road extension & realignment	The realignment of Merchant Street to link to the R45 at the R44 intersection & closure of the Merchant Street T-junction access on the R44.	0.9	Class 4, Urban Collector Streets	Single Carriageway		
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	The extension of Sonnestraal Street from the R310 to Main Rd, Johannesdal.	1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP065	Remove Row											Project removed
SRMP066	Main Road	Stellenbosch	-	-	Main Road / Simonsberg Ext	New road	Upgrade and extension of Main Road to the south to link to planned Simonsberg St Extension & potentially Kylemore	3	Class 4, Urban Collector Streets	Single Carriageway	Medium	
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		
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	Medium	
SRMP070	Vlottenburg Road	Stellenbosch	-	DR1055	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		TBC
SRMP071	Trumali Street	Stellenbosch	-	-	Trumali Street	Road upgrade	Upgrade of Trumali Street to surfaced carriageway to link with Wilderbosch Extention.	0.6	Class 4, Urban Collector Streets	Single Carriageway	High	
SRMP072	-	Stellenbosch	-	MR172	-	New road	Future Johannesdal Link Road	2.2	Class 4, Urban Collector Streets	Single Carriageway		
SRMP073	Stellenrust Road	PGWC	-	DR1053	Stellenrust Road	Road realignment	Upgrading of Stellenrust Road between Blaauwklippen and the new realigned section	3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP076	Dorp Street	Stellenbosch	-	-	R44 / Adam Tas	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	High	Planning and Design
SRMP077	Schuilplaats Rd	Stellenbosch	-	-	Trumali Street / Paradyskloof Road	New road	Extension of Schuilplaats Rd - New link road from 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 Trumali Street with the R44. This will also improve overall LOS and safety along this section of the R44.	0.3	Class 4, Urban Collector Streets	Single Carriageway		Complete
SRMP078	Lanquedoc access road	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	High	Planning and design underway

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	Ben du Toit Extension	Stellenbosch	-	-	Trumali Street / Paradyskloof Road	New road	Extension of Ben du Toit Street - Potential link road from 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	Road network planning for access roads to proposed housing developments	tbc	Class 4 / Class 5		High	Complete
tbc		Stellenbosch			Kyamandi (Northern area) road network	New roads	Road network planning to accommodate housing developments	tbc	Class 4 / Class 5		High	
tbc		Stellenbosch			Botmanskop Road network	New roads	Road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5			
tbc		Stellenbosch			Droedyke road network	New roads	Road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5			
tbc		Stellenbosch			Klapmuts road network	New road	Update road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5		Medium	
tbc	Dassenberg Road	PGWC		OP5616	Dassenberg Road	Road upgrade	Road rehabilitation	tbc	tbc	tbc		
tbc	La Provence	PGWC		OP5615	La Provence	Road upgrade	Road rehabilitation	tbc	tbc	tbc		
tbc	Devonvale	Stellenbosch			Devonvale	Road upgrade	Assessment of regravelling of roads in Devonvale	tbc	tbc	tbc		

Qualification:
Note that where the Road Authority is the Provincial Roads Department, projects are commissioned and funded by the Department and are implemented in accordance with the provincial budgets and timeframes. Where the Road Authority is both the Municipality and Provincial Roads Department, the Municipality would apply for funding from the Provincial department. Should the application be successful, the department will fund part of the project; in such instances the Provincial Department is the approval authority.

ANNEXURE F

STELLENBOBOSCH CITP 2022-2026 - SUMMARY OF COMMENTS RECEIVED AND PROPOSED RESPONSES

Nr	Issue	Comment	From	How to address comments
1.	Adam Tas Corridor	1. Adam Tas is crucial R 2 million for Transport Study (nothing else)	Friends of Stellenbosch	The ATC concept has only recently come into existance, and work on the concept is at initial stages and detailed studies are yet to commence. Currently the ATC is at frameworks stage, with an overlay zone recently approved by Council. General guidelines for NMT and Public Transport facilities have been compiled. ATC Transport Studies are currently underway to ensure that the required levels of accessibility within the Corridor is achieved and the required levels of mobility on the provincial roads are maintained. The ATC Transport Studies will therefore align with the approved ATC MSDF and guidlines, promoting Public Transport and Non Motorised Transport within the Corridor. Key stakeholders in this study are inter alia include WCG and PRASA. Other studies currently also being undertaken are for Park and Ride Facilities for the possible implementation of a park and ride facility at the corndor It should be noted that the WCG DOI does not support the ATC nor the ATCLSOF. The DOI is the approval authority for main roads along the ATC, therefore any upgrade or intervention with main roads will require Provincial approval. The municipality has undertaken to engage with the DOI on seperate platforms regarding the ATC and its LSDF. The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure.
		2. Western By-pass north of AT to be scrapped and rather start with a light rail from railway station westwards towards Droe Dyke and eastwards towards Bergzicht		
		3. Welgevonden Road Extension (R44 to R304) to be scrapped. Spend the money on ATC-Kayamandi Northern Corridor		
		4. Prioritise budgeting for AT corridor (both planning and investment)		
		5. Densification: Want a new land-use models to feed into the traffic modelling taking cognisance of ATC.		
		6. No decision be taken regarding Technopark – ADT Link Road until the development on Libertas Farm has been decided.	Stellenbosch Interest Group	
		7. WC Region was part of ATC – Development Framework is fully supported by PRASA – will have implications for rail demand.	PRASA	
		8. ATC, Redevelopment of Van der Stel sportsgrounds, relocation of station – DOI considers this a significant project risk (contain in July 2022 comments).	WCG: Department of Infrastructure	
		9. No response has been received on comments the DOI made on the ATC transport matters.		
		10. Western Cape does not support ATCLSDF Sept 2021 and Guidelines Sept 2021 (previous comments included in Annexure A. Discuss with SBM how commetns will be dealt with?		
		11. R44, R310, R45 Provincial Roads DOI approval		
		12. DOI does not support ATC (R44) - comments were raised - however Western Cape EA&DP formed a partnership with SMP on this initiative.		
		13. ATC will impact greatly on road network (also the provincial road network) - thus any proposals need DOA approval. Formal transport analysis needs to be undertaken (comments were made July 2022 - copy of comments attached.)		
		14. Smart City impact also to be tested in modelling - upgrades/works to the Provinces roads will be determined and led by DOA in accordance with Budget provisions Vote 10.		
2.	Dorp Street Dualling	1. Object to way in which Dorp Street Dualling is planned:	Comments Received from 1 080 different entities and/or individuals	The dualling of Dorp Street is contained in the CITP only for information purposes, the design details of the project are not within the scope of the CITP. Therefore any feedback or comment on the detail design of the Dorp Street dualing will not bead dressed as part of CITP. Comment received will be handed over to the Dorp Street project design team for further review, engaging and processing.
		* Gateway to Stellenobsch (not historic, but a "highway")		
		* Focussed on new developments ignore existing residents and businesses		
		* Removal of Oak Trees and Channels		
		* Access to Weidenhof, Biersch Streets and Oude Rozenhof building will be cut off (no alternatives)		
		* Alternative route to alleviate traffic is R44 and Techno Park Bypass and Alexander Street intersection.		
		* Lack of Public Participation and impact assessment.		
		* Has the plan been accepted by Western Cape Heritage?		

Appendix F

Nr	Issue	Comment	From	How to address comments
		* Alternatives are also proposed:		
		- Smaller dualling with access to businesses and residents		
		- Circle/traffic flow zone (@ Stadler Street and Dorp street)		
		- No large utility vehicles and trucks		
		- Oak trees cannels no centre island		
		- Add bicycle & pedestrian lanes continuing up Upper Dorp Street also tie into Adam Tas corridor		
		- Redirecting through traffic (currently highway at the lower end of Dorp street only)		
		- Create and maintain lower Dorp Street as a tourist and residential hub		
		2. Dualling of Dorp Street will lead to its destruction traffic to be re-directed to proposed upgraded junction at Alexander Street.	Stellenbosch Interest Group	
		3. CITP in contradiction with MSDF principles. Dorp Street dualling major issue. Lack of balance between mobility and preservation of heritage. Solution focusses on vehicular solutions and disregards NMT.	Heritage Foundation	
		4. Proposal (Dorp Street Dualling) not aligned with Sustainable Mobility.	Heritage Foundation	
3.	Jamestown Roads Master Plan	1. Objection based on violation of legal principles and cultural heritage (review and amend to align with legal standards)	Friends of Stellenbosch	The continued development of Jamestown will result in the generation and attraction of additional movement and traffic. The Jamestown Roads Master Plan is aimed at addressing this by proposing the required access and mobility requirements. The Jamestown Roads Master Plan also promotes the equitable provision of transport facilities to all communities. All proposals listed in the Jamestown Master Plan such as the extention of Pajero lane will require further studies, assesments, evaluation of alternatives, ect. Once listed project, are proposed for implementation, detailed Traffic Impact Assessments, public participation, Environmental and Heritage processes are carried out before final decisions are made to proceed. Designs for improved sidewalks in Jamestown was previously carried out and will be implemented incrementally as the demand increases and as resources become available. Design for the development of road infrastructure around the schools precient in Jamestown are underway and are a priority with public partipation processes to follow soon, and implementation to follow shortly there after.
		2. Not sensitive to heritage and the Historic Mission Village of Jamestown. (to be protected for its history and marginalized people).		
		3. Reject the Jamestown Roads Masterplan/Jamestown Link (leaves open to legal challenge)		
		4. Update the Heritage Inventory Report and Stellenbosch Environmental Management Framework when future roads / transport planning is done. Should assess potential impact of development on environment and heritage – balance the need for development with protection		
		5. Any road should undergo an Archaeological Impact Assessment.		
		6. Make available Traffic / Transport studies where this was investigated. (based on current and approved developments (to proof that current roads don't have adequate capacity.		
		7. Include upgrade of pavements and sidewalks along Webersvalley and Pajero Road (was budgeted in 2016 IDP but not undertaken).		
		8. Upgrade (tarring) of dirt roads in School Street to also be provided with sidewalks.		
		9. Several roads in Jamestown masterplan run through /next Blaauwklippen Agricultural Estates – trust thet will support Jamestown to protect cultural and living heritage (MAYCO application to keep land use as agricultural).		
		10. Reduce scope of Jamestown Transport Network. Go on with Skool Straat extension. Do not implement a northward extension of Pajero Avenue towards Blaauwklippen Road		
		11. Dual Bird Street and expand R44 between Jamestown and van Rheede, with PT lanes as priority		

Nr	Issue	Comment	From	How to address comments
		12. Reduce scope of Jamestown Transport Network. Go on with Skool Straat extension. Do not implement a northward extension of Pajero Avenue towards Blaauwklippen Road		
4.	Franschhoek	1. Significant impact of freight traffic on main routes, as well as side streets	Franschhoek Heritage and Ratepayers Association	The R45 is largley a provincial route, under authority of the provincial government. Comments made falls outside of the mandate of the Municipality and therefore outside of the scope of the CITP. Comments received will be taken up at various platforms with the Provincial Government. Designs for the upgrading of the R45/LeRoux street intersection are currently at approval stage. It should be mentioned that the WCG's DOI is the approving authority regarding the type of intersection. Once designs ara approved the necessary processes towards implementation will follow immediatley thereafter. Implementation of the upgrades are to expected commence within 12 months. Upgrading of parking areas and improvements to NMT in the CBD, particularly in the Main Road, is receiving attention. These projects we currently underway in design phase with public participation processes and to follow. A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek,analysis and engagements with interested and affected partites will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include the review of the Robertsvlei Bypass for Heavy Vehicles as well as the proposals for managing freight traffic as listed in the comments. The CITP proposes that susequent upates of the CITP includes for additional transport studies in Fransschhoek with more emphasis on the **Transport Record** and **Needs Assessments**, highlighting the concerns of through traffic and specifically freight vehicles. Subsequent update may need to include a review of the Franschhoek Roads Master Plan.
		3. Concerns about park-'n-ride in Franschhoek – unclear if potential parking site is available, visitors may first drive into Franschhoek CBD and then resort to park-'n-ride.		
		4. Proposed removing parking bays southwest side of Huguenot Street between Kruger and Berg and widening of pavement (for pedestrians). Also remove parking bays in Church to create a public amenity area on one side.		
		5. Roundabouts preferred over traffic lights. – specifically R45/Roux Street (also now in IDP) - or raised tables (no traffic lights on R45 in Franschhoek Valley as this is a Scenic Route).		
		6. Franschhoek is not pedestrian friendly (as CITP states). Pavements too narrow for people in season (people also walk up and done Huguenot Street)		
		7.Review the Franschhoek Masterplan to provide an understanding of the needs in Franschhoek		
		8. FHRPA survey 17 to 21 April 2023 (tri-axle, inter-linked trucks - in both directions exceeded 1891 (07:00 to 17:00) - 2 every minute, 596 large tour busses (average at 60 per day) All vehicles hourly average of 680 - there is no space!		
		9. Robertsvlei Bypass for heavy vehicles (an EIA is urgently needed)		
		10. Statement on HGV:		
		* R45 affects restaurants, cafes, shopping, galleries, pedestrians (Franschhoek livelihood/experience)		
		* Franschhoek pass never been constructed to carry large tri-axle, super-link trucks - cannot stay in their lane, sharp bends causes cross lane movement into oncoming traffic. When two meet, traffic stops.		
		* R45 part of Scenic Route Overlay Zone - incompatible with freight		
		* Need to demotivate truck drivers to use Franschhoek Pass		
		Proposals on managing freight traffic:		
		* Tolling th pass (R333) Toll for normal sized vehicles could be R0		
		* Noise - regulate the times (8:00 to 12:00)		
		* Trucks to be directed to the R221 between Villiersdorp and Grabouw then to the N2		
		11. Franschhoek Pass and Huguenot Street - tri-axles, intrlinked and super interlinked trucks great difficulty passing each other		
		12. Robertsvlei upgrade and bridge (for heavy vehicles)		
		13. T-intersection of Huguenot/Lambrecht/Excelsior (@ the Monument) - but most trafic on Saturdays comes from CT and does not go further than the CBD		
		14. Reduce speed limit on R45 (down to 40 km/h in town/speedhumps)		

Nr	Issue	Comment	From	How to address comments
		15. No comments are made r.e. parking for private cars and tour buses, as impact of free public parking on Dirkie Uys. Traffic Impact Statement for cable car may have major impact on parking management and requirements.		
5.	Pedestrian Bridge over R304 Kayamandi	1. Bridge over river and railway line is not supported (not requested by any of the 4 Kayamandi wards in IDP). Will not be used, pedestrians prefer shorter routes @ street level. Criminals waiting at either end of pedestrian over-passes are also a problem.	Friends of Stellenbosch	The need to provide a safe pedestrian link between Cloetesville and Kayamandi had been identified through IDP processes. Phase 1 of the Bridge construction will be the construction of the Bridge over the Railway line and River. Implementation for phase 1 is set to commence within the next 12 months. Phase 2 i.e. the crossing over the R304 is earmarked to follow thereafter as funding is made available.
		2. Kayamandi pedestrian bridge crossing the R304, river and railway line is not supported. (not requested by any of the 4 Kayamandi wards in IDP). Will not be used – pedestrians prefer shorter routes @ street level. Criminals waiting at either end of pedestrian over-passes are also a problem.	Stellenbosch Interest Group	
6.	Investment in Road Infrastructure and Parking (disagreement on the Roads Masterplan)	1. Projects and budget allocation not aligned with vision and preferred scenario, with a focus on PT, cycling and walking	Friends of Stellenbosch	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. To facilitate and improve public transport services, the municipality previously commissioned the construction of a new Taxi rank in Groendal, Franschhoek, Klapmuts and the upgrading of existing taxi ranks in Kayamandi. The Municipality continues to improve on public transport facilities and during the 2022/2023 financial year an additional taxi pick-up and drop-off area was constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank. A paragraph has been included in Chapter 7, Transport Infrastructure Strategy, which emphasises that the ugrade and development of the road network with de done in a sustainable and responsible manner, catering adequately for all road users, not only private cars (i.e. public transport needs, pedestrians, cyclists, ect.), following the "Complete Streets" principle, and at the same time promoting the equitable provision of transport facilities to all communities in Stellenbosch. Where funding for new infrastructure is proposed, these are to ensure adequate infrastructure for developing communities, where funds are spent on the renewal and maintenance these are to preserve existing road infrastructure, failure to preserve existing infrastructure will have adverse consequences for the municipality. Provincial Budgets falls outside of mandate of the Municipality, and therefore outside of the scope of the CITP. IDP processes has identified the need for adequate parking in the CBD.The municipality endeavours to address the need for parking within the CBD as well as the outskirts. The Municipality has commissioned studies and assessments for park and ride facilities near the urban edges on all main roads entering Stellenbosch. A Freight Strategy Study is currently underway to examine the routes typically utilized by freight
		2. Disagree with modelling on which the Roads Masterplan is based on		
		3. Present CITP makes NO effort to comply with PT prioritisation and makes the imbalance worse.		
		4. Planning documents are one thing but what remains is what is implemented as projects.		
		5. Budget analysis – R 1,173 billion to be spent in next 3 years WCG and SM 95% for roads related, 4% split between PT and NMT		
		6. 10 years: R 859 m - 65% on new roads and 20% on road maintenance . 85% on roads, 10% on PT and little on NMT (which includes 1 footbridge)		
		7. Large amounts from MTEF (WCG spends on road upgrading and maintenance)		
		8. Eastern Link Road is not the law or public need but needs of property developers (Brandwacht land Development and Blaauwklippen Agricultural Estates)		
		9.Withdraw Section 79(1) report- SMP to come up with viable PT plan and budgetary allocations		
		- Cost-benefit- ration of road maintenance to be done		
		- Control Heavy Loads and Freight		
		- Reduce New Road spending		
		- Eastern Link Road not supported		
		- Scrap intersection upgrades around AT/R44, R44/Alexander, R44/Plankenbrug and R44/Merriman		
		- Dual Bird Street and expand R44 between Jamestown and van Rheede (with PT lanes as priority)		
		11. Parking: Restrict and make more expensive. Scrap all plans of parking garages and parking areas in CBD. Provide park-'n-rides to south, west and north of CBD and near central railway node.		

Nr	Issue	Comment	From	How to address comments
		12. Travel Demand Management – Active programme for TDM- surcharges along congested routes (congestion charging) Use income to subsides multi-vehicle passenger vehicles (taxis & lift-clubs and dedicated lanes for these vehicles).		vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek,analysis and engagements with interested and affected partites will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments. Comments on the Roads Master Plan RMP is noted, it should however be acknowledge that Development Planning, the promotion of Public Transport and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling. When the Municipality previously increased parking tariffs strong objections received from communities, parking tariffs were lowered and since then kept at the current tariff. Initial studies indicate that congestion charging is not feasible for Stellenbosch Municipalty the municipality is not the Road Authority for roads leading into Stellenbosch. It is also evident that congestion charging such as toll roads are not feasible in the South African Context.
		13. Theory is sound – Practice is not (by deferring to the 2018/2019 Roads Master Plan (considered flawed and internal) -Municipality should not contemplate approving it *(it has been approved 2022)*.	Stellenbosch Rate Payer's Association	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. Infrastructure Services and the Transport Department holds and Regular, periodic engagements with the University, Provincial Departments PRASA and other stakeholders. The NMT working group is set to reconvene, in September. The mobility forum is also to reconvene , the new format will be based analysis, technology and sound engineering judgement and will be convenued in close collaboration with Stellenbosch Municipality.
		13. By-passes not part of the MSDF 2019 (higher order statutory plan at odds with Transport sector plan of MSDF. CITP is secondary to MSDF and IDP		
		14. Use existing roads better and in different ways to alleviate congestion. Adam Tas major arterial to accommodate traffic.		
		15. There should be a co-operation between Municipality. WCG, stakeholders, US, local commerce and public interest groups – does not acknowledge this co-operation. Also no reference to PSTP (PSTP documents);		
		16. Strategy has to be based on current congestion levels and the predicted traffic demand in RMP. Not approved with due process (and no comments/objections). – 5 major projects (object to each of these links) – not in MSDF of 2019		
		17. There might be valid arguments of some roads – however Municipality must follow due process and weigh alternative interventions (prove)Challenge EMME model 50% diversion off R44 opposed to Gateway study. EMME did not include Adam Tas (will increase need for Western bypass. Planning of Western by-pass should continue.		
		18. Decision to be taken on the construction of the portion of the Western By-pass west of Papegaaiberg Critical – to be in line with guidance from SDF	WCG: Environmental Affairs and Development Planninig	

Nr	Issue	Comment	From	How to address comments
		19. Bypass and parking limits – RHDHV – found that bypass will not solve problem of congestion. Reliance on Pt and NMT aspirational for nest 5 years..etc. Dominant AM flows into Stellenbosch.	WCG: Department of infrastructure	The Municipality has undertaken to table and engage more regularly with the Provincial Roads on the concerns raiseds. All required approvals will be obtained prior to implementation. Numerous Public Transport Service studies have been carried out in the past, PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George, the PGWC has recently advised that the incremental approach to the establisment effiecient public transport service would be the way forward for Stellenbosch. Council has approved the increment approach for the establishment of a Public Transport Service, the previous Section 78 processes will therefor not continue. The incremental approach (utilizing existing services) moves progressively towards improved public transport service and overtime establishes the most efficient public transport service. The municipality is in process of commissioning a study to establish a public transport plan that will outline the process in more detail.
		20. TIAs (person trips rather than vehicle trips) – TIAs are to be undertaken in accordance with National Requirements adjacent, effecting, egress /access – Provincial Road network.		
		21. Bypass or HOV lanes on the R44 are currently not supported.		
		22. Mandate of Province (to maintain regional mobility and maintain to protect and preserve the Province's roads vs Management of transport at local level. (Nina comment – roads which has been overtaken and included in the urban fabric rather than being regional?).		
		23. Framework of transport infrastructure will be required before the zonal/parcel land use is finalised. Will need close co-ordination with road authorities. All measures and transport /traffic studies subject to DOI approval.		
		24. Strategy to improve transport mobility Klapmuts to Somerset West. Bypass,TDM increase capacity, - DOI to be formally consulted with concrete proposals for bypass. (mention long term an may not be suitable for CITP) traffic analysis.		
		25. Major roadways – bypass versus Royal Haskoning, also including ATC land-use. – have technical engagement with DOI if any measures are to progress.		
		26. Use of the word mobility (higher order roads, higher seeds, higher capacity) - local roads/streets accessibility		
		27. Designated controlled and policed freight route (mentioned) - note that except for network limitations, access to the public road network for legal vehicles cannot be limited. Use of certain routes can be encouraged (dimension and mass clearances).		
		28. Dedicated HOV lanes – assessment report has not yet been submitted DOI busy with the R44 (MR27) in accordance with EA – NO amendments will be considered at this time.		
		29. All key freight routes are Provincial routes, any measures subject to DOI approval. any proposals of truck stops adjacent to Provincial roads – subject to DOI approval. Overload control to be co-ordinated with EC Mobility Department.		
7.	**Development of the Public Transport system**	1. WCG R0 to PT whilst R 1 billion is granted to CT and George. (catastrophic due to cancelling of PSTP programme	Friends of Stellenbosch	*The municipality previously commissioned the construction of a new Taxi rank in Groendal, Franschhoek, Klapmuts and the upgrading of existing taxi ranks in Kayamandi.* *The Municipality continues to improve on public transport facilities and during the 2022/2023 financial year an additional Long Distance Rank and drop-off area was constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank.* *On completion of the rollout of the PSTP in Stellenbosch the WCG concluded the PSTP program. The PSTP was discontinued by the PGWC. Any feedback on this matter is therefore outside of the scope of the CITP.*
		2. Operational budgets, just 1 or 2 posts for PT in the municipality		*Principal technician post have been advertised for PT department the Municipality also utilizes the experties of consultants to carry out studies and assessments and to implement Transport Projects.*
		3. No application for PTOG Grants????		*PTOG Grants are to provide supplementary funding towards public transport services provided by provincial departments of transport*

Nr	Issue	Comment	From	How to address comments
		4. Section 78 assessment report not being contained in the Draft CITP		CITP Section 78 process has been included in the CITP
		5. PT and NMT to take precedence over Private Transports		Noted
		6. Acknowledge need for PT Infrastructure – CT and George made major investments in this regard		PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George
		7. PT is described as catastrophic in Stellenbosch as rail is also dysfunctional (Bus only for schools and special needs) Mini-bus taxis only PT. No longer distance NMT.		
		8. PT canned in 2000? PT was never taken seriously (for implementation in all CITPs. RMO was compiled in detail and Municipality explicitly rejected efforts in 2016 and 2019 to make available grant funding such as PSTP and invests very little in PT. Thus a catastrophic backlog in PT infrastructure investment		Numerous Public Transport Service studies have been carried out in the past, PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George, the PGWC has recently advised that the incremental approach to the establisment effiecient public transport service would be the way forward for Stellenbosch. Council has approved the increment approach for the establishment of a Public Transport Service, the previous Section 78 processes will therefor not continue. The incremental approach (utilizing existing services) moves progressively towards improved public transport service and overtime establishes the most efficient public transport service. The municipality is in process of commissioning a study to establish a public transport plan that will outline the process in more detail.
		9. Operational budgets? Just 1 or 2 posts for PT (rest road related matters – contrast CT Urban Mobility Directorate George has TA (SM no provision for TA.		
		10. PSTP programme? DTPW – assessment report..		
		11. Section 78 assessment report not being contained in the Draft CITP		
		12. PT & NMT proposals in Table (in Section 2.4) is superficial – no clear plan and funding.	Stellenbosch Interest Group	The CITP lists-strategic objectives for PT and NMT, and not the details of project to be rolled out. The detail of individual projects are therefore outside of the scope of the CITP. Proposed projects often requires further studies, assessments, evaluation of alternatives etc. Once listed projects are proposed for implementation detailed analysis, public engagements, ect are carried out.
		13. Few projects (section 6.2.3.3.) = are linked to PT & NMT When will these projects be launched?		Some projects are in progress and others to commence in 2024 & 2025
		14. People come from outside Stellenbosch – should be shifted to shared travel/PT and NMT.	Stellenbosch Rate Payer's Association	
		15. Spend money on Transport around Railway Station	Friends of Stellenbosch	Assesst and infrastructure at railway stations are owned by PRASA and therefore the Muncipality do not have the mandate to spend money on other state owned infrastructure
		16. PT has more than just mini-bus taxis - it has many PT shuttle services and scholar transport - to be acknowledged	Franschhoek Public Contribution	
		17. Bypass and parking limits – RHDHV – found that bypass will not solve problem of congestion. Reliance on PT and NMT aspirational for nest 5 years..etc. dominant AM flows into Stellenbosch.	WCG: Department of Infrastructure	Stellenbosch is known as a destination since many who study/work in Stellenbosch, travels from outside, its borders. Demographically Stellenbosch does play an important role in North/South Regional mobility. Updated and more comprehensive studies will be carried out.
		18. Dedicated HOV lanes – assessment report has not yet been submitted DOI busy with the R44 (MR27) in accordance with EA – NO amendments will be considered at this time.		noted

Nr	Issue	Comment	From	How to address comments
8.	NMT	1. Changes in budget for NMT etc should be made already in 23/24 budget...	Stellenbosch Rate Payer's Association	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. •The IDP has identified the need for adequate parking in the CBD, the PPP process for the implementation of a parking garage, will address this need. •The Municipality has concluded initial draft studies towards the development of a business model for an inclusive public transport service for persons with disabilities in Stellenbosch. •Plans for the establishment of Woonerf area and pedestrian zones in the Dennisig are underway. •The establishment of pedestrian zone on certain streets in the Central Business District are also ongoing. •Retrofitting of streets for cycling are ongoing, Martinson Street recently completed, Merriman Street is next earmarked for retrofitting for cycling (note: 4 lanes on Merriman Road not being planned). The study will include the assessments for bicycle-lock up facilities. •Assessments for park and ride facilities at outskirts of town had commenced. •When specific NMT projects are implemented, the required public participation process is followed, often only with immediately affected persons. Plans are therefore, underway to reconvene the NMT Working Group to assist with project information sharing, for those who want information of the all NMT projects. •Infrastructure Services will continue rolling out NMT in a systematic manner, removing bottlenecks, to NMT etc. in line with the approved Master Planning and, as far as available resources allow. The Municipality is in process of compiling a Sidewalk Accessibility policy, with the policy the municipality aims to improve sidewalk management and strive for a safe environment for all sidewalk users.
		2. Entire CBD to be pedestrianised and park-'n-ride schemes to be introduced on outskirts. (Concept not currently considered). Cannot pedestrianize only 2 or 3 streets (defeats the purpose.	Stellenbosch Interest Group	
		3. Pedestrian/bicycle movements from Oner-Pappegaaiberg, Bosmans Crossing and My Space residents not evident (not addressed)	Heritage Foundation	
		4. NMT is acknowledged in CITP, however the CITP budget is not clear (too vague) about what the projects identified for NMT consist of (the terms are very vague and on-specific and can be interchangeable)	Fietsry NPC	
		5. Stellenbosch – Bicycle Network provisions is only for 2 -years does this mean extension and improvements beyond (for instance Van Riebeeck and Merriman are going to stop at the end of 2023/2024?		
		6. Pedestrian Streets in Stellenbosch (what is this)? Which streets, bi-directional for bicycles- we propose Woonerf (Home Zone Concept (not as radical as full-on pedestrianisation.		
		8. Car free CBD vs new PPP parking garage behind the town hall complex. Park-'n-rides on outskirts of CBD to be supported.		
		9. Pedestrian & cycling capex and combined NMT projects should have separate items on the budget		
		10. Speed limit in built up areas to be reduced (currently 60km/h		
		11. Paint is no protection (unless speed limits are reduced to 30-40km/h – Merriman, Cluver, Martinson (painted are also too narrow to be safe).		
		12. NMT Network for highest density areas.		
		13. Roll out of Cycle Plan 2015 and NMT Plan 2022		
		14. Dorp Street rather to make provision for proper cycling.		
		15. Merriman and Cluver four lanes how will pedestrians and cyclists be protected? (recommendations Cycle Plan item 7.1.3.2 P97 to be followed).		
		16. Widening of Dorp Street between R44 /R310 no NMT		
		17. Suggestions:		
		· Address bottle neck in Van Riebeeck Street and improve NMT drastically in both directions – lower speed limit and priority cycling/walking		
		· Safety in Merriman, Bird Cluver and Martinson to be addressed		
		· All NMT to schools to be addressed		
		· Complete approved NMT and Cycling/pedestrian networks		
		· Protect Cycle lanes in Merriman by adding a curb.		

Nr	Issue	Comment	From	How to address comments
		18. Mobility Forum and the NMT Working group have not been operational (must meet monthly Modal Shift is mentioned but Objective % must be added.)!		
		19. Systematic implementation of Cycle Plan NOT Piecemeal, Endorse Page 20 (transport scenarios) and P91.		
		20. Franschhoek is not pedestrian friendly (as CITP states). Pavements too narrow for people in season (people also walk up and down Huguenot Street)	Franschhoek Heritage and Ratepayers Association	
		21. NMT Transport Plan – NMT not considered an essential element in the foundation of any and all transport development planning – NMT not prioritised and funding limited NMT projects funding (limits) need to eb linked to statistics such as crashes and fatalities involving pedestrians and cyclists (to start to prioritise NMT).	WCG: Mobility Department	
		22. Concerned about grade-separated pedestrian crossings – usage trends, safety concerns (especially underpasses) – prefer overpasses.	WCG: Department of Infrastructure	
		23. Expanding the NMT network - on provincial routes subject to DOI approval		
		Focussed PT and NMT –also ATC supported by PT - considered aspirational for t\next 5 years private vehicles use in initial years to be considered in planning all proposals on Provinces roads subject to DOI approval.		
9.	Passenger Rail	1. Considered impact of IPTN on interests of PRASA- against the Legal Succession Act main business of PRASA.	PRASA	Chapters 3 and 6 dealing with the Transport Record and the Public Transport Plan respectively, needs to be updated to reflect the comments received from PRASA, as this was not available during the time of finalising the draft CITP. The municipality and PRASA has undertaken to engage more regularly to ensure effective rail transport. Current urgent priorities are to establish a functional operational servic and thereafter the implementation of a 2nd railway line. Discussions are also underway to most effectively accommodate new Developments such as the ATC.
		2. There are items to be included from a Rail Planning Perspective:		
		· Service resumption target Stellenbosch Line – end Oct 2023 (Infrastructure & rolling stock @ 2015 levels. (30 sets in addition to existing 34 sets)		
		· Additional security was made available in 2019 (Asset protection moving forward)		
		· Intention to double Stellenbosch line from Eerste River to Northern Line.		
		· Future doubling of Eerste River Strand line (took Stellenbosch doubling into consideration) – only at concept stage (feasibility still to be done)		
		· Lower tracks at Stellenbosch Station – release air rights for land development – study was not commissioned (no funding)		
		· Existing station positions must be reviewed based on Development Framework		
		· CITP to clearly state way forward for Rail Planning - Address Feasibility Study for Doubling of Line and prioritise this. Correspondence from SBM stating PRASA Rail Western Cape is in full support of proposed Doubling – address correspondence to National Minister of Transport and Public Works to sensitize the Board of PRASA via group CEO.		
		3. "Effective "rail transport – yet there is no rail service running. – Proposal conflicts with pedestrian priority route indicated in the affected area (reference to drawing).	Heritage Foundation	
10.	General Comments	1. Misalignment with the MSDF and the IDP, which are "higher order" statutory plans (no reference to PSTP)	Stellenbosch Rate Payer's Association	
		2. No scenario-based assessment work – massive new road building is recommended thus most spending goes towards these projects		Comments on the Roads Master Plan RMP is noted, it should however be acknowledge that Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.

Nr	Issue	Comment	From	How to address comments
		3. No integrated needs-based assessment		
		4. CITP and Transport Plans and interventions must align and reflect recommended strategies with the MSDF and IDP – No analytical work.		Many projects identified for implementation has been identified through IDP processes. Extensive engagements have been held to align transport and planning strategies since transport needs must be accounted for during municipal planning processes.
		5.To mention that SDF amendment is currently out for comment (slightly newer SDF than the one mentioned in the document).	WCG: Environmental Affairs and Development Planninig	Spatial Development Framework that the SDF amendment is currently out for comment these are however outside of the scope of the CITP.
		6. CITP does not Visual Impact Analysis and no Landscape Plan	Heritage Foundation	The CITP lists strategic objectives visual impact analysis and Landscope plans are part of individual project design and approval processes. Visual Impact Ananlysis and Landscape Plans are outside of the scope of the CITP.
		7. CITP to closely align with plans already approved		Comments on the Roads Master Plan RMP is noted, it should however be acknowledge that Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.
		8. Theory is integrated planning and sustainability, in practice proposes massive new road development and expansions.	Richard Gordge	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure.
		No integrated need-based assessment		Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.
		Does not align with MSDF and IDP		Extensive engagement have been held to align transport and planning strategies since transport needs mut be accounted for during municipal planning processes.
		Does not recognise and align with PTSP on completion of the roll-out of the PSTP in Stellenbosch, the WCG concluded the PSTP program		On completion of the rollout of the PSTP in Stellenbosch the WCG concluded the PSTP program. The PSTP was discontinued by the PGWC. Any feedback on this matter is therefore outside of the scope of the CITP.
		9. Stakeholders get tired for public participation where there is no feedback loops	Franshhoek Public Contribution	Noted

Nr	Issue	Comment	From	How to address comments
		10. SMP violates its own policy directives (out of MSDF) – continues to extend the urban edge into farming areas (Jamestown, Raithby, Blaauwklippen, Lyndoch, Libertas Farm)	Stellenbosch Interest Group	
		11. Stellenbosch develop in a piecemeal and ad-hoc manner (cannot implement transport systems in the long run) Large scale developments does not take cognisance of impact on the whole network.		The various initiatives continued in the CITP and described above addresses this comments.
		12. Truck freight (Checkers in Dorp Street significantly contribute delivery during peak hours) – by-law to be developed – restrict to off-peak periods)		*A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek,analysis and engagements with interested and affected partites will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments.*
		13. Private light rail to be considered to connect the nodes around Stellenbosch (PRASA insufficient). Very important for CITP (Light rail)! – only mentioned once "tram".		*The municipality and PRASA has undertaken to engage more regularly to ensure effective rail transport. Current urgent priorities are to establish a functional operational servic and thereafter the implementation of a 2nd railway line. Discissions are also underway to most effectively accommodate new Developments such as the ATC.*
		14. Law enforcement overload control and suggestion of by-law to be discussed with WC Mobility Department.	WCG: Department of Infrastructure	Noted

7.8	**PLANNING AND LOCAL ECONOMIC DEVELOPMENT AND TOURISM :(PC: CLLR C VAN WYK)**

7.8.1	**PRECINCT PLAN: FUTURE DEVELOPMENT AND UTILIZATION OF THE RHENISH COMPLEX AND SURROUNDS**

Collaborator No: **758683**
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **16 November 2023**

1. SUBJECT:PRECINCT PLAN: FUTURE DEVELOPMENT AND UTILIZATION OF THE RHENISH COMPLEX AND SURROUNDS

2. PURPOSE OF REPORT

To obtain approval from Council for the precinct plan for the Rhenish Complex and Surrounding area**.**

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Directorate: Panning and Economic Development commissioned a study to evaluate and analyse all the existing planning and planning related documentation as it relates to the future utilization of the Rhenish Complex and surrounds and to prepare a consolidated precinct plan for the area for council's consideration and approval.

The report provides an urban design framework which serves as a precinct plan that guides the future utilization, preservation and development of the study area with a view to unlock the potential of this area to play an important role to activate the Rhenish complex as a key site of cultural and heritage significance.

Council aproved the advertisement of the draft report for public comment on 29 March 2023. The report was advertised on 1 June 2023 for comment after which two comments were recieved. The final report is now submitted to Council for consideration and approval.

5. RECOMMENDATION

(a) that Council approves the final precinct plan for the Future Development and Utilization of the Rhenish Complex and Surrounds attached hereto as **APPENDIX 1**;

(b) that the approved precinct plan for the Future Development and Utilization of the Rhenish Complex and Surrounds serves as a guideline when Council considers further development on the land, consider applications for the lease of buildings or land and when considering applications on privately owned land adjacent to or that might have an impact on the Rhenish Complex and Surrounds; and

(c) that the Municipal Manager be mandated to investigate and submit a proposal for an appropriate institutional mechanism for an overarching management structure for the role-out and implementation of the Rhenish complex and surrounds precinct plan which includes *inter alia* the management, security arrangements, restoration of buildings, development and maintenance and utilization of the properties, and that a report in this regard be submitted to the next Council meeting.

6. DISCUSSION /CONTENTS

6.1 Background

It has generally been recognized that the Rhenish Complex and surrounds as a whole is of significant cultural and heritage importance and is an invaluable asset for the town which demands proper maintenance and appropriate utilization. The Rhenish complex and surrounds already contains the pre-conditions for a significant cultural precinct and associated regeneration. These include highly valued historic buildings and spaces in an accessible location to all citizens and visitors, and a range of space options, open and enclosed, large, and small, and varying in its degree of public exposure.

The study area, however, is embedded and not easily accessible. The spatial layout is also confusing and requires clarification, and it needs to be unlocked.

Several municipally initiated and supported studies and development frameworks have focused on the complex and its surrounds over preceding years. This report aims to provide a consolidated, peer-reviewed framework for developing the site as a cultural and creative hub that will ultimately unlock the true potential of the site that benefits the community, economy and allows for social integration and cohesion.

6.2 Discussion:

6.2.1 Main Ideas

Several ideas drive the spatial outcome of the proposals. These are captured in figures 31 and 32 of the report. These ideas are broadly captured as follows:

Improving Urban Permeability

To achieve improved integration and pedestrian convenience, the following ideas are proposed:

1) Create mid-block connections between activity generators along desire lines to accommodate pedestrian, bicycle, and emergency vehicles.

2) The linkages should be direct with a high degree of visual transparency and pedestrian scaled lighting. A straight paved avenue (binne-tuin laan) is proposed.

3) The entrances to these linkages to be managed for closure during specific times for security and surveillance reasons.

4) Resolve the spatially confused condition of the Meulplein precinct with pedestrian priority and sympathetic townscape qualities.

An Integrating Urban Design and Spatial Concept

The design concept includes the following elements.

1) The creation of a mid-block connection in the form of a straight paved avenue between Dorp Street and Market Street with lockable control gates at the ends.

2) The creation of an urban resource hub space at the northern end of the avenue integrating the surrounding buildings into a central heart for the precinct. The access points to the buildings should all face onto the space.

3) The southern and eastern edges of the space should be edged with a roofed and rear-walled pergola structure suitably laid out for flexible market-related activities.

4) The 'Binnetuin' should be the subject of landscape treatment, including water management. The eastern edge of the garden should not be accessed from the Shoprite parking area.

5) The junction of the Binnetuin to Dorp Street should take the form of a commercial venture (restaurant, beer house) in the existing building with spilling out space onto a beer garden and tea garden, all accessed from the existing building. The building to the immediate east along Dorp Street should perform a supporting public-orientated function, although quieter.

6) The parsonage garden should be transformed into an agriculturally based vegetable and herb space with the produce sold from the market structure in the hub space on periodic days.

7) The uses within the existing buildings around the hub space should be community focused, with an emphasis on learning, access to resource management, arts, crafts, and cultural activities.

8) To the north-eastern edge of the hub space, the entrance to the hall of the school should be transformed into a dignified forecourt space.

9) On this north-eastern corner, a new tourist information facility should be created on the edge of the market square precinct. The market square space should be re-instated to an orthogonal space and the through-traffic should be simplified to generate a more people friendly space around the 'Kruithuis'.

10) The western and southern edge of 'Die Braak' space should be edged with a werf-type wall with openings which respond to the pedestrian desire-lines and paths. New tree-planting and associated stormwater swales compliment the making of this edge (see cross-sections).

11) The Meulplein is reconfigured with the closure of the Church Street connection. A new westerly one-way connection for traffic circulation is created at the junction of Blom Street and Meul Street to give access to the parking on the western and southern edges of 'Die Braak'.

12) Meulplein is paved in one material and the water wheel is re-located in its original position.

13) The Shoprite-corner should be the subject of an action project to explore its improved potential.

6.2.3 PUBLIC PARTICPATION

Council approved the advertisement of the draft report on 29 March 2023. The report was advertised on 1 June 2023 in the Eikestadnuus, Paarl Post and on the municipal website and notice boards and invited comments for a period of 30 days. Copy of the advertisement is attached as **APPENDIX 2**. After meeting with adjacent property owners, the director allowed additional time for input.

Two letters of comment and input were received. The first was received from the Stellenbosch Interest Group and the second was received form the Stellenbosch Jeugtrust, a current tenant in a building owned by the municipality. Copies of the letters are attached as **APPENDIX 3**. Both organizations welcomed the initiative in principle but had reservation about some of the detailed proposals.

The main concerns highlighted are the following:

1. No clear detail about the future management of management structure of the property.

2. Some of the buildings do not belong to the municipality and may complicate the integration and management of the precinct.

3. Reference to the use-rights of offices in the Rhenish complex by the Jeugtrust free of charge.

4. Possible deterioration of safety and security on the site should it be made accessible to the general public particularly as it is frequented by scholars attending art classes in the PJ Olivier Art Centre.

5. Possible loss of income from the leasing of parking on land belonging to the department of Public Works should such land be developed in future.

6. The maintenance of the historical buildings (or lack thereof)

7. Various comments on specific proposals/ ideas not necessarily supported or different proposals to replace those in the report including the following:

    a. The integrity of the historic Voorgelegen Wall (in Dorp Street) should not be compromised.

    b. The use of Voorgelegen as a beer garden or restaurant is questioned.

    c. Converting a section of Mill Street into a pedestrian crossing is questioned.

    d. The emphasis of the report on cultural and crafts learning centres is questioned.

    e. Questions about the predominant pedestrian flows in the vicinity of the precinct.

f. Possible work to be undertaken to historical buildings, structures and particularly walls cannot be allowed.

g. Potential loss of bus parking in Market Street.

h. Public ablution facilities will have a security risk.

The input received from the Stellenbosch Interest Group and Jeugtrust are overall very positive and supportive of the initiative. Some questions remains and main concerns particularly relates to the maintenance of maintenance structure for the complex and to a perception that the safety and security of the complex will be compromised should such a structure not be in place. Confusion as to the implications of the framework to private property (Department of Public Works) was also prominent.

The majority of the comments made relates to particular detail of proposals and ideas mentioned in the report and alternative ideas were punted.

Legally a spatial development framework, local spatial development framework or precinct plan does not confer any development rights onto a property, nor does it take away any existing rights. From a local authority perspective such policy can only serve as a framework that guides decision making when considering development applications and/ lease applications and/ or municipal budgets.

The department is in agreement with the comments that an appropriate management structure is of critical importance. The report qualifies that the municipality, as a necessary action, must establish the basis for public/private partnerships and their related negotiations. It would be preferable to negotiate an arrangement where a PPP or similar, would be responsible for the management and maintenance of the municipal properties at least with an option to include surrounding properties should they wish.

The primary reason for the preparation of a precinct plan is to allow the community to access and use the public land in a regulated way so as to stimulate appropriate economic activity that supports and celebrate culture, tourism and social cohesion. At present most of the property is totally inaccessible, and mostly not utilized hence the lack of maintenance. The intension as expressed in the report is to ensure that the site is accessible through control points that will be secured and locked at times to ensure the safety and security of the people and assets alike. Fig. 33 shows the potential location of such control points.

Many of the land uses such as the beer garden and restaurant in Voorgelegen are conceptual proposals that are open for discussion when a management structure is in place as such land uses requires interest from entrepreneurs and should be compatible with the other land uses on the site. The proposals should not be viewed as cast in stone but rather as possibilities and examples to explore.

Similarly, no historical structure or wall may be altered, or demolished/partly demolished without the necessary approvals of Heritage Western Cape which must be obtained should such work be envisaged.

It remains the long-term vision of the municipality to reduce the dependence on private vehicle usage and to promote non - motorised transport such as walking and cycling. The potential to restore Market Square to its historical form is considered a fair recommendation as part of the restoration and upgrading of the historical core.

Similarly, the proposed actions around Mill Square are included in the previous reports to restore Mill Square and Surrounds and the feasibility to do so was recently investigated by the engineering department.

In conclusion, the debate around the specific details of what should and should not be allowed on the property is something that will be discussed over time once clarity over a possible management structure was obtained.

6.2.4 PROPOSED INSTITUTIONAL ARRANGEMENT

A proposal was received Historiese Huise van Suid- Afrika in which it is proposed that the properties be leased to an appropriate institution to restore, develop, manage and utilize the properties in order to reduce the financial burden on the municipality.

It is therefore suggested that the possibility to lease the properties to a legal entity to manage and implement the Rhenish precinct framework be investigate and, should this deem to be possible, that a report in this regard by submitted to Council at the next Council meeting. In the event that Council approves of this entity, that the structure be punt in place within three (3) months of such a Council decision.

6.3 FINANCIAL IMPLICATIONS

The municipality is currently busy with the maintenance of the Rhenish complex, Voorgelegen and Bergzight to an amount of around R9 million. The financial implications of the implementation of the precinct plan are not know at this stage.

6.4 LEGAL IMPLICATIONS

A land claim was previously registered against a section of the property. Council at the October meeting resolved not to agree to the restoration of the Rhenish Complex 9672, Stellenbosch. However, this precinct plan represents a spatial vision of the Rhenish Complex and surrounds and does not award or take away any land use rights. Any owner of the property or sections of the property will have to take the precinct plan into consideration when considering any improvements to their property.

Should council agree to lease the property(ies) it results in the alienation of land if long terms rights are given on council land like with a long-term lease. In that case a further public participation process will have to be followed that includes the publishing of an information statement.

6.5 STAFF IMPLICATIONS

No additional staff implications at this stage.

6.6 PREVIOUS COUNCIL RESOLUTIONS

12TH COUNCIL MEETING: 2023-03-29: ITEM 11.8.1

RESOLVED (majority vote)

(a) that Council takes note of the precinct plan for the Rhenish Complex attached as **APPENDIX 1** to the agenda;

(b) that Council gives approval for the commencement of a public participation process and advertisement of the precinct plan for the Rhenish Complex for a period of 60 days; and

(c) that after the process of public participation is concluded, the precinct plan for the Rhenish Complex must be resubmitted to Council together with all comments received for consideration within 2 months.

6.7 RISK IMPLICATIONS

The risk implications are addressed in the memo.

6.8 INPUT FROM OTHER DEPARTMENTS

During last year, the precinct plan was presented to the Director: Corporate Services, Director: Planning and Development and Director: Infrastructure Services. The proposal was well received in general, and reference was made the need to establish a management structure that can manage the implementation and future utilization of the Rhenish Complex as a unit as the municipality does not have the in-house capacity to do so. This report supports the idea of establishing a form of public partnership in one way or another to undertake the further work required and in implementing the proposed uses.

DIRECTOR CORPORATE SERVICES:

Council approved a property framework and indicated that the historic building must remain the property of the municipality and the Municipal Manager must investigate how to properly maintain and manage the historic properties. The proposal from Historic Houses is the result of the investigation and discussions.

The provisions of the asset transfer regulations are applicable to any process where long term rights are awarded to a third party and or the property is worth more than R10 million.

MUNICIPAL MANAGER:

Supports the recommendations.

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APPENDIX 2: Advertisement Requesting for public comment

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APPENDIX 1

STELLENBOSCH
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The Rhenish Complex and Surroundings

Stellenbosch: Unlocking its Potential

November 2021



SQUARE ONE

Piet Louw
Architect | Urban Designer | City Planner

its INNOVATIVE TRANSPORT SOLUTIONS

Acknowledgements:

A special word of appreciation is due to Bernabé de la Bat of the Department of Economic Development Services, Municipality of Stellenbosch, for guidance in terms of spatial issues and the explanations of previous work and studies undertaken in the precinct.

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1. INTRODUCTION

It has generally been recognized that the Rhenish Complex as a whole is of significant cultural and heritage importance and is an invaluable asset for the town which demands proper maintenance and appropriate utilization. The Rhenish complex already contains the pre-conditions for a significant cultural precinct and associated regeneration. These include highly valued historic buildings and spaces in an accessible location to all citizens and visitors, and a range of space options, open and enclosed, large, and small, and varying in its degree of public exposure.

The site, however, is embedded and not easily accessible. The spatial layout is also confusing and requires clarification. In short, it needs to be unlocked.

1.1. Location of the Study Area

The location of the site is shown in figure 1 and the broad study area under consideration is indicated in figure 2, the landscape context, in the heart of the historic core of Stellenbosch. Figure 3 shows the heritage resources identified within the study area in a previous study, dated 1995. Of note is the uncoloured white zone running north-south through the middle of the block, not identified as a heritage resource.

1.2. The Brief

The brief is extracted from the tender and calls for the following:

a. The evaluation and analysis of all existing planning and planning related documentation, current lease agreements and any documentation as it relates to the future utilization of the Rhenish Complex, its buildings and open space, the Braak and public spaces around the Braak including the potential linkage of Church Street with the Braak and Rhenish Complex;

b. The identification of and exploratory discussions with Interested and Affected Parties as it relates to their understanding and ideas for the future use of the Rhenish Complex and gardens including the keeping of notes and minutes of such discussions.

c. The preparation and drafting of professional urban design proposals based on the existing studies and proposals linked to the preferred future use of the buildings, gardens and/or portions of buildings/gardens as well as other public space which might have an impact on the Rhenish Complex.

d. Drafting a framework for the Rhenish complex and surrounding properties linking the site to the historical centre and public space such as Die Braak, Dorp Street, Church Street etc.

e. The preparation of an urban design report and power point presentation with illustrations summarizing and motivating the future use of the Rhenish Complex.

1.3. Previous Studies

Several municipally initiated and supported studies and development frameworks have focused on the complex and its surrounds over preceding years. These include:

- Stellenbosch Conservation Strategy; Kruger Roos; 1997.
- Die Braak, Voorlopige Ontwikkelingsraamwerk & Rekonstruksie; Kruger Roos, 1997.
- Stellenbosch Historical Centre, Mill Square and Surrounds; Kruger Roos, 1998.
- Heritage Study, Binnetuin Park, Stellenbosch; Pistorius and Harris, 2005.
- Het Erfgoedbeleid van Stellenbosch. Het opstellen van ondersteunende komen – Die Braak en het Rijnse Complex als katalysator; Carton & Ryckeboer, 2012.
- Kerkstraat Sluiting, Piet Louw & Dave Dewar, 2020 Proposals call for the utilization of the Braak, Mayor 2019

While there are many relevant and good ideas included in the above-mentioned studies, there is now an opportunity to consider the study area as a totality, as well as the site's integrated relationship with the general surroundings. A key question therefore is:

'What should structure the whole or the totality, in urban design terms, and how can the site, most of which is embedded, be unlocked to become part of the daily-use fabric of the town, from a public perspective?'

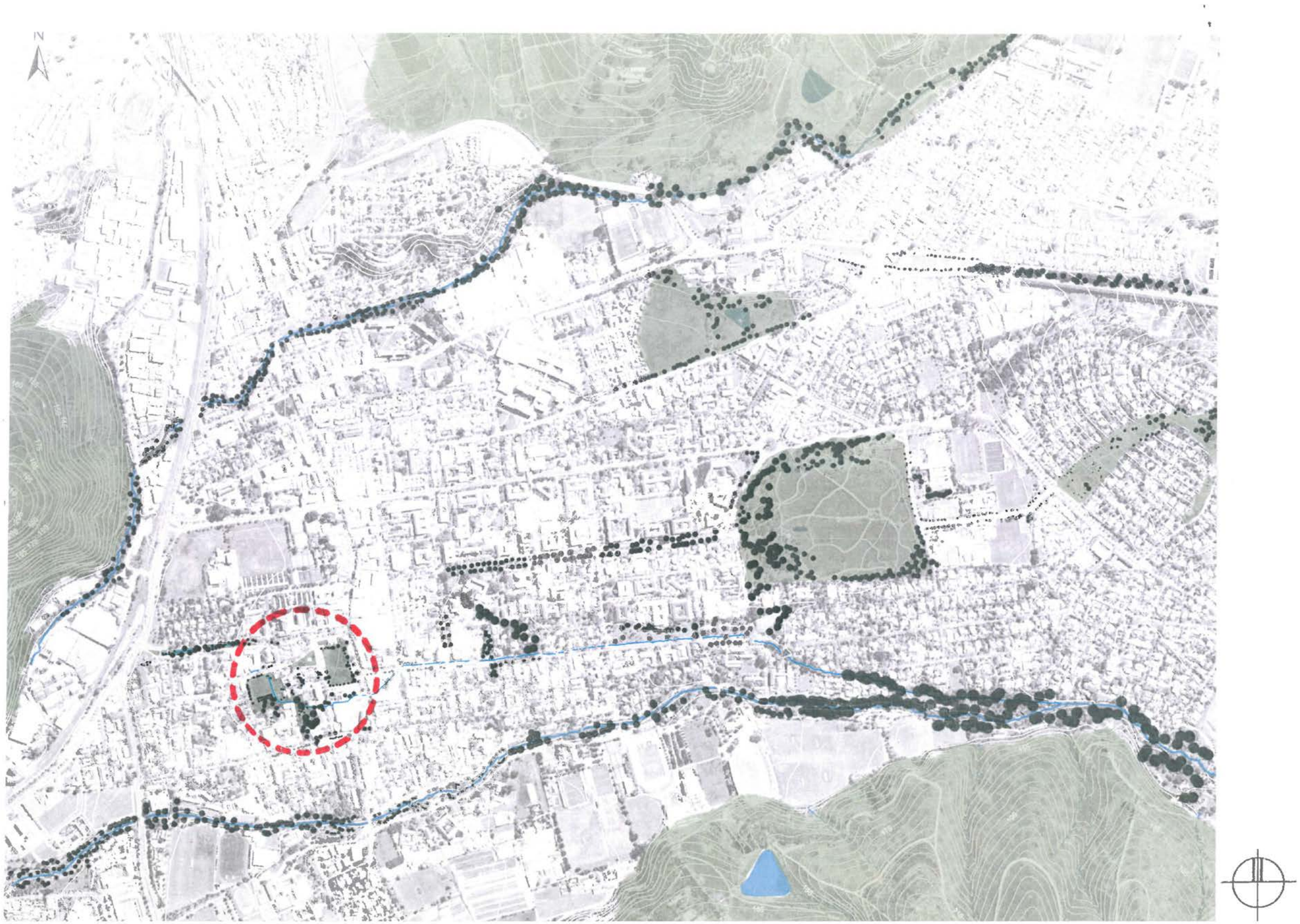


Figure 1: Location of the Precinct

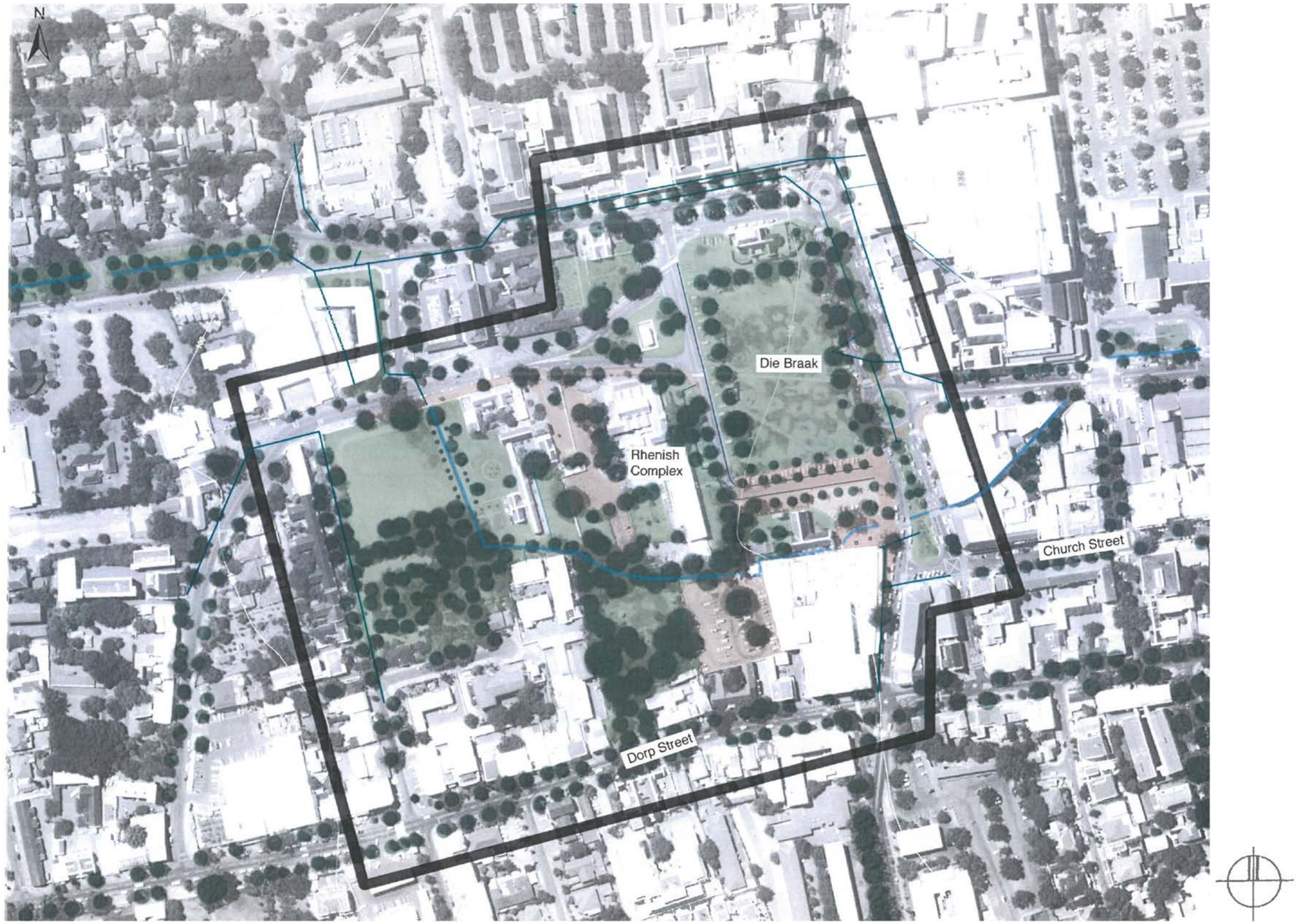


Figure 2: Study Area in relation to the Landscape Context

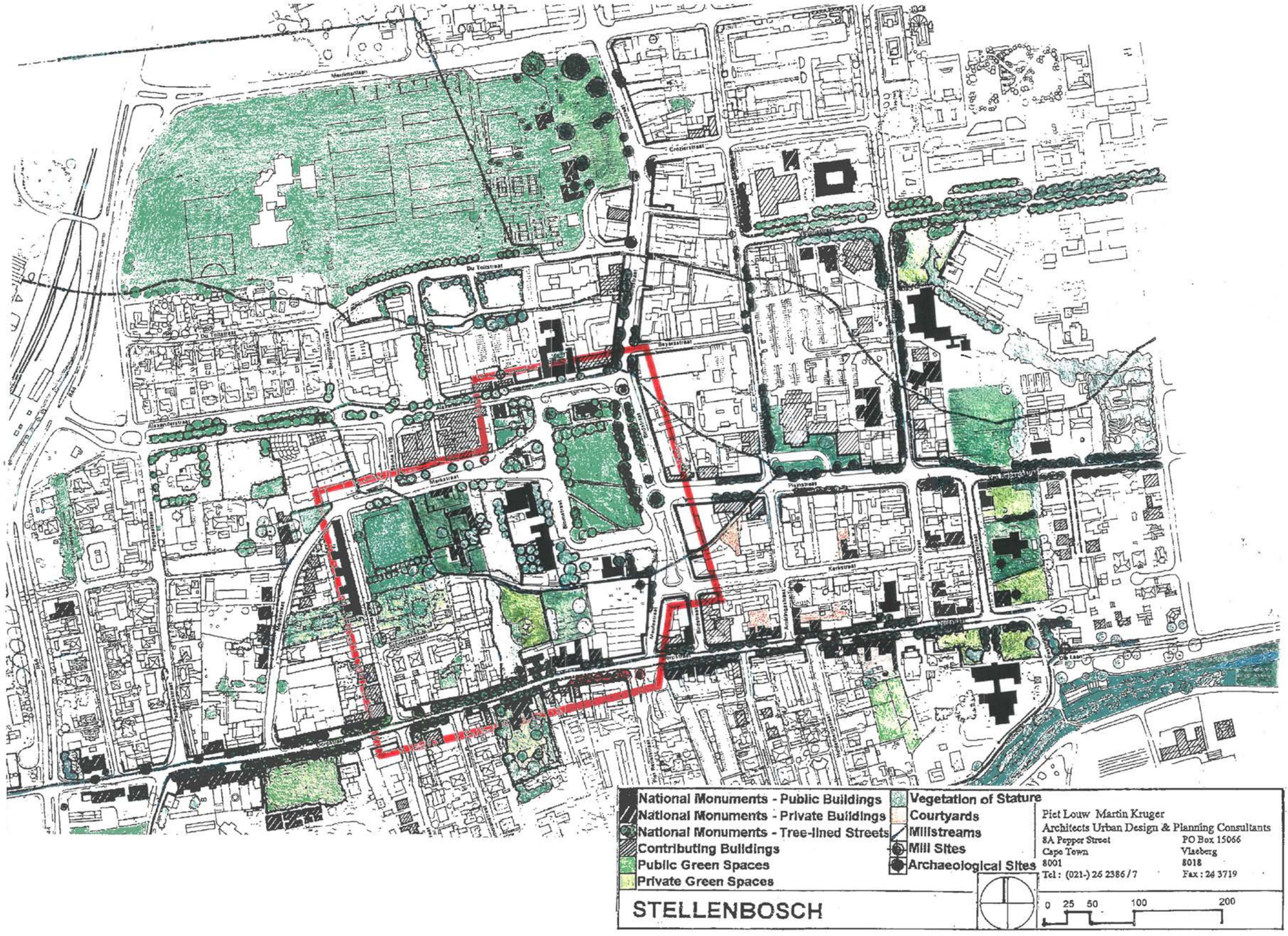


Figure 3: Study Area in relation to previously identified Heritage Resources

2. APPROACH

Firstly, the approach and working method adopted is multi-scaled as each scale of consideration impacts on the next scale up and down.

Secondly, the approach proposed is process orientated, and which will bring about change and improvement as a series of steps. This approach is consistent with generally accepted international trends where change is brought about through tactical thinking using interim measures and generating meanwhile uses while building towards a desired end condition.

The over-riding thrust is to set in place shared space which can accommodate many users. A high degree of flexibility and ensuring that public and common space is multi-functional, dominates the thinking and approach in the exploration of the possibilities.

At the same time, all safety, functional and emergency service requirements have to be satisfied. These include access for emergency (fire brigade, ambulance), service (refuse truck) and delivery vehicles.

Therefore, In order to unlock the site, the strategy needs to take cognizance of devices which embrace thinking about the following trends:

- Tactical Urbanism
- Recognizing Food and Water Security Issues
- Interim Measures and Meanwhile Uses
- Place-making through Design
- The Concept of Cultural and Creative Hub

2.1. The Concept of Cultural and Creative Hub

At an international level, considerable thinking has occurred around the subject of creative and cultural hubs as a means of regenerating under-utilized and strategically located parts of towns, cities and urban areas. These trends have recognized that:

- Art and Culture are one of the most promising avenues to revitalize cities and neighbourhoods.
- A city without a vibrant, diverse cultural life holds little appeal.
- A cultural and creative field is often anchored by specific places.
- These places are mixed-use meeting places for creative minds.
- Places where cross-fertilization between different user lead to new programming and the exchange of visitor and customer groups.
- These places are known as culture houses, art buildings or multifunctional centres, and they often brand new structures such as library, theatre, welfare facilities and resource learning facilities.
- If the culture houses are at one end of the spectrum, at the other end are temporary creative and cultural initiatives.
- Abandoned or underutilized properties can be leased for a modest rent, on a short or longer term basis, as live-work spaces for artists and creatives.
- Their creative endeavors generate a buzz and attract new people, thus enhancing the areas's quality of life, and thus its monetary value.
- This type of place-making has proved to be an extraordinarily successful strategy for many real-estate owners, developers and city and town councils.
- Several companies have now built their business model around starting and running this particular kind of temporary sites.

2.2. Some Principles and Ingredients for Running Successful Cultural Hubs:

Some internationally accepted practices have suggested that the following ingredients are required to enable a successful outcome.

- Find a smart mix of functions and users
- Create a sharp brand and positioning
- Share ownership and a common goal
- Earn local support
- Build a sustainable business model with a triple bottom line, which is the idea of 'multiple value creation'
- In 'multiple value creation' economic, ecological and social values are in balance
- Cultivate an active community
- Serve a real need
- Work with what is already there
- Carry out an area assessment – identify current initiatives and spaces, and how they can be strengthened
- Invest in making a space permanent

3. THE STARTING POINT

The starting point of the study, therefore, is not a re-hash of heritage-related issues or a narrow building-based definition of heritage resources. Rather, it begins with the identification of indicators which are of relevance from a context, townscape and streetscape perspective. The basic position is that the central issue is not simply the protection of historical heritage resources but ensuring that each new development is respectful of the resources and through change contributes to a steady improving future.

The study identified a number of scales of consideration in order to determine which informants impact on the site. The scales are the local area scale, the site and environs scale, the site and immediate environs scale and the site scale.

4. ANALYSIS AND INTERPRETATION

The analysis focuses on spatial and settlement structure, and covers two broad categories. These are from a historic perspective followed by urban design and structural considerations.

4.1. Historic Context - Some Observations

Figures 4, 5, 6 and 7 show the historical development and the spatial evolution of the town. A number of observations require mentioning:

- The study area is located in the heart of the historic core of the town.
- The edges of the settlement superblocks are gradually firmed up over time.
- The superblocks are predominantly of orthogonal geometric shapes.
- The resultant grid offers urban permeability and choices of route.
- The main spaces are cadastrally of orthogonal shape and edged by buildings (Mark Plein, Die Braak and Meul Plein, except for their western sides, which are ‘looser’ in definition.
- Noteworthy is the diagonal line through the middle of Die Braak in the evolution of the settlement, in the form of a linear space as a desire line.
- The ‘Braak’ space is strongly edged with a double row of trees, at least in intent to ‘box the space’ in a well-defined rectangular shape, 1817.
- The growth of the town through infilling did not divert from the patterns described above.
- There is a clear spatial structure to the settlement.

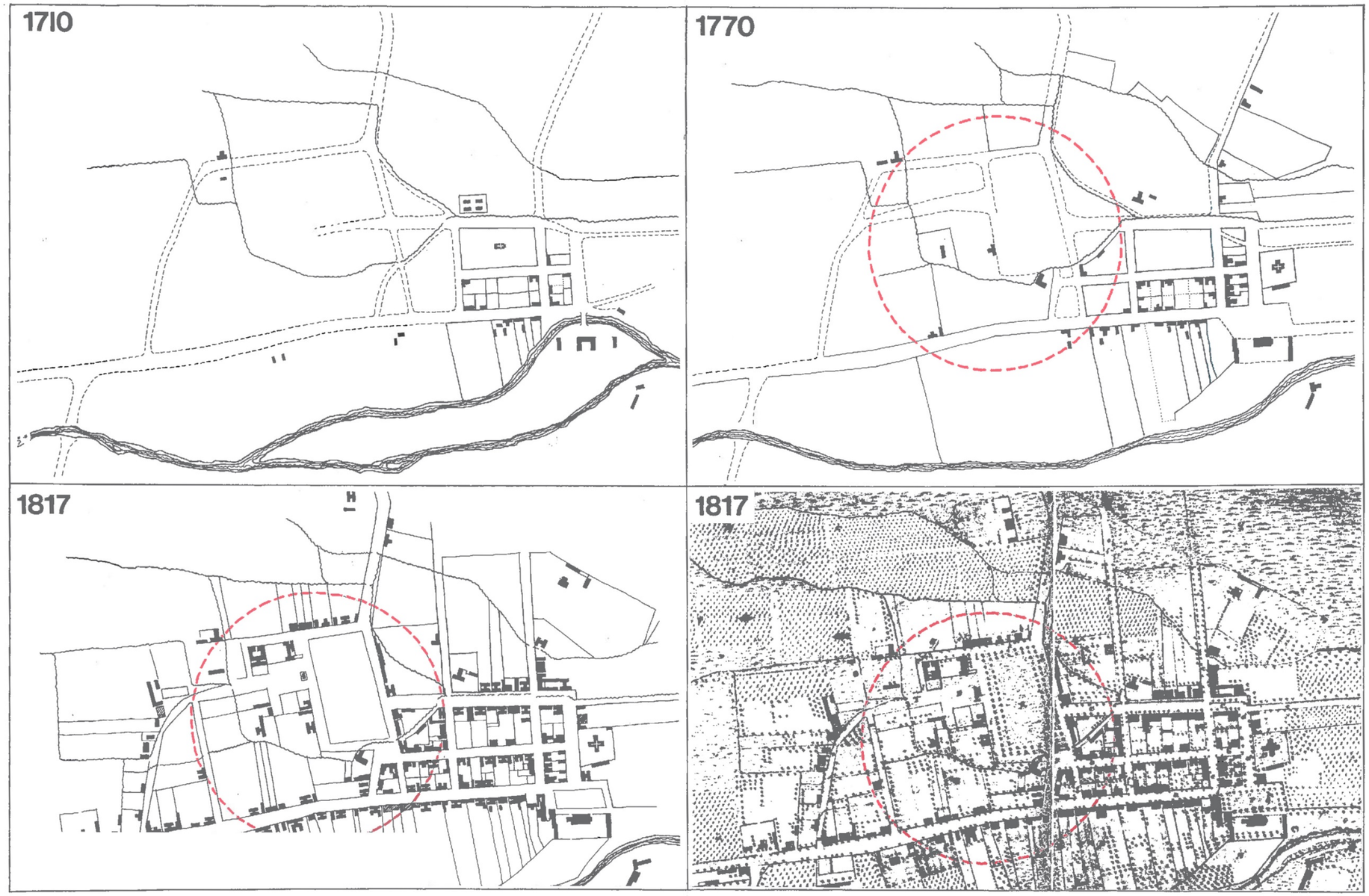


Figure 4: Historical Development and Spatial Evolution (1710-1817)

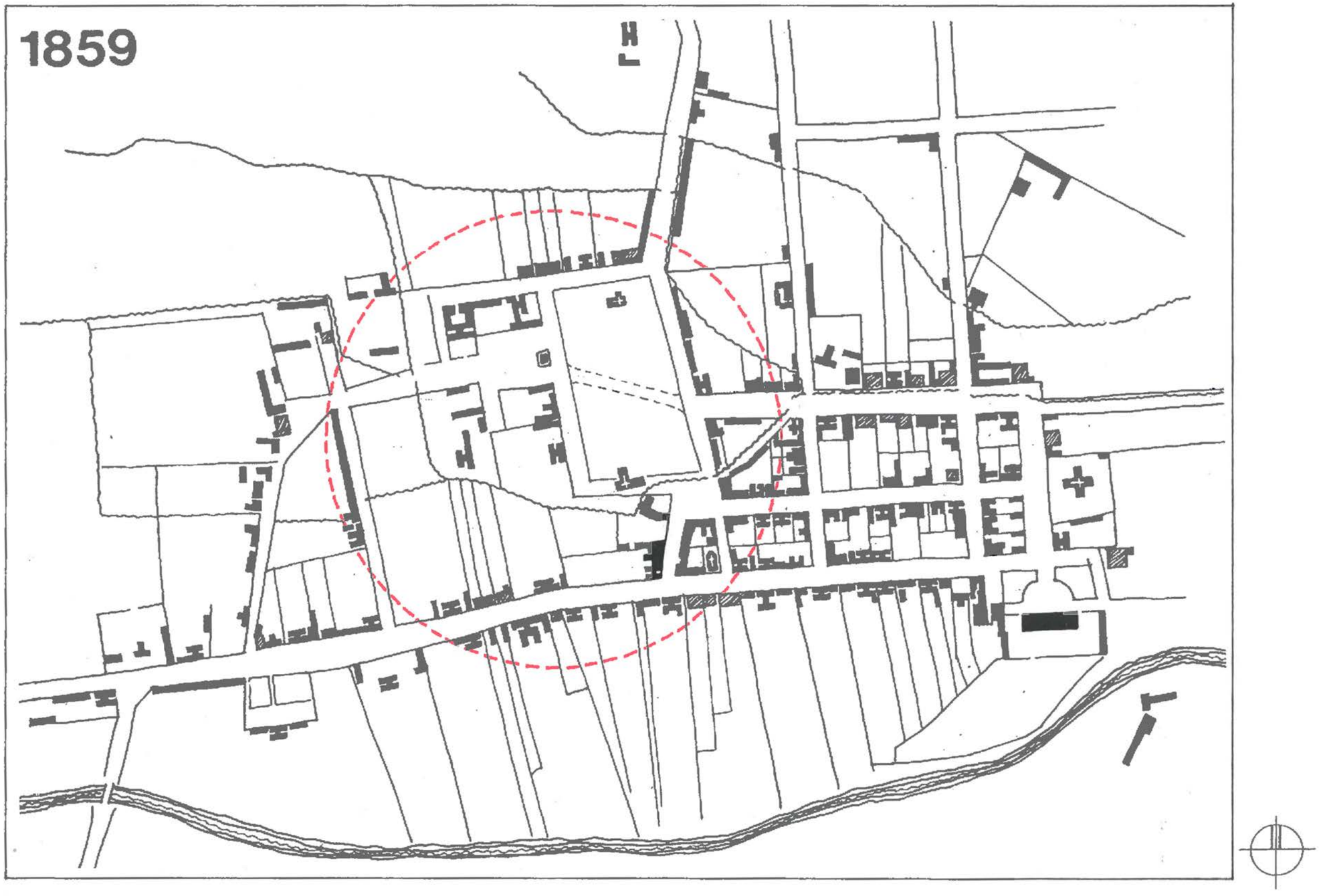


Figure 5: Historical Development and Spatial Evolution (1859)

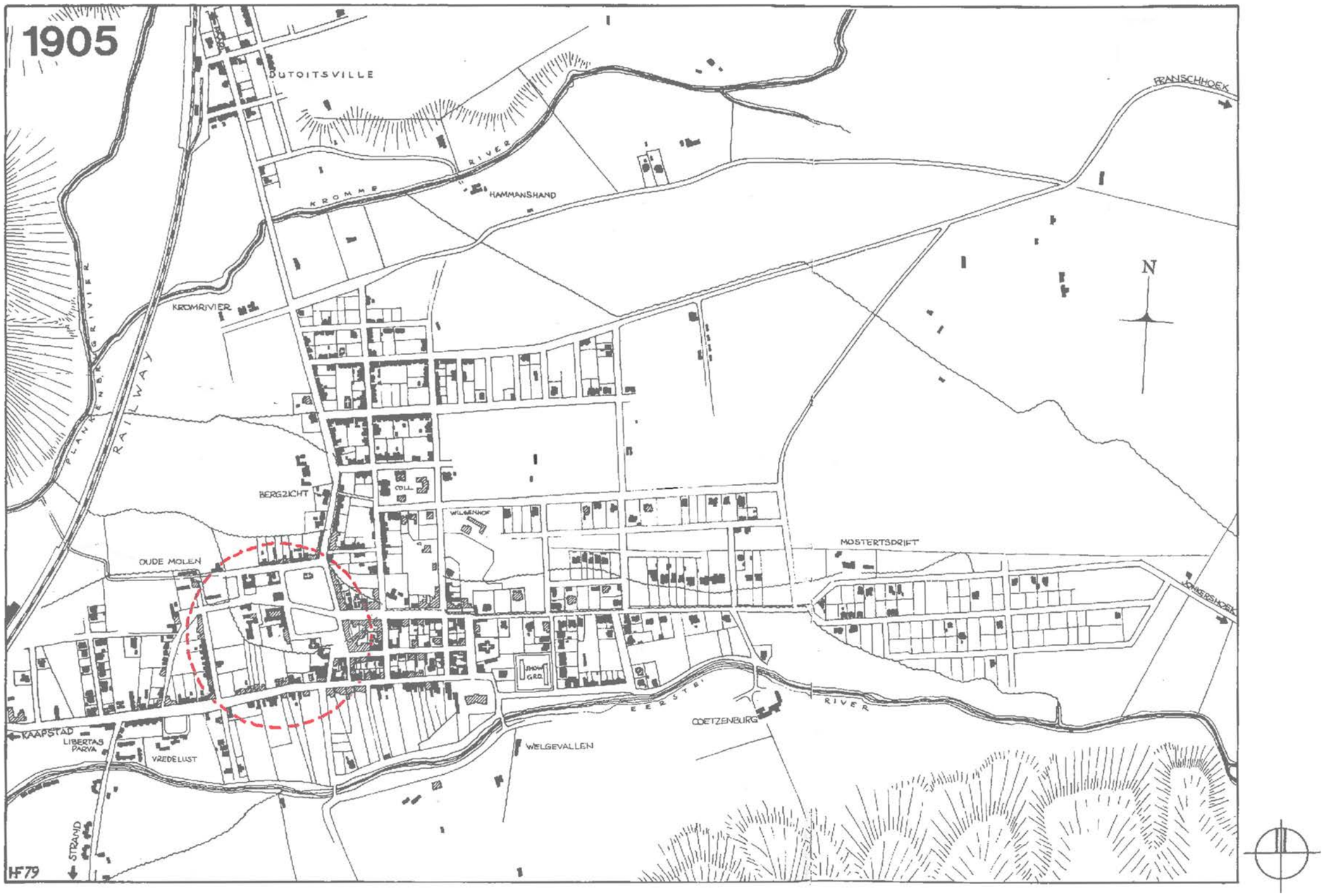


Figure 6: Historical Development and Spatial Evolution (1905)

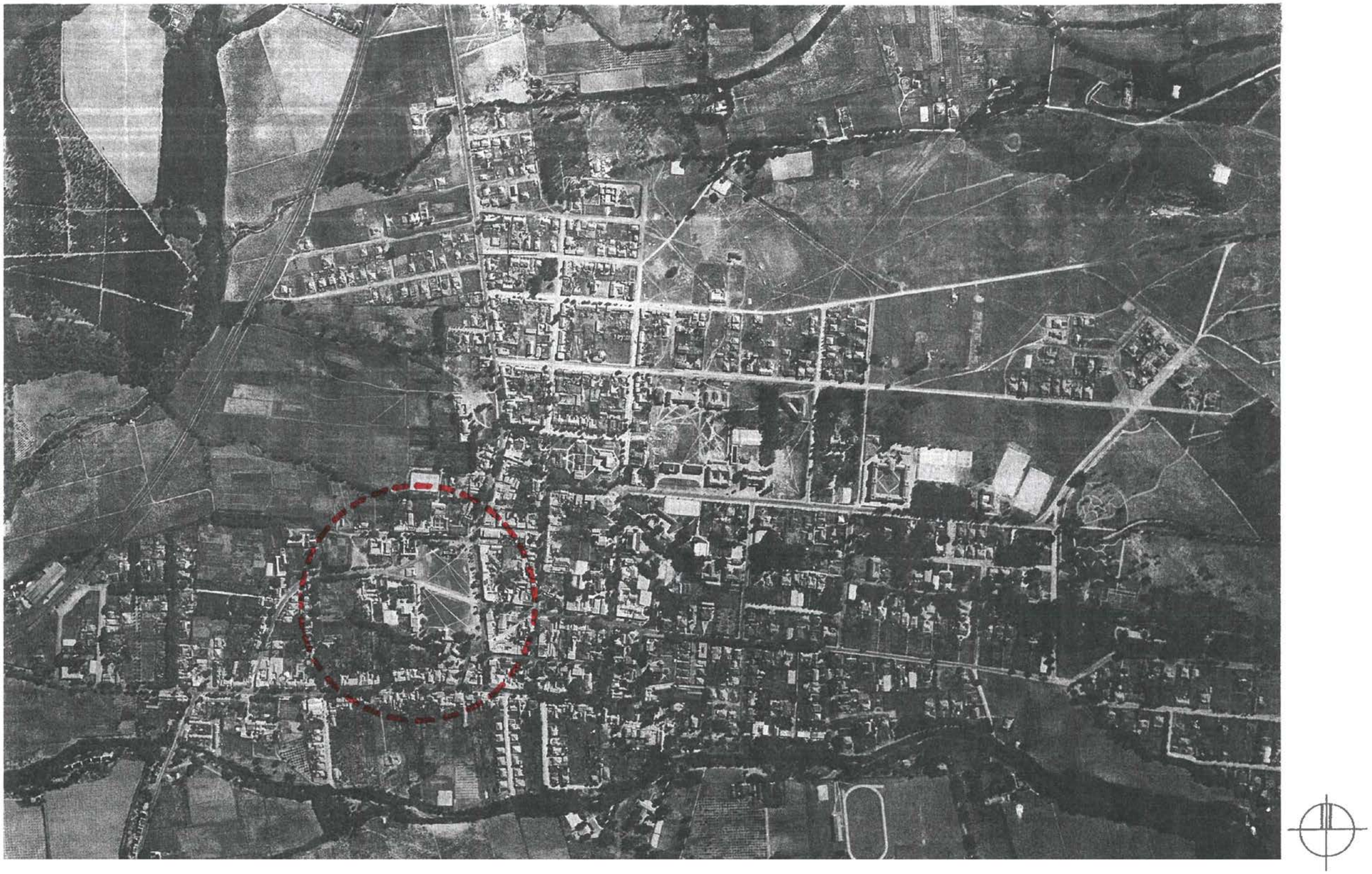


Figure 7: Historical Development and Spatial Evolution (1937)

4.2. Urban Design and Structural Considerations

At the precinct and environs scale, a number of analytic observations and interpretations point to constraints and informants which impact on the study area. The precinct and its environs are interrogated from an urban structural and design perspective and contain the following layers of consideration:

- The superblock system and their sizes, and the notion of urban permeability;
- The dominant activity energy zones in the precinct;
- The definition and nature of the edges of 'Die Braak' space;
- Edge conditions of the superblocks in the precinct;
- Building placements and the resulting public/private gradients.

Each layer is described and illustrated separately.

4.2.1 The Superblock System and their Sizes, and Urban Permeability (Figure 8) -

- The system and pattern of superblocks indicate their respective sizes, varying in shape and area. The superblock of the study area is distinctly larger than the surrounding ones, and constitutes a blockage, in urban permeability terms.
- The 'fish-bone' effect of Dorp Street, which offers fine-grain accessibility, is severely compromised by the length of the block, some three hundred meters.
- A finer pattern of access through the block should increase permeability, at least in pedestrian and bicycle terms.



Figure 8: The Precinct and Environs Scale: Urban Design and Structural Considerations - The Superblock System, their Sizes and Urban Permeability

4.2.2 Dominant Activity Energy Zones (Figure 9) -

- Two dominant energy zones impact on the site,
  - the activity along Dorp Street towards the 'midde-dorp' south of the superblock.
  - the pedestrian flows to and from the railway station precinct to the 'midde-dorp' north of the superblock.
- There is limited pedestrian flows and urban activity energy along Herte Street on the west.

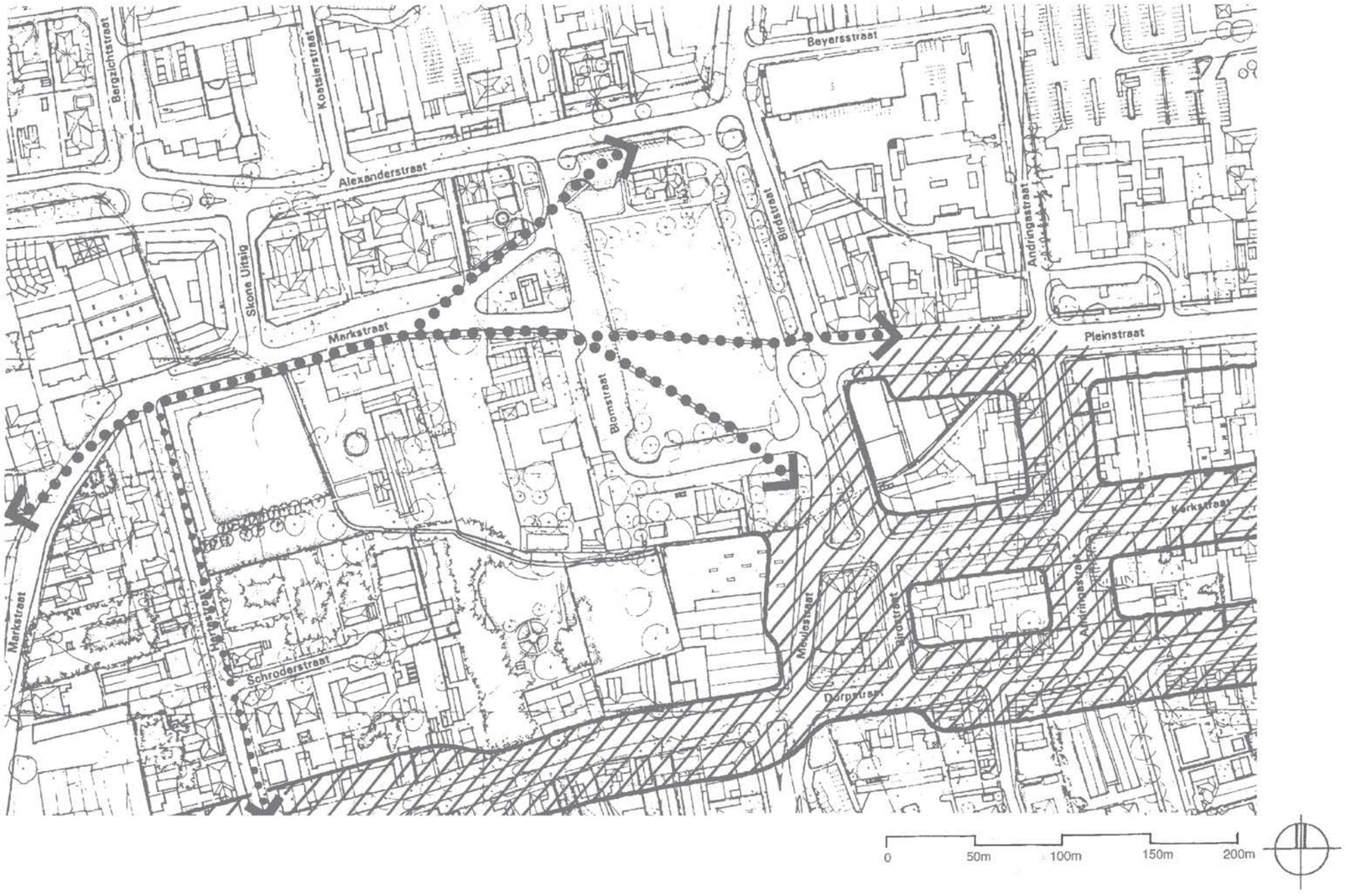


Figure 9: The Precinct and Environs Scale: Urban Design and Structural Considerations - Dominant Activity Energy Zones

4.2.3 The Definition and Nature of the Edges of 'Die Braak' space (Figure 10) -

- The edges of 'Die Braak' space is strongly and firmly defined on the north, east and part-south.
- In cross-section terms, the edge is layered with many interacting urban and townscape elements contributing to the edge definition. It is not just a single vertical line.
- The western and southern edges are 'looser' and semi-fragmented in definition with buildings appearing as free-standing objects with cadastral boundary treatments holding these edges together, in some fragile form.



Figure 10: The Precinct and Environs Scale: Urban Design and Structural Considerations - Definition and Nature of the Edges of 'Die Braak' Spac

4.2.4 Edge Conditions of the Superblocks (Figure 11) -

- Different edge conditions contribute to the street and public space interfaces:
  - Dead edge
  - Planted dead edge
  - Transparent edge
  - Planted transparent edge
  - Vehicle access
  - Pedestrian access
  - Overlooking feature
- The different edges of the superblock site basically create a dead edge around its periphery.



Figure 11: The Precinct and Environs Scale: Urban Design and Structural Considerations - Edge Conditions of the Superblocks

4.2.5 Building Placements and Public/Private Gradients (Figure 12) -

- There is confusion about the clarity of the privacy gradient as it is difficult to comprehend and orientate which parts of the buildings are fronts and which are rears. The ad-hoc installations of security fencing between the buildings is proof of this.

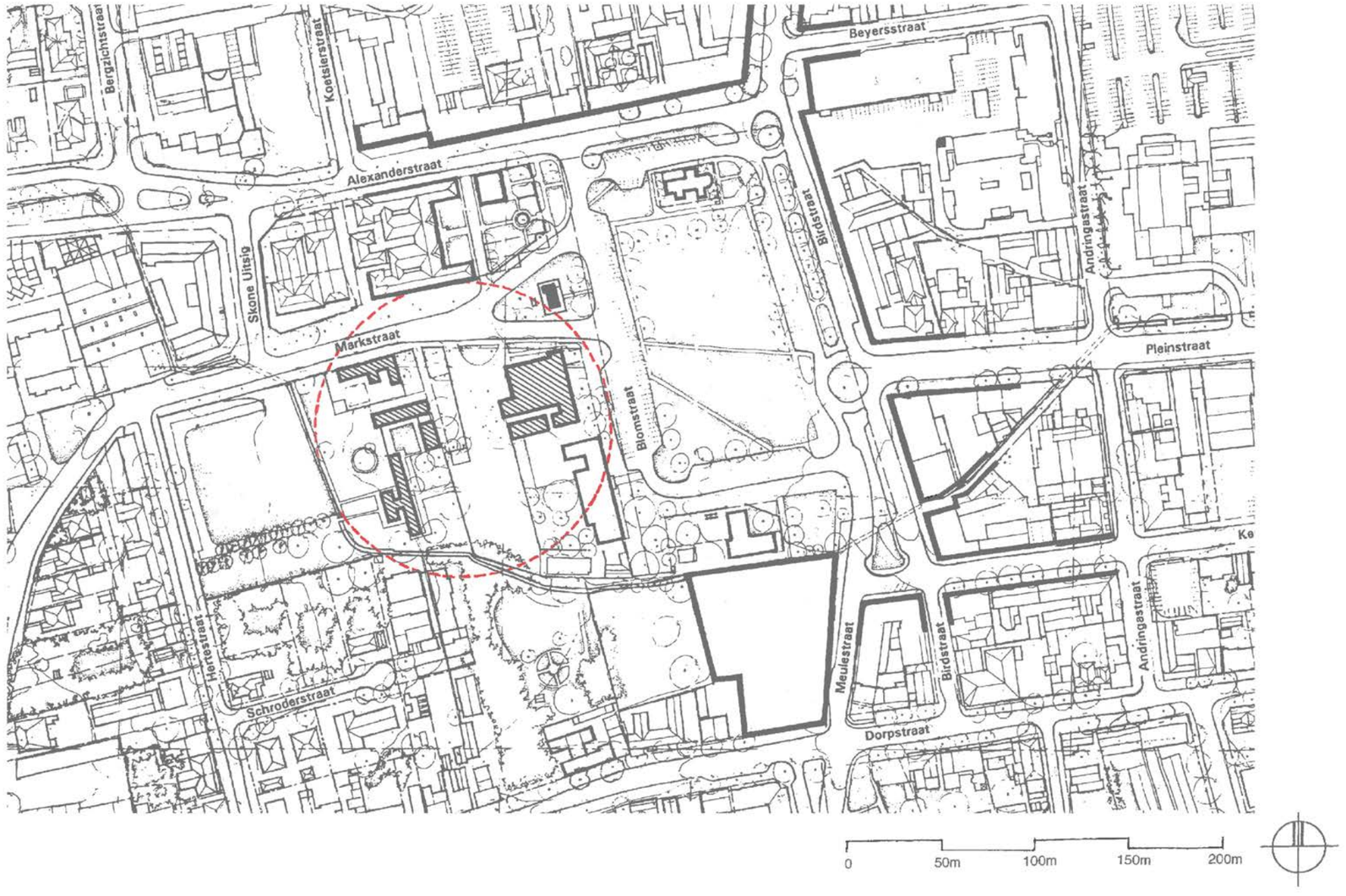


Figure 12: The Precinct and Environs Scale: Urban Design and Structural Considerations - Site-related Building Footprints and Public/Private Gradients

4.3. Landscape Character Assessment and Landscape Activation Opportunities (Figure 13)

The Rhenish Precinct is a future-focussed initiative that looks to demonstrate a resilient vision for our urban centres. It is a place of health and abundance where communities can come together to share in their collective heritage and enjoy the range of amenities provided within this fascinating cultural landscape.

Income generated by the precinct is invested into the further development of the site and in the training of interns in horticulture, sales and marketing, event coordination, hospitality, urban landscaping, and maintenance. The design has transformed a semi-derelict site into a verdant working landscape, creating spaces that are both beautiful and functional and connects visitors to the production of their food, while creating a memorable immersive experience for communities in nature.

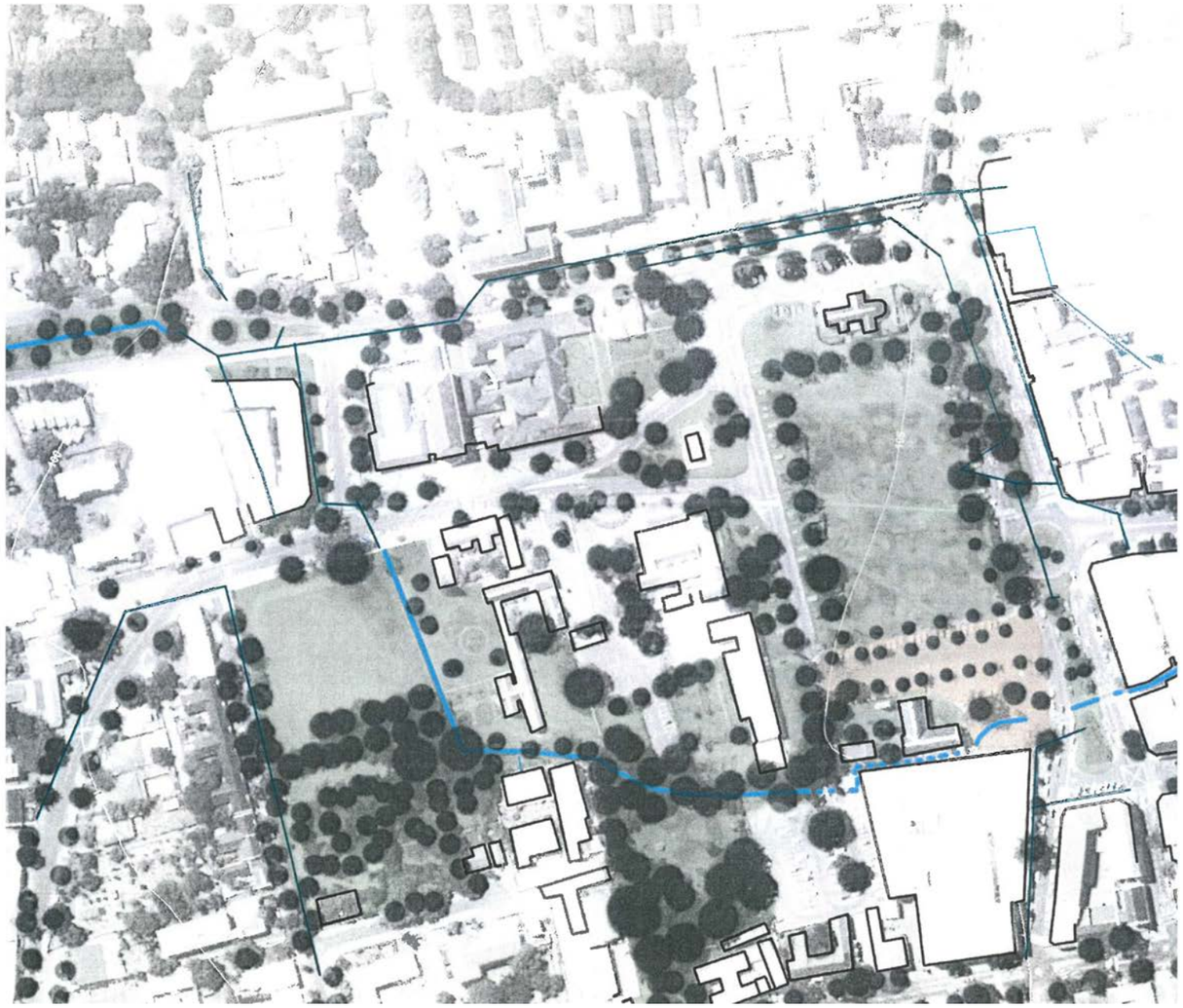


Figure 13: The Precinct and Environs Scale: Broad Landscape Considerations - Character Zones, Assets and Problems

The Rhenish precinct provides an opportunity to bring agricultural and urban life together as the confluence of farming and cultural landscapes. Central Stellenbosch is bounded by two rivers and forms the urban heart of the Cape Winelands. A strong landscape masterplan, consolidated visual identity of street furniture and landscape elements and integrated site management will all be essential to enable the success of the precinct.

4.3.1 Stellenbosch Urban Farm

The Stellenbosch Urban Farm laid out “in front” of the historic Voorgelegen homestead is the productive heart of the town. It provides an abundance of fresh produce that is supplemented by local farms for the daily Groentemark in the open air Voorgelegen courtyard.

The farm supplies a mix of everyday fruit and vegetable crops along with heirloom varieties, specialist herbs, cut flowers, fynbos honey from the apiary and medicinal, aromatic, and ornamental plants from the Binnetuin. The food crops are irrigated with water furrows supplied by the historic Mill Stream which connects people along a meandering path back to the Braak.

The building adjacent to Voorgelegen houses a new restaurant and bar that showcases the garden’s daily harvest of diverse fresh produce. In the mornings, it serves the sunny courtyard terrace at the back of Voorgelegen, offering breakfasts, coffees and baked goods for people working in the area and marketgoers. In the afternoon and evenings, the restaurant opens out onto the back terrace, overlooking the working farm for lunch, sundowners, and dinners.

The layout of the farm ensures maximum production but is also designed as a beautiful food garden that attracts visitors. Marquee spaces allow the restaurant to cater for larger events such as weddings, birthdays, harvest festivals or graduation parties while the farm and Binnetuin offer sought-after settings for event photography.


Babylonstoren
Paarl, Western Cape


Coogee Common
Perth, Western Australia


The Grounds of Alexandria
Sydney, New South Wales


Oranjezicht City Farm
Oranjezicht, Cape Town

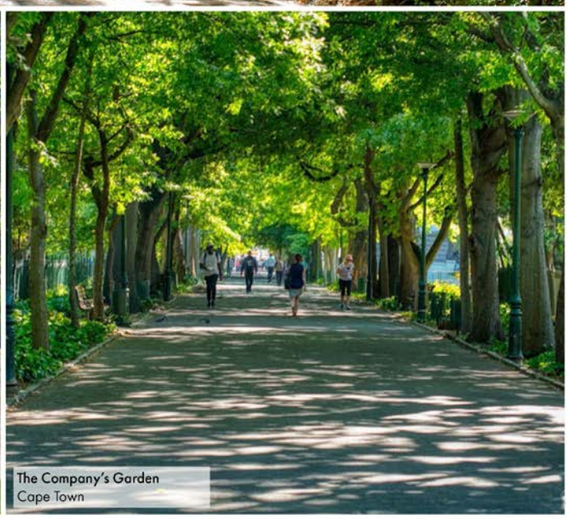
4.3.2 Die Binnetuin

The historic Binnetuin has been substantially transformed since it was designed as a Victorian Garden by Otto Hager in 1859. While some of the trees and plantings are part of the original design, the garden has fallen into disrepair and has lost much of its charm. With a renewed vision for the rejuvenation of the Rhenish Precinct, an opportunity exists to develop this garden into a valuable amenity space for future generations. Part of this strategy has to involve a sustainable approach to garden planning and maintenance.

The mature trees, ornamental plantings and the historic Mill Stream contribute a sense of tranquillity to this walled garden. They provide clues for the future direction of the landscape. The Binnetuin is envisaged as a contemplative peace garden where locals and visitors can escape their busy urban environment and enter a tranquil retreat in nature. A new reflection pond serves as a biofiltration basin that filters stormwater from the surrounding precinct and feeds that into the Mill Stream for irrigation of the Urban Farm and gardens. Tables and chairs and lawns are provided for people wanting to relax, meet up for lunch or picnic after shopping at the market.


Arderne Gardens
Claremont, Cape Town


Trafalgar Park (historically)
Woodstock, Cape Town


The Company's Garden
Cape Town

Various ornamental, aromatic and medicinal plants are selected and grown to be harvested for sales or as stock plants to be grown at the Urban Farm nursery. Together with the farm, the Binnetuin is an ideal training ground for interns wanting to develop horticultural and landscape skills that are so desperately in demand in our cities. The garden is the perfect spot for birthdays and as a venue for garden ceremonies and wedding photos. While the garden is not predominantly a play park, nature play structures encourage kids to have fun while exploring the garden.

Notable plants:

- *Cinnamomum camphora*
- *Angophora costata* = Australian Apple Myrtle
- *Syzigium jambos* = Rose scented fruit in confectionery / crystallized fruit.
- *Camellia japonica*
- *Cupressus sempervirens*
- *Magnolia grandiflora*
- *Quercus robor and hydrangeas*
- Sections for vegetables, roses, bulbs, shrubs, fruit trees.
- Rambling roses formed hedges that lined the paths.

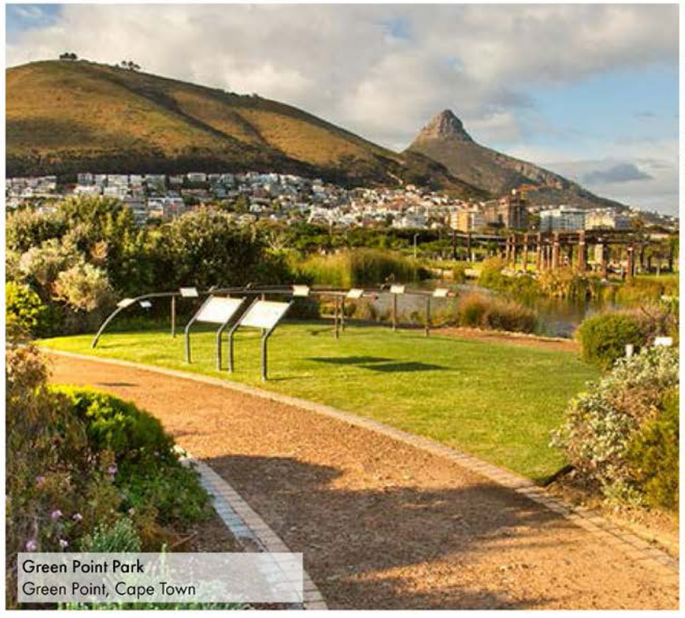
4.3.3 Die Braak

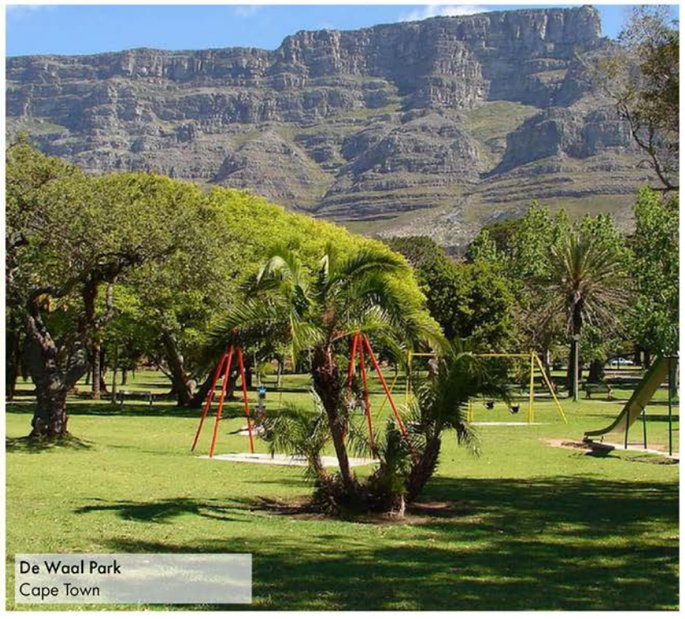
Die Braak is an open program 'village green' that can host a large variety of events from festivals to the start and finish of sporting events, larger markets, informal sports, and community exercise grounds. Every effort should be made to retain the multifunctional nature of the grounds.

The edges, however, can accommodate a range of complementary amenity functions. A well designed and appropriated scaled and contextually relevant, all ages and abilities playground could be included to the south. A destination playground when coupled with retail and park amenities can generate substantial activity in the area.

Over time the roads surrounding Die Braak should be pedestrian prioritised and form part of the park. Edges should be consolidated and shaded. The incorporation of and interactive swale edge on the western edge provides a range of seating opportunities in the shade while the swale directs water to the tree's roots. Outdoor exercise equipment can also be included along the shaded edges of the park along with picnic table and potentially some food kiosks. Large events such as outdoor cinema and concerts should also be considered and include multifunctional infrastructure such as a stage, lighting, and sound connections.


Kirstenbosch Botanical Garden
Newlands, Cape Town


Green Point Park
Green Point, Cape Town


De Waal Park
Cape Town

4.4. Identifying Main Constraints and Informants (Figure 14)

4.4.1 Urban design-related Informants:

In the analysis and interpretation, the following main constraints and informants impacting on the study area have been identified. These are graphically illustrated in Figure 14 and need to be addressed and considered in the outcome of a layout.

a. The clearly defined northern and eastern edges of 'Die Braak' versus the fragmented edge condition along the western and southern edges thereof.
b. The relationship of the site to firstly, the activity energy zone along Dorp Street and secondly, to the pedestrian flows along the northern edge of the site.
c. The boxed-in nature of the site.
d. The blockage effect of the overall superblock due to its size and length of boundaries along the streets.
e. The open space through the superblock generally not recognized as a graded heritage resource.
f. The poor water quality of the lei-water sloot system.
g. The dead-edge nature of most of the Shoprite/Checkers-complex.
h. The significance of the Meul Plein sub-precinct to provide continuity between the Rhenish/Braak precinct and the Church Street precinct.

4.4.2 Technical Informants

Some additional factors with technical requirements which influence the design of the layout must be incorporated. These are:

- Emergency vehicle requirements
- Service vehicle requirements
- Local access requirements
- Delivery vehicle requirements
- Universal access requirements
- Generally acceptable and comfortable pedestrian space requirements

4.4.3 Townscape and Landscape Informants

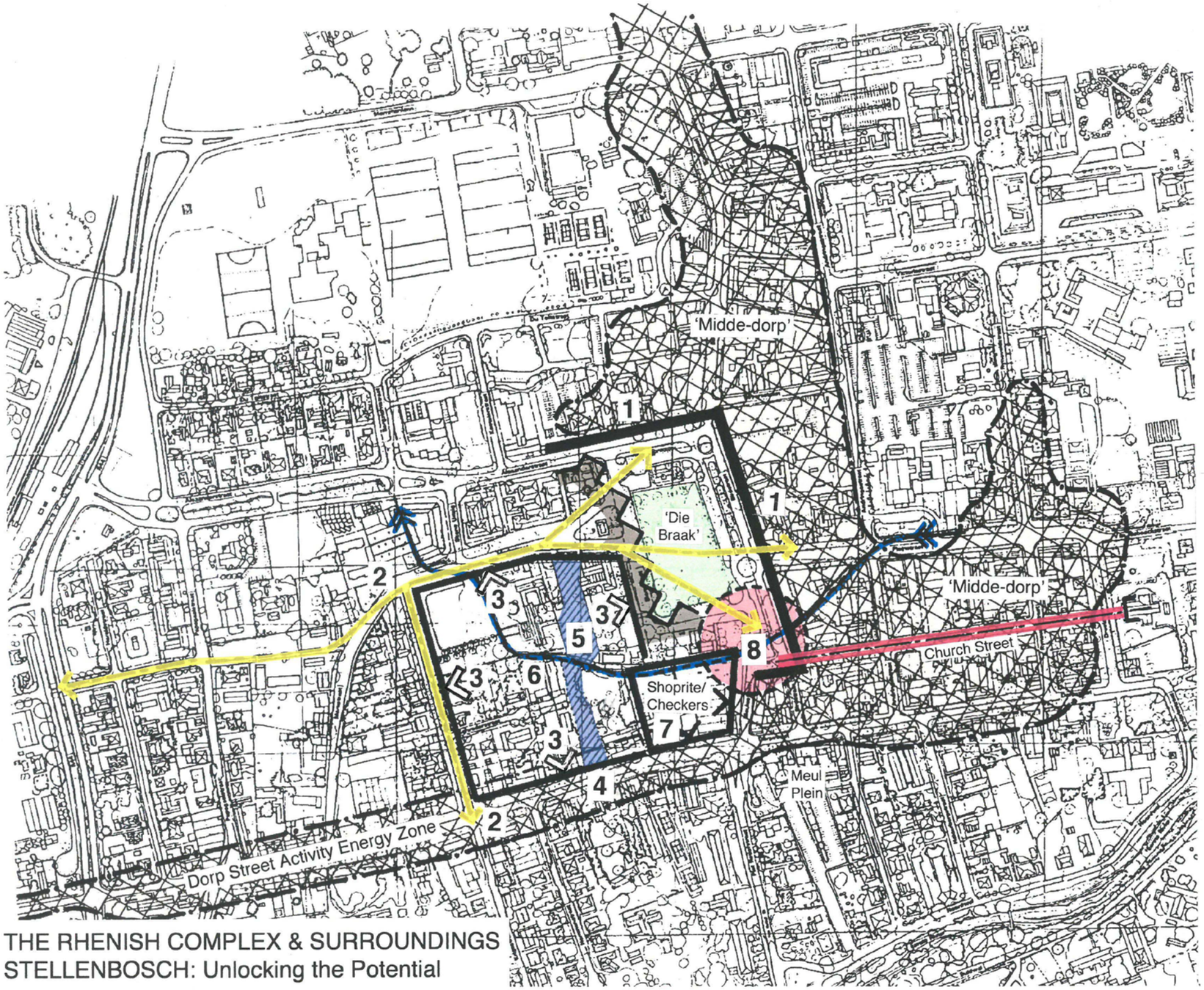
Further townscape and landscape elements which need to be incorporated into the composition of the layout:

- Surface treatment
- Storm water layout and management
- Trees and soft landscaping
- Artwork
- Street furniture
- Signage (directional, information, event specific)
- Lighting and power supply

4.4.4 Spatial Informants

Spatially, the following design principles should guide and enrich the spatial outcome and therefore take the layout beyond a purely functional resolution only:

- The idea of Pedestrian Priority and Amenity Space.
- The idea of Minimizing Vertical Surface Separation to enable convenient universal access.



1. The clearly defined northern and eastern edges of 'Die Braak' versus the fragmented edge condition along the western and southern edges thereof.
2. The relationship of the site to firstly, the activity energy zone along Dorp Street and secondly, to the pedestrian flows along the northern edge of the site.
3. The boxed-in nature of the site.
4. The blockage effect of the overall superblock due to its size and length of boundaries along the streets.
5. The open space through the superblock generally not recognized as a graded heritage resource.
6. The poor water quality of the lei-water sloot system.
7. The dead-edge nature of most of the Shoprite/ Checkers-complex.
8. The significance of the Meul Plein sub-precinct to provide continuity between the Rhenish/Braak precinct and the Church Street precinct.

Figure 14: The Precinct and Environs Scale: Urban Design and Structural Considerations - Main Constraints and Informants

4.5. Photographic Survey

Selected views of different portions of the precinct are illustrated in the photographic survey. An orientation sheet provides reference and orientation to the naming of the parts of the descriptions. The sheet and its intention is borrowed from 'Heritage Study, Binnetuin Park, Stellenbosch; Pistorius and Harris, 2005', and has been edited to read as follows:

> Generally well-known names are associated with the pedestrian network through and around the inner gardens of the area south west of the Braak: Voorgelegen, the Rhenish Parsonage and so on.
>
> The map shows the significant parts in the study area, which have been called "Binnetuin Park". A few other places have been named, such as the carpark behind Checkers "The Old Mill garden" and the lateral building at the north end of the Rhenish Parsonage is called "Long House".

These names appear on the orientation sheet and on Figure 28, Refined Layout and Estimated Street-related Parking Capacity in the Precinct.



Photographic Survey Reference Plan

Photographic Survey Imagery



Figure 15: View along Market Street looking west from pavement between Powder Magazine Kruithuis and Rhenish School.



Figure 16: View from Market Street looking south-west into area behind the Rhenish School.



Figure 17: View looking south into area behind the Rhenish School.



Figure 18: View of Leipoldt Court looking south.

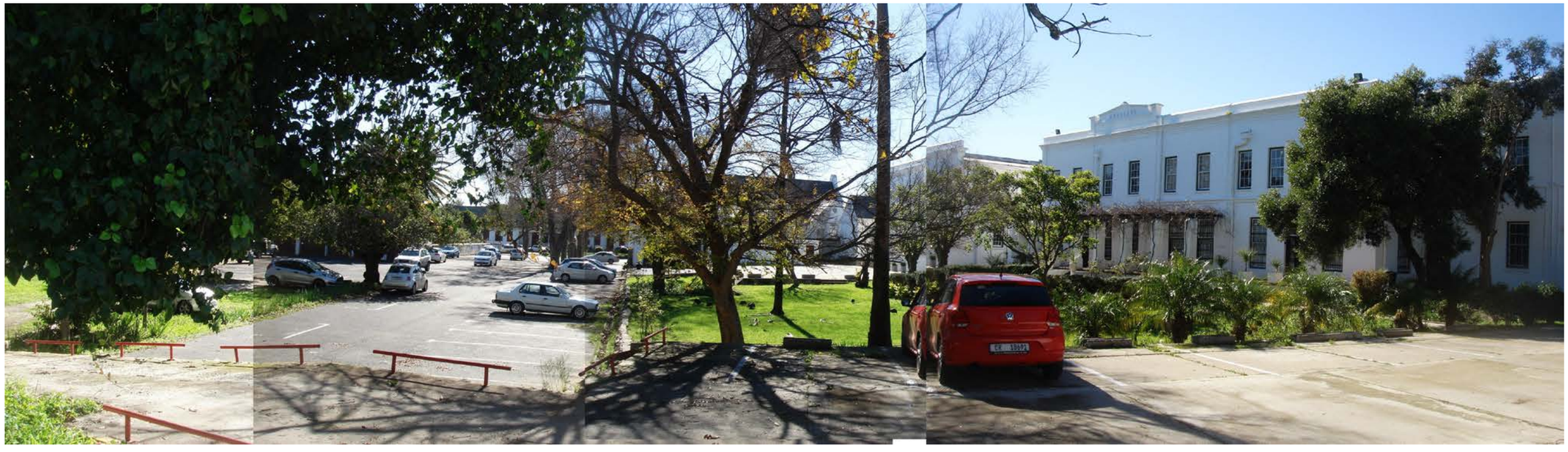


Figure 19: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north.



Figure 20: View of lower terrace carpark of Rhenish Institute looking south-west.



Figure 21: View of parking garages separating current parking area spaces behind Rhenish School and Institute buildings.

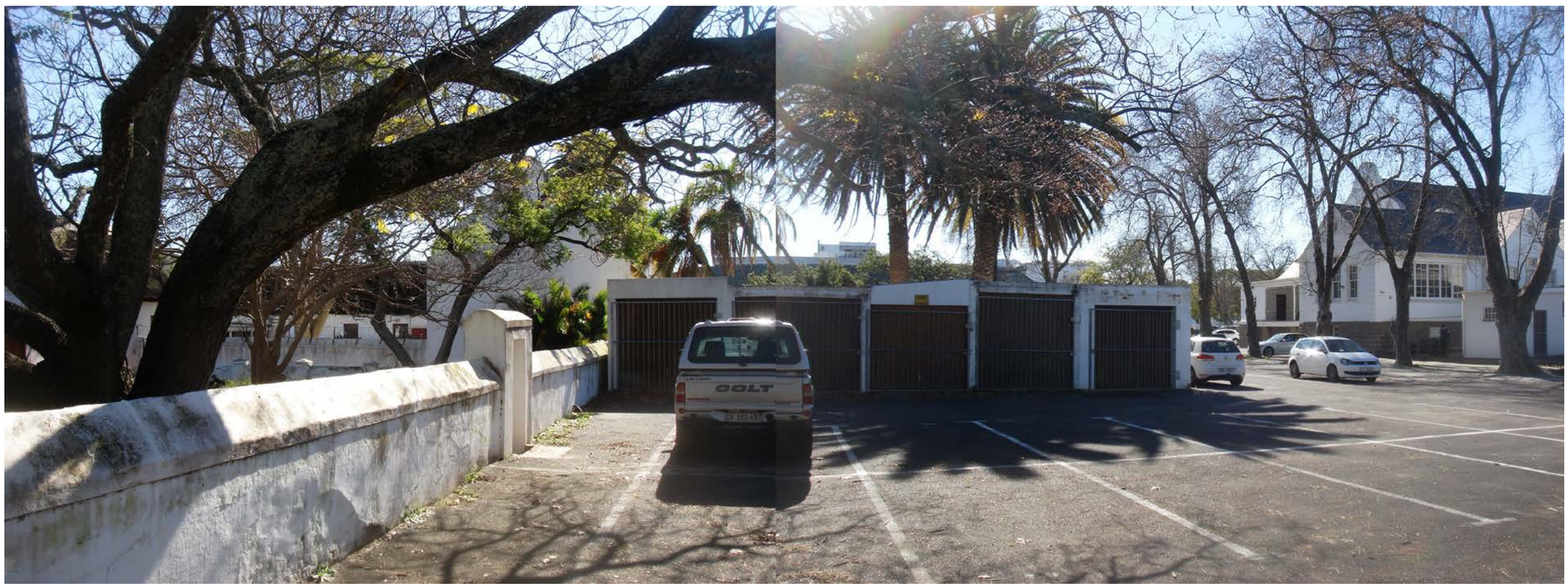


Figure 22: View of garages causing spatial blockage.



Figure 23: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north-west from the previous Institute swimming bath area.

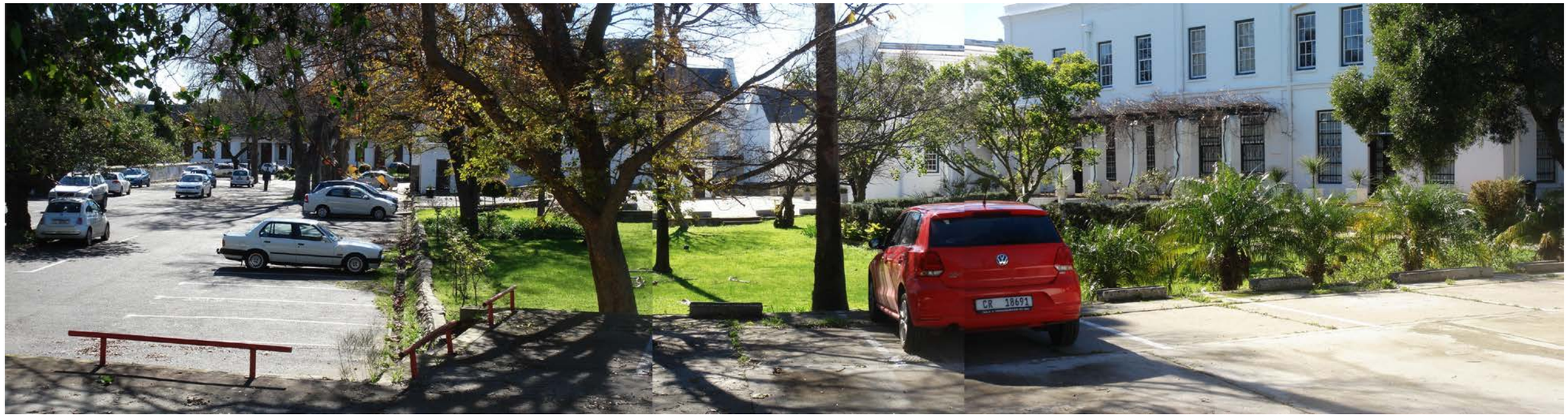


Figure 24: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north from the previous Institute swimming bath area.



Figure 25: View of wall separating Rhenish lower terrace carpark and area behind the Rhenish Parsonage looking south.



Figure 26: View of Rhenish Institute upper terrace garden and lower terrace carpark looking south.



Figure 27: View from western edge of 'Die Braak' through the space between the Rhenish School and Rhenish Institute buildings looking west.



Figure 28: View from Dorp Street looking north towards the Voorgelegen side garden.



Figure 29: View from Meule Street looking across Meul Plein towards 'Die Braak' in a north-west direction.



Figure 30: View from Bird Street looking across 'Die Braak' in a westerly direction.

5. MAIN IDEAS

A number of ideas drive the spatial outcome of the proposals. These are captured in figures 31 and 32 followed by three perspectives and a photograph to convey the desired characters of the design ideas. The layers making up the overall concept are unpacked and illustrated separately with descriptions (figure 33 to 43).

5.1. Improving Urban Permeability (Figure 31)

To achieve improved integration and pedestrian convenience, the following ideas are proposed:

- Create mid-block connections between activity generators along desire lines to accommodate pedestrian, bicycle and emergency vehicles.
- The linkages should be direct with a high degree of visual transparency and pedestrian scaled lighting. A straight paved avenue (binne-tuin laan) is proposed.
- The entrances to these linkages to be managed for closure during specific times for security and surveillance reasons.
- Resolve the spatially confused condition of the Meul Plein precinct with pedestrian priority and sympathetic townscape qualities.

5.2. An Integrating Urban Design and Spatial Concept (Figure 32)

The design concept includes the following elements.

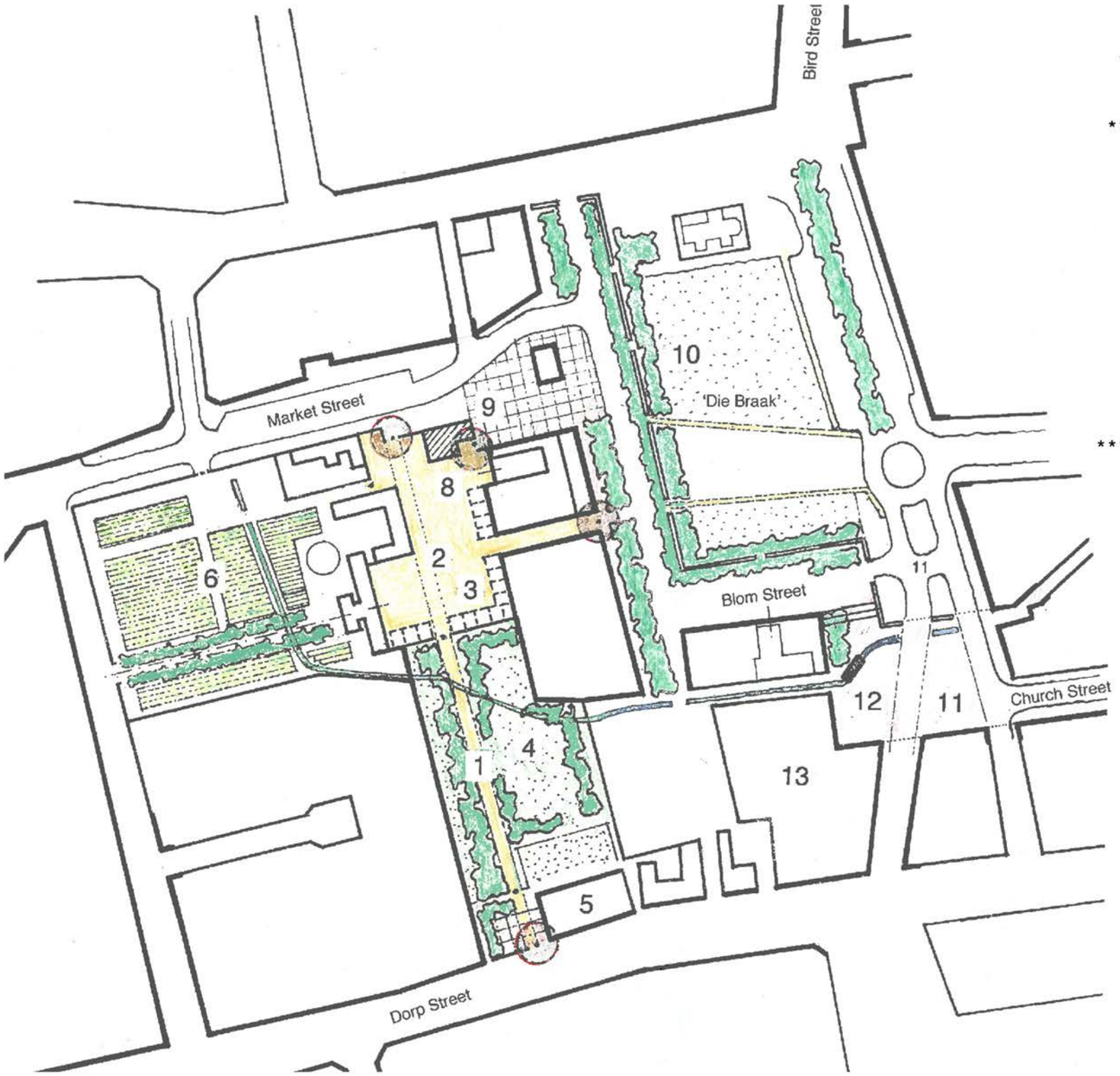
1. The creation of a mid-block connection in the form of a straight paved avenue between Dorp Street and Market Street with lockable control gates at the ends.
2. The creation of an urban resource hub space at the northern end of the avenue integrating the surrounding buildings into a central heart for the precinct. The access points to the buildings should all face onto the space.
3. The southern and eastern edges of the space should be edged with a roofed and rear-walled pergola structure suitably laid out for flexible market-related activities.
4. The ‘binne-tuin’ should be the subject of landscape treatment, including water management. The eastern edge of the garden should not be accessed from the Shoprite parking area.
5. The junction of the binne-tuin to Dorp Street should take the form of a commercial venture (restaurant, beerhouse) in the existing building with spilling out space onto a beer garden and tea garden, all accessed from the existing building. The building to the immediate east along Dorp Street should perform a supporting public-orientated function, although quieter.
6. The parsonage garden should be transformed into an agriculturally based vegetable and herb space with the produce sold from the market structure in the hub space on periodic days.
7. The uses within the existing buildings around the hub space should be community focused, with an emphasis on learning, access to resource management, arts, crafts and cultural activities.
8. To the north-eastern edge of the hub space, the entrance to the hall of the school should be transformed into a dignified forecourt space.
9. On this north-eastern corner, a new tourist information facility should be created on the edge of the market square precinct. The market square space should be re-instated to an orthogonal space and the through-traffic should be simplified to generate a more people friendly space around the ‘Kruithuis’.
10. The western and southern edge of ‘Die Braak’ space should be edged with a werf-type wall with openings which respond to the pedestrian desire-lines and paths. New tree-planting and associated stormwater swales compliment the making of this edge (see cross-sections).
11. The Meul Plein is reconfigured with the closure of the Church Street connection. A new westerly one-way connection for traffic circulation is created at the junction of Blom Street and Meul Street to give access to the parking on the western and southern edges of ‘Die Braak’.
12. Meul Plein is paved in one material and the water wheel is re-located in its original position.
13. The Shoprite-corner should be the subject of an action project in order to explore its improved potential.

The layout yields the following approximate areas in square meters:

- Agricultural precinct excluding building structures 9,600 sq m
- Main courtyard space (including market structure) 3,000 sq m
- Parsonage courtyard space (including market structure) 900 sq m
- Information centre and public toilets 248 sq m
- The Covered market structures 558 sq m



Figure 31: The Precinct and Environs Scale: Main Ideas - Improving Urban Permeability



The Main Ideas -

* 1. The creation of a mid-block connection in the form of a straight paved avenue between Dorp Street and Market Street with lockable control gates at the ends.

** 2. The creation of an urban resource hub space at the northern end of the avenue integrating the surrounding buildings into a central heart for the precinct. The access points to the buildings should all face onto the space.

3. The southern and eastern edges of the space should be edged with a roofed and rear-walled pergola structure suitably laid out for flexible market-related activities.

4. The 'binne-tuin' should be the subject of landscape treatment, including water management. The eastern edge of the garden should not be accessed from the Shoprite parking area.

5. The junction of the binne-tuin to Dorp Street should take the form of a commercial venture (restaurant, beerhouse) in the existing building with spilling out space onto a beer garden and tea garden, all accessed from the existing building. The building to the immediate east along Dorp Street should perform a supporting commercial and public-orientated function, although quieter.

*** 6. The parsonage garden should be transformed into an agriculturally based vegetable and herb space with the produce sold from the market structure in the hub space on periodic days.

7. The uses within the existing buildings around the hub space should be community focused, with an emphasis on learning, access to resource management, arts, crafts and cultural activities.

8. To the north-eastern edge of the hub space, the entrance to the hall of the school should be transformed into a dignified forecourt space.

9. On this north-eastern corner, a new tourist information facility should be created on the edge of the market square precinct. The market square space should be re-instated to an orthogonal space and the through-traffic should be simplified to generate a more people friendly space around the 'Kruithuis'.

10. The western and southern edge of 'Die Braak' space should be edged with a werf-type wall with openings which respond to the pedestrian desire-lines and paths. New tree-planting and associated stormwater swales compliment the making of this edge (see cross-sections).

11. The Meul Plein is reconfigured with the closure of the Church Street connection. A new westerly one-way connection for traffic circulation is created at the junction of Biom Street and Meul Street to give access to the parking on the western and southern edges of 'Die Braak'.

12. Meul Plein is paved in one material and the water wheel is re-located in its original position.

13. The Shoprite-corner should be the subject of an action project in order to explore its improved potential.

* Perspective 1
** Perspective 2
*** Perspective 3

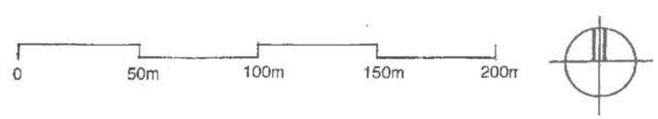


Figure 32: The Precinct and Environs Scale: Main Ideas - Integrating Urban Design and Spatial Concept



Perspective 1: Binnetuin Avenue between Dorp Street and Market Street



Perspective 2: Parsonage Garden transformed into vegetable and herb garden



Perspective 3: Urban resource hub space looking towards pergola structure



Photograph: Alphen Centre Walkway

5.3. Unpacking the Layers of the Concept

A number of urban-design-related layers contribute to the overall spatial concept. These layers are unpacked in Figures 33 to 43 and include:

- Locations of after hour control points
- Locations of early evening control points
- Dominant pedestrian flows
- Use and character zones, and their entry points
- Proposed Position of Toilet Block integrated with Proposed Information Centre
- Potential market activity zones subject to management
- Potential parking zones subject to management
- Dominant pedestrian and vehicular movement network
- Landscape treatment to western and southern edges of 'Die Braak' space
- Proposed storm water-related landscape design concepts

5.3.1 Locations of After Hour Control Points (Figure 33) –

- The control points/gates to the hub-precinct for after hour closure makes the precinct secure.

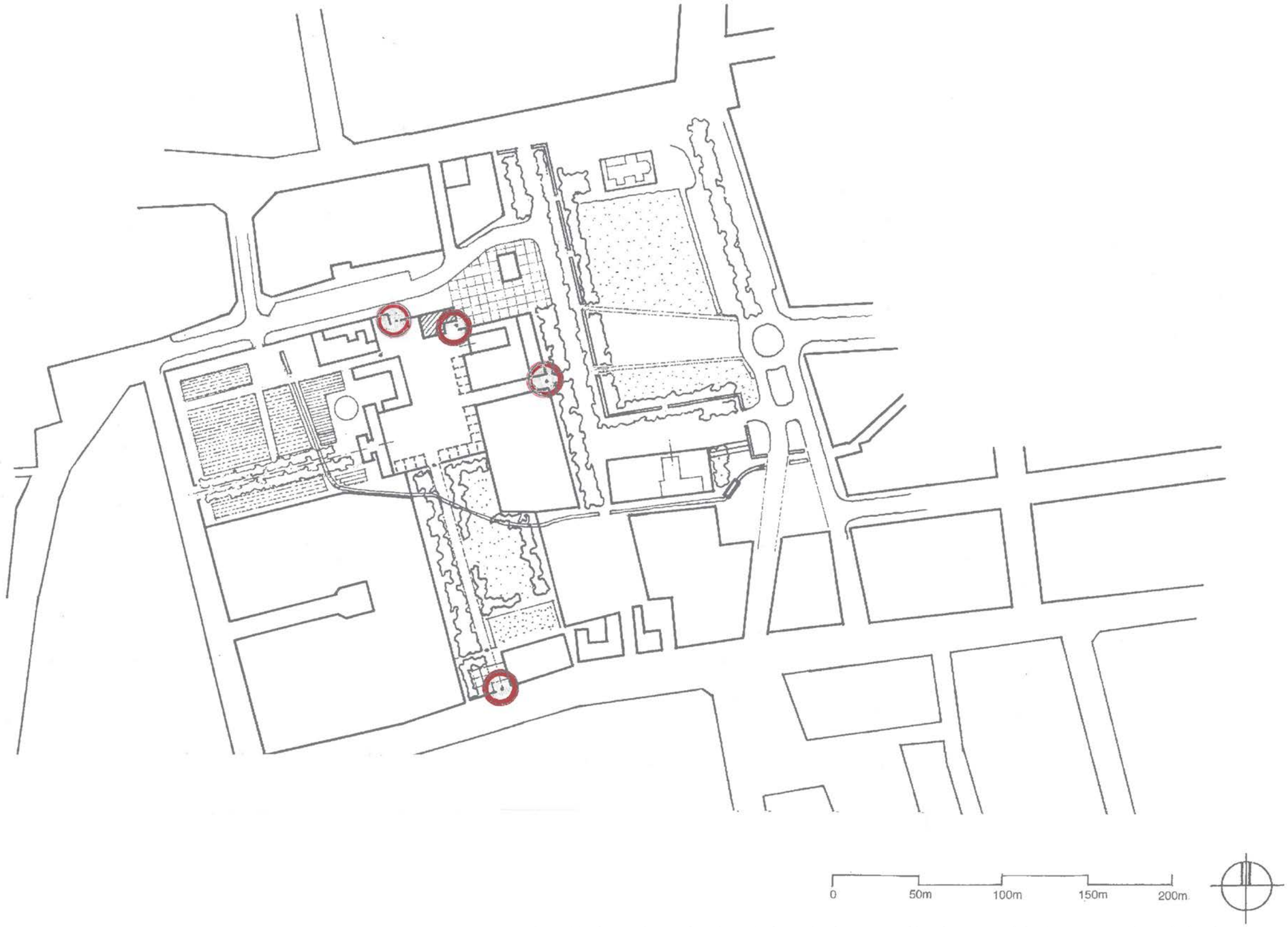


Figure 33: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Locations of After-hour Control Points

5.3.2 Locations of Early Evening Control Points (Figure 34) -

- Secondary and internal control points/gates to the hub-precinct for early evening closure allow for the security and management of parts of the precinct.



Figure 34: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Locations of Early-evening Control Points

5.3.3 Dominant Pedestrian Flows (Figure 35) -

- The dominant pedestrian flows are integrated with those of the larger precinct. In the hub space the entrances to the buildings respond to the pedestrian paths.

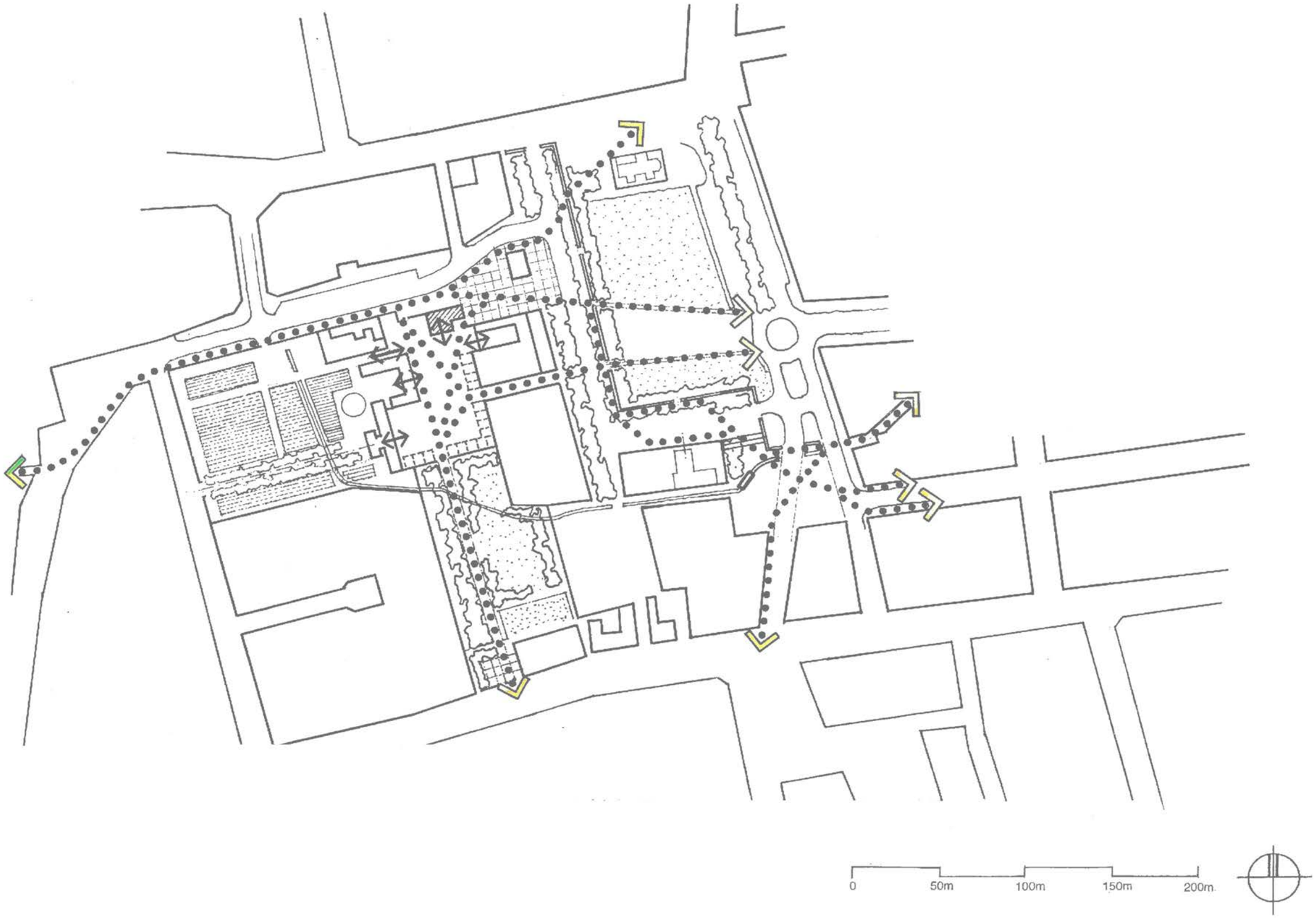


Figure 35: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Dominant Pedestrian Flows and Linkages

5.3.4 Use and Character Zones, and their Entry Points (Figure 36) -

- Complimentary uses are organized around the central hub space, with front doors aligned to activity energy zones.
- Publicly accessible commercial character.
- Religious character.
- Agricultural resource and learning centre.
- Publicly accessible landscaped park character (binne-tuin) with access control points.
- Multi-functional publicly accessible 'Braak' open space.
- Publicly accessible hard landscaped and treed multi-functional space with pedestrian priority.
- Publicly accessible hard landscaped and treed multi-functional hub space and court, framed with roofed colonnade south and east with pedestrian priority and access control points.
- Urban hub resource and learning centre.
- Craft learning centre.
- Arts and cultural learning and resource centre
- Publicly accessible information and display centre (new building structure).
- L-shaped treed and low-walled multi-functional parking space, landscaped with pedestrian priority.

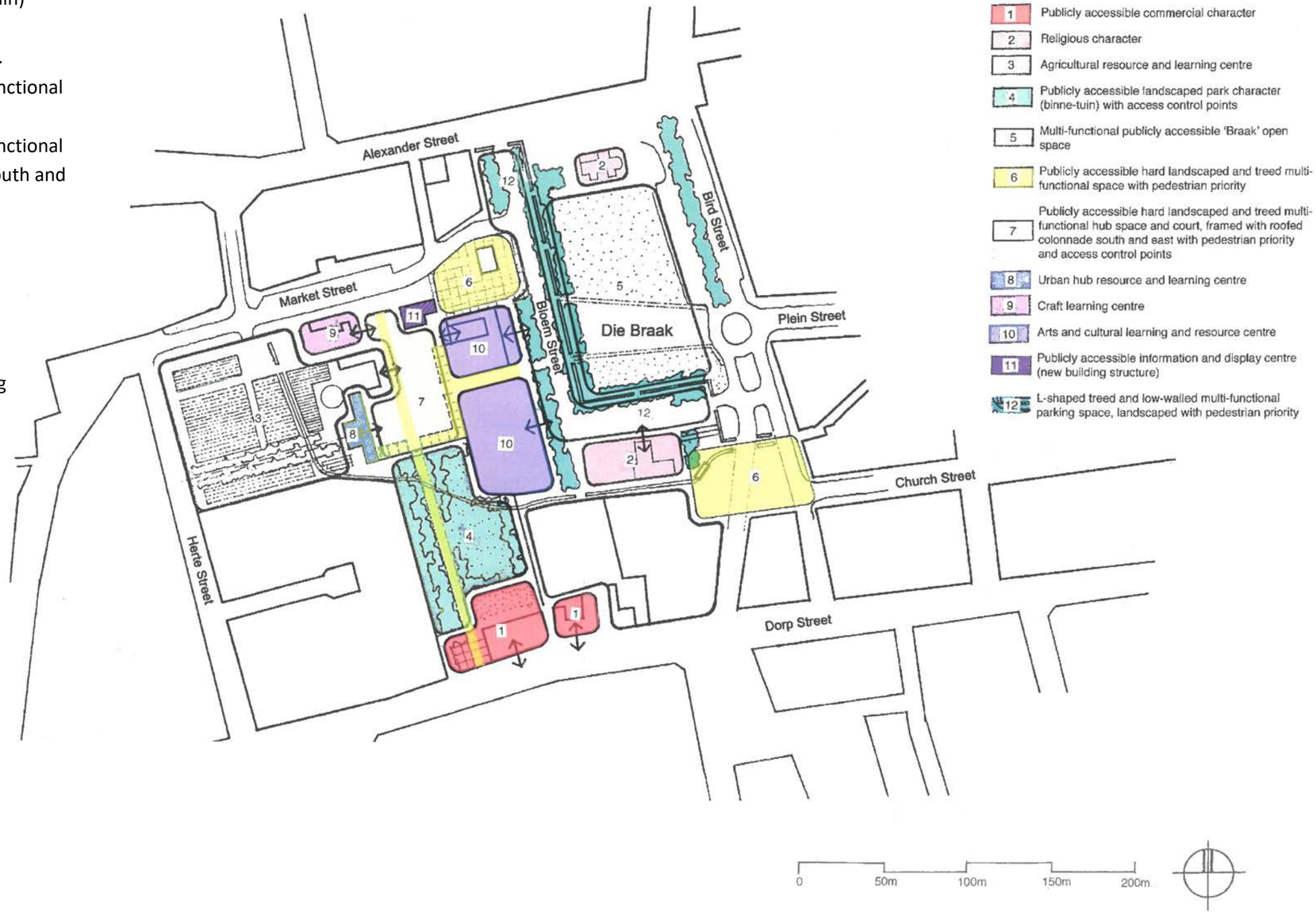


Figure 36: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Use and Character Zones, and their Entry Points

5.3.5 Proposed Position of Toilet Block integrated with Proposed Information Centre (Figure 20b) -

- The preferred position for this facility is at the northern end of the precinct, integrated with the proposed information centre. It can also serve activities on 'Die Braak'. In the layout of the building, flexibility for access control should be accommodated.
  For the southern end of the precinct different options should be tested whereby the incorporation of toilet facilities should be explored as part of the complex lining Dorp Street. This should be in close proximity to the proposed avenue walk through the park.

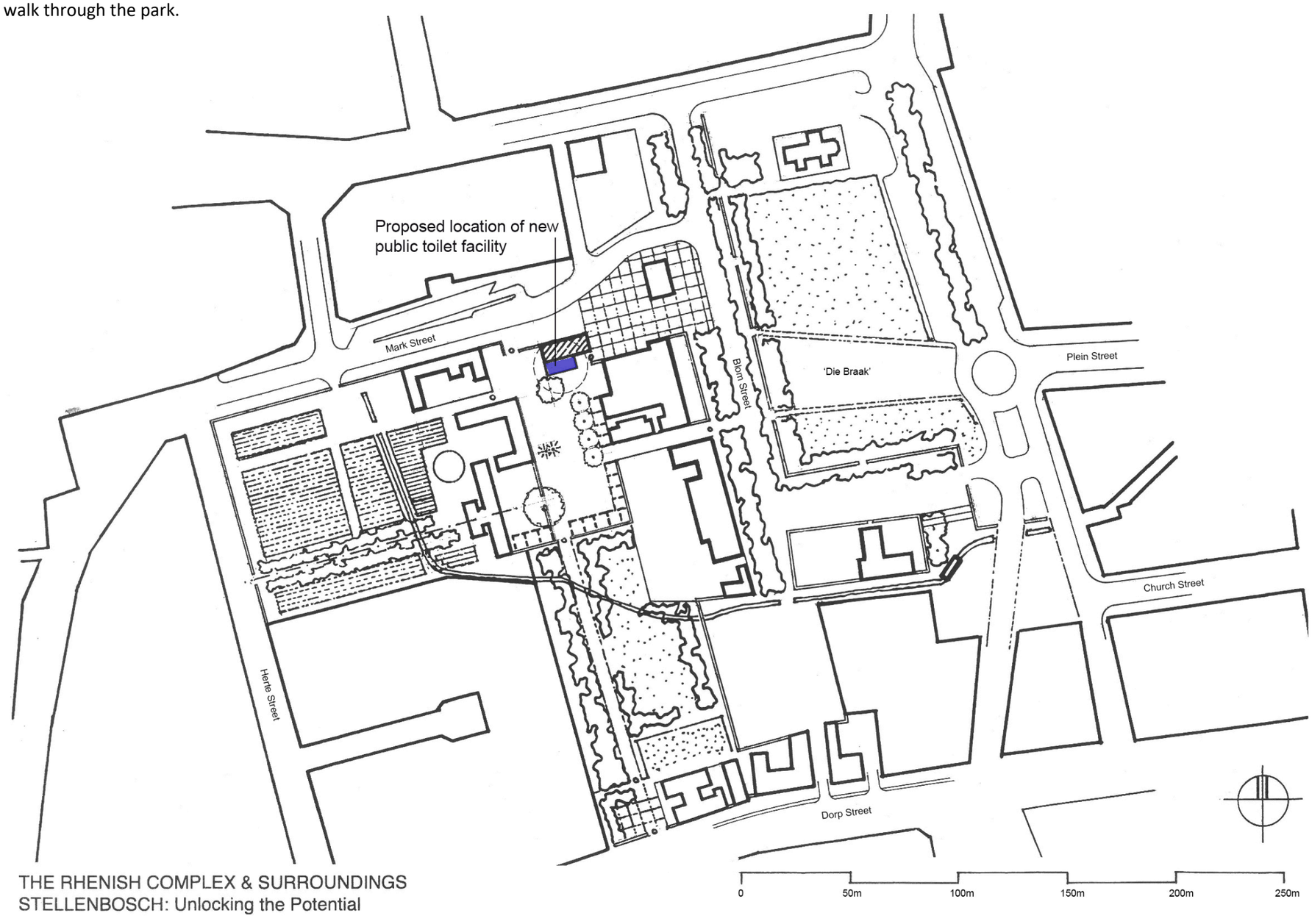


Figure 37: Precinct and Environs Scale: Proposed Position of Toilet Block integrated with Proposed Information Centre

5.3.6 Potential Market Activity Zones Subject to Management (Figure 38) -

- In terms of flexibility, many different market activities in their various forms and times can occur throughout the precinct, subject to management.

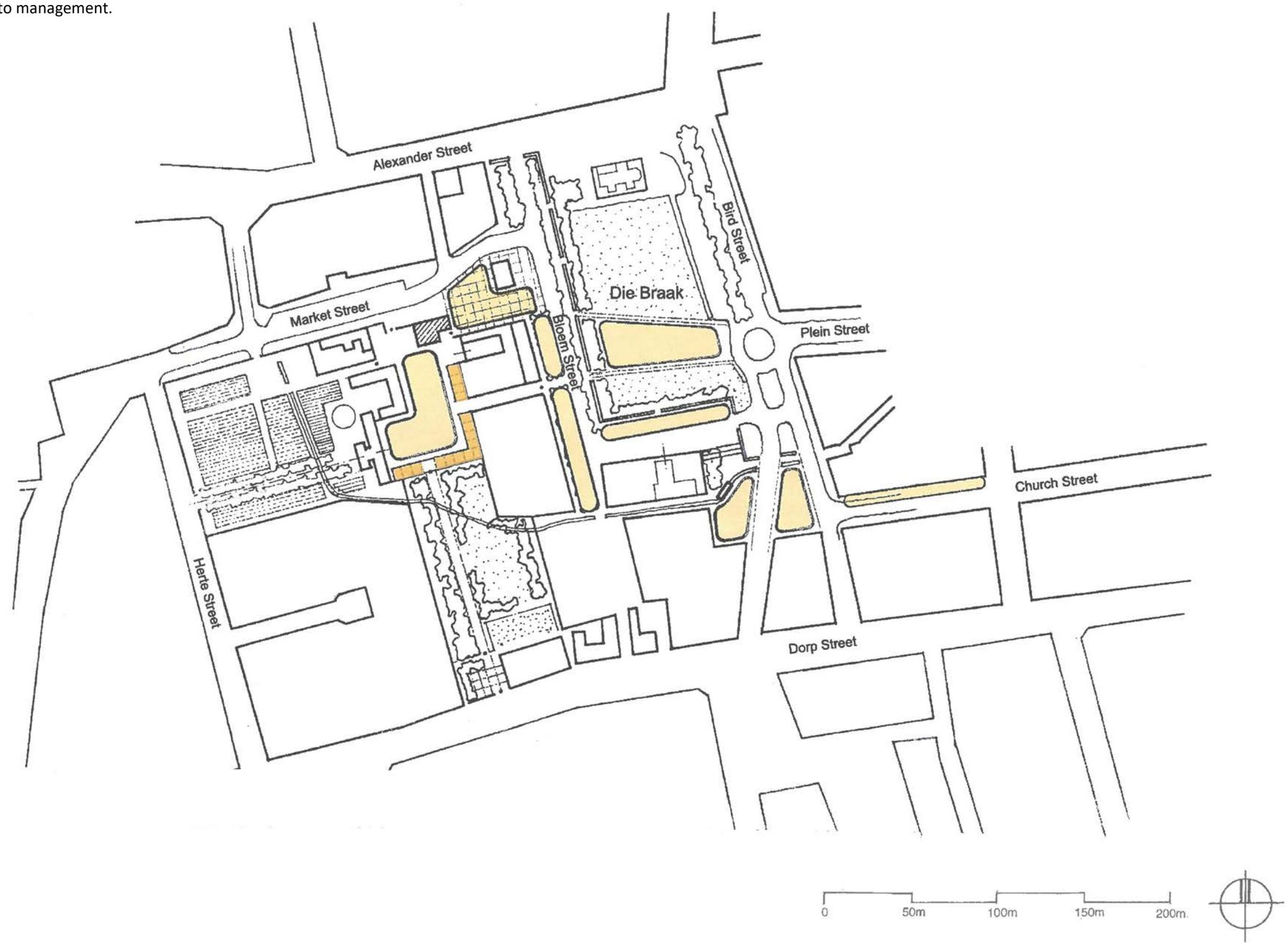


Figure 38: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Potential Market Activity Zones Subject to Management

5.3.7 Potential Parking Zones Subject to Management (Figure 39) -

- In terms of flexibility, many different parking options in their various forms and times can occur throughout the precinct, subject to management, permanent as well as temporary.

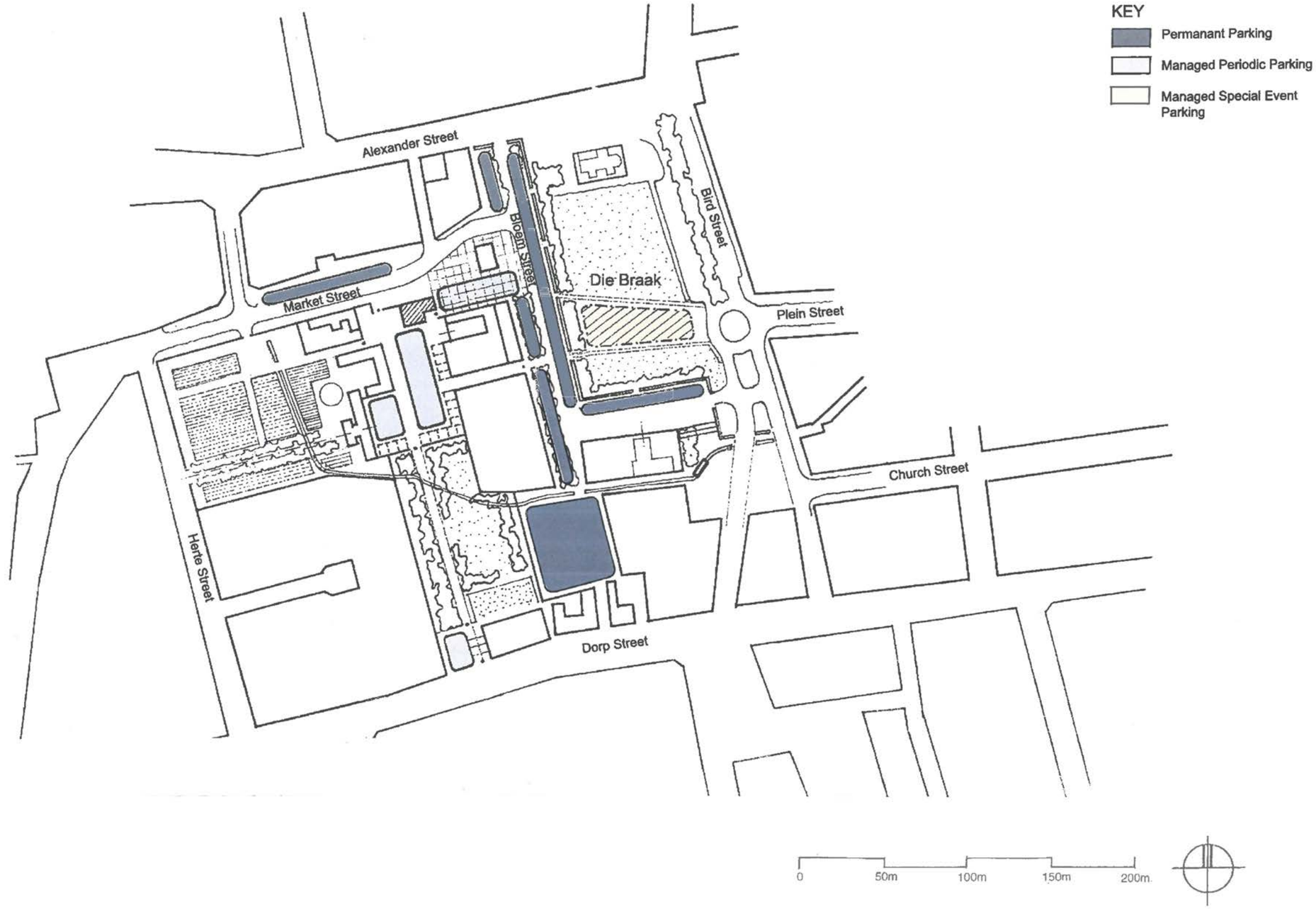


Figure 39: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Potential Parking Zones Subject to Management

5.3.8 Dominant Pedestrian and Vehicular Movement Network (Figure 40) -

- Careful and sensitive network planning ensures safe pedestrian paths, places and spaces.
- Zones and areas subject to traffic investigations are highlighted in red circles.

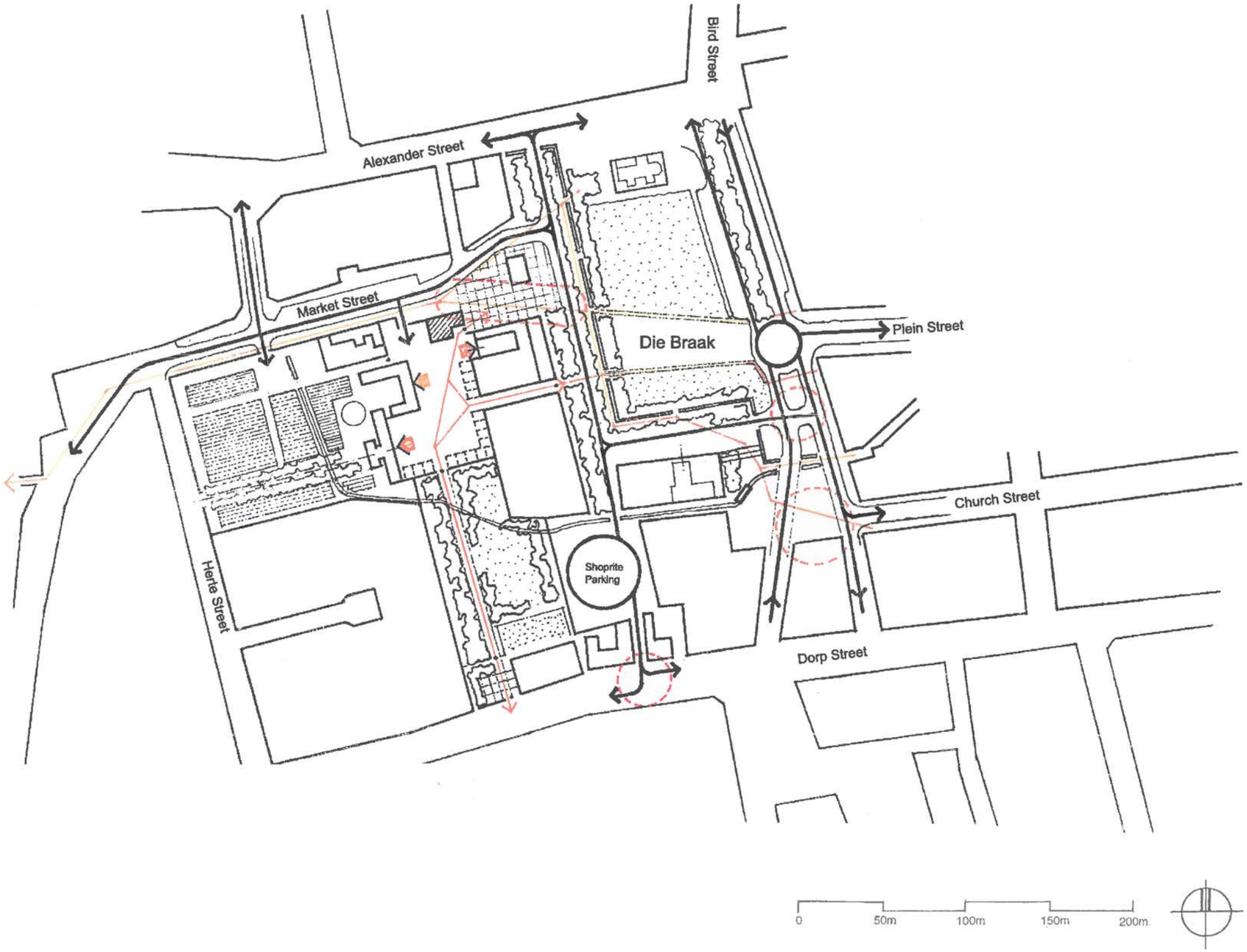


Figure 40: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Dominant Pedestrian and Vehicular Movement Network

5.3.9 Landscape Treatment to Western and Southern Edges of 'Die Braak' Space (Figures 41, 42 and 43) -

- Proposed alignment of the werf wall with associated landscape elements along the western and southern edges (see cross-sections). The elements include:
  - Low werf wall
  - Tree alignments
  - Storm water swale
  - Pedestrian-scaled lighting
  - Signage

The cross sections illustrate the different zones as well as an option to accommodate periodic market activities in terms of flexibility of use.

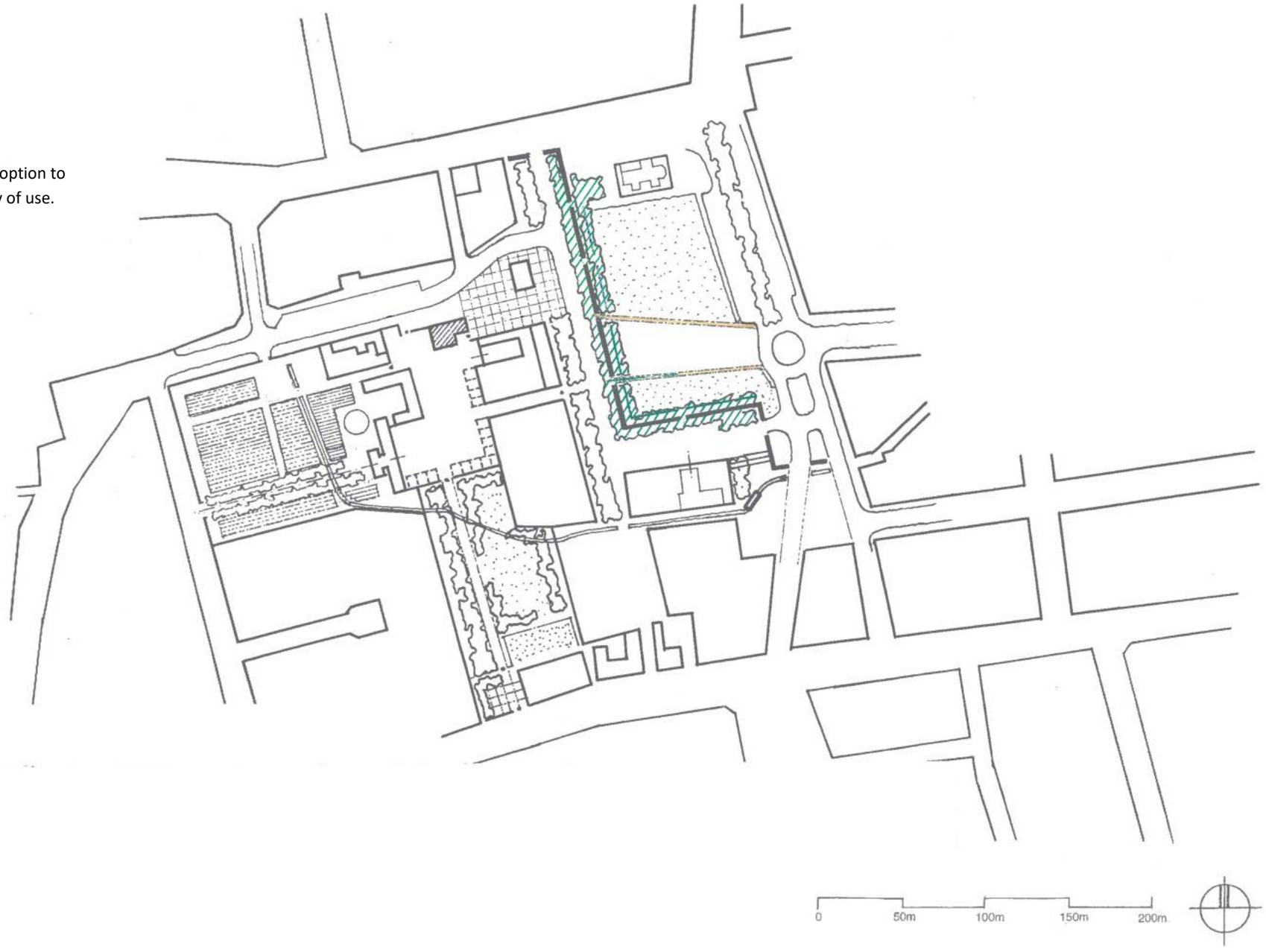


Figure 41: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Landscape Treatment to Western and Southern Edges of 'Die Braak' - Low werf wall, Tree alignments, Storm water swale, Pedestrian-scaled lighting, Signage.

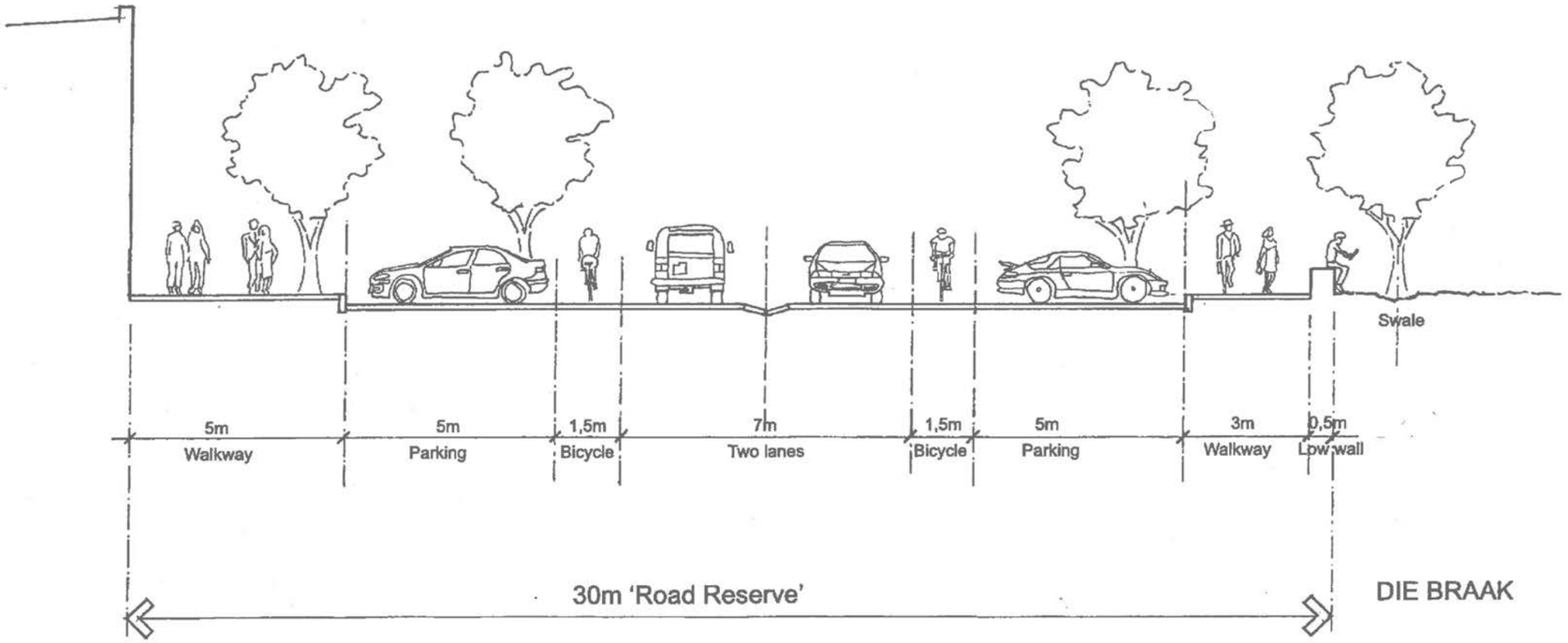


Figure 42: Proposed Cross-section through the Western Edge of 'Die Braak'

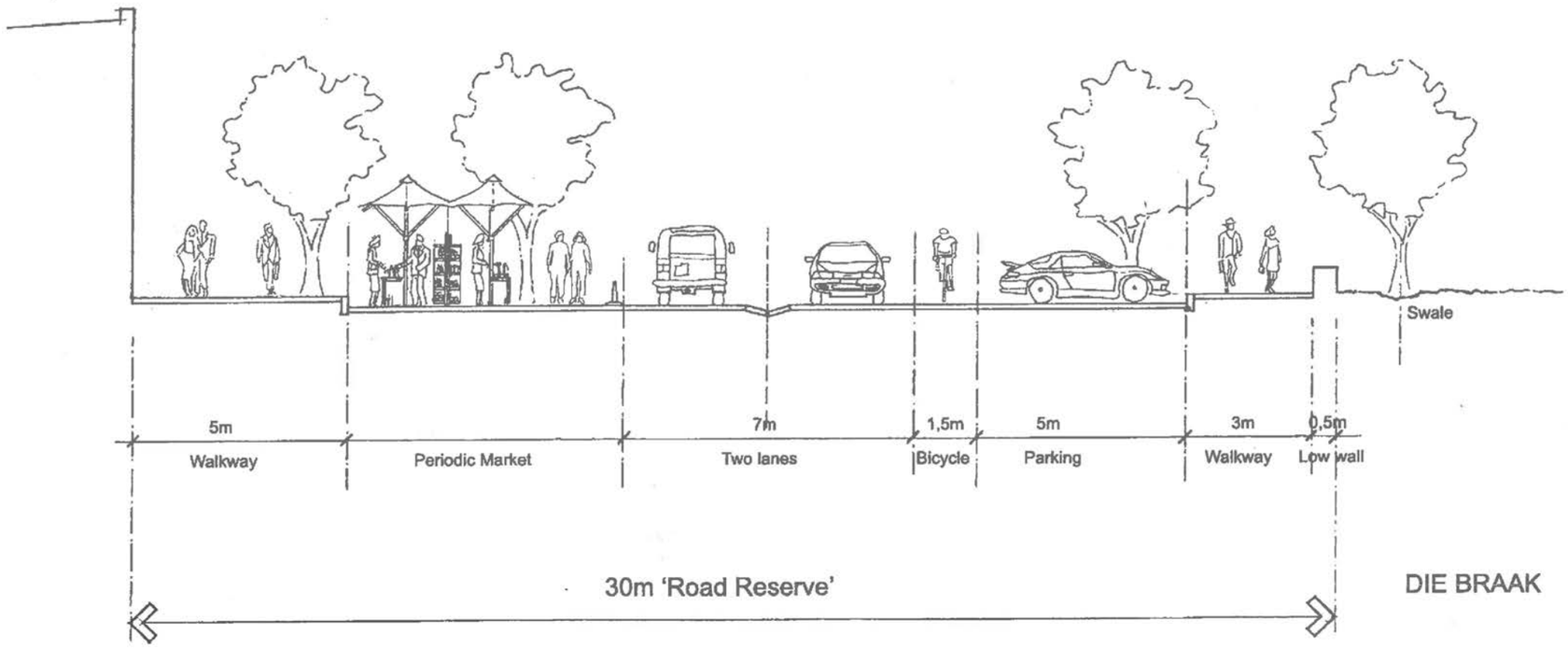
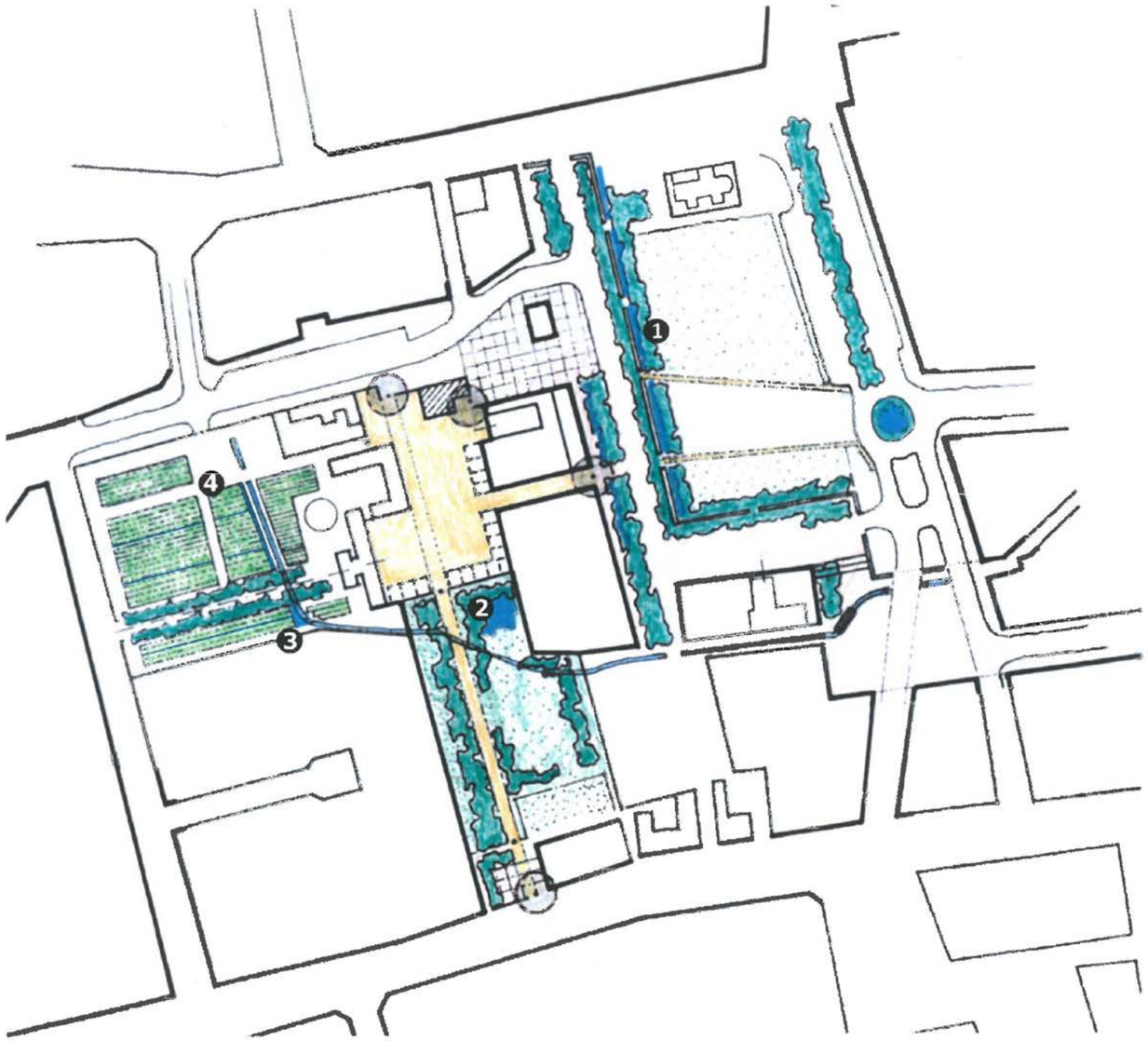


Figure 43: Proposed Cross-section through the Western Edge of 'Die Braak', Periodic Market Activity Zone

5.3.10 Proposed Storm water-related Landscape Design Concepts (Figure 44)

Stormwater systems are integrated into the proposed landscape to create ecological and spatial opportunities that complement the 'multiple value creation' objectives.



1. *Die Braak*: Surface water run-off to create infiltration swale opportunity along proposed new werf wall (where viable, divert existing stormwater pipes into planted swale)
2. *Binnetuin:* Direct stormwater run-off from hard, impermeables surfaces to new biofiltration area
3. *Urban agriculture:* Include filtration-reservoir to enable water to be directed into urban agriculture channels
4. *Urban agriculture*: Include shallow water channels to allow water from mill stream to be channelled into urban agriculture plots

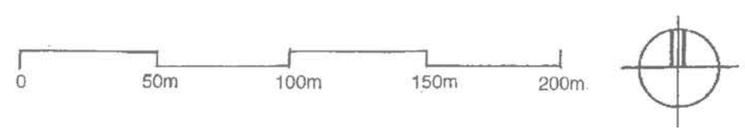


Figure 44: Proposed Storm water-related Landscape Design Concepts

5.3.11 Refined Layout and Estimated Street-related Parking Capacity in the Precinct

- The coarse-grained parking capacity in relation to the streets in the precinct is illustrated in figure 28. It excludes the on-site 'managed parking zones' for special occasions and events, as shown on Figure 22.
- The layout also indicates the two elements in the main courtyard space to be demolished.
- Also shown is the borehole element at the northern end of 'Die Braak', which will require a design concept once the technical requirements have been clarified.
- Apart from enclosing the elements serving the technical requirements, the borehole element can be of a townscape-nature and potentially include considerations of a small stage, flagpole feature for periodic lights and walled seating. The circular shape represents the idea of a 'farm-like reservoir'.
- The layout yields the following number of parking spaces in the streets:

Mark Street converted	31
Blom Street (Western edge of 'Die Braak')	117
Rhenish Church forecourt	42
Alexander Street (Northern edge of 'Die Braak')	20
	210 parking spaces

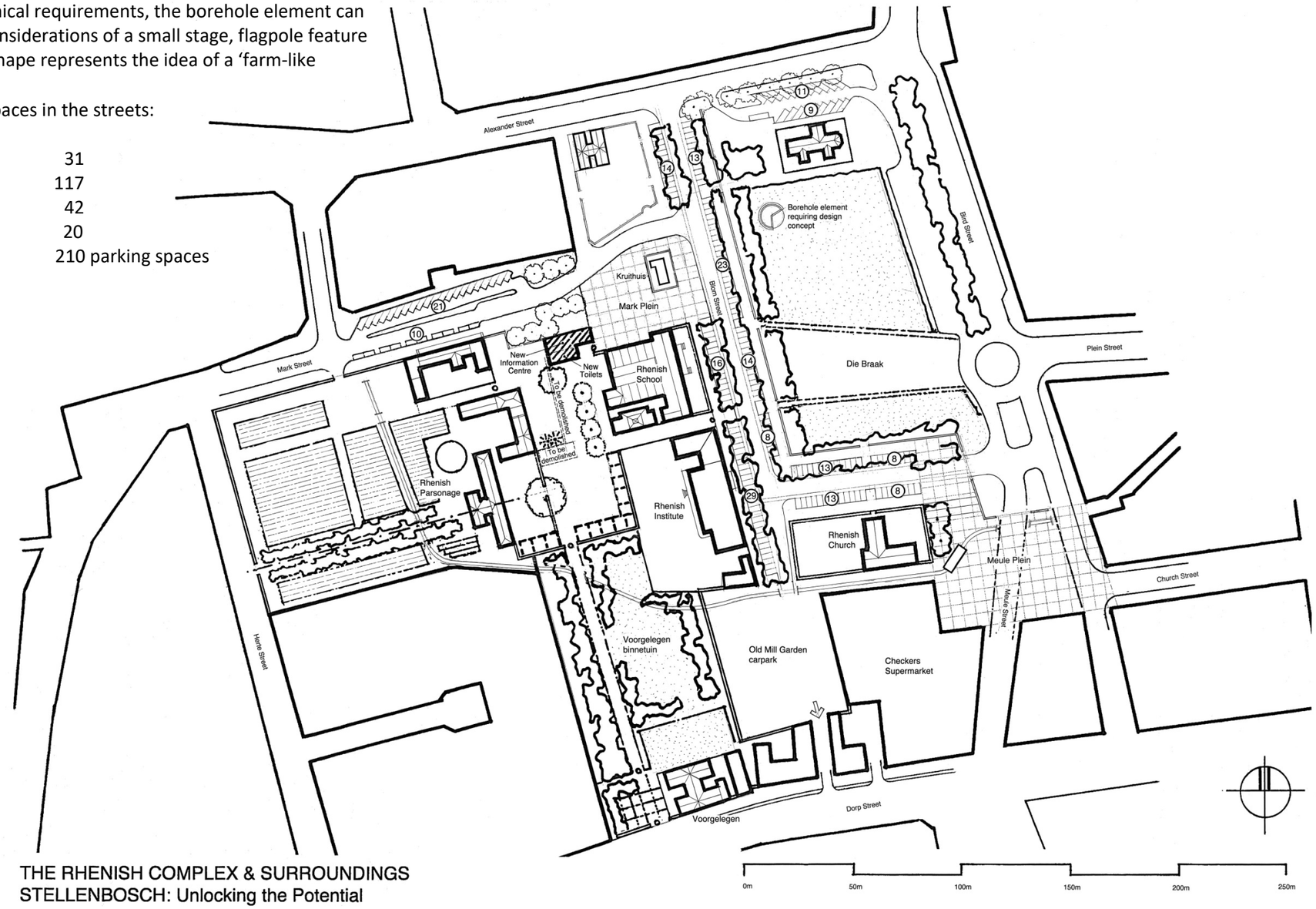


Figure 45: Refined Layout and Estimated Street Related Parking Capacity in the Precinct

5.4. Identification of Action Areas and Action Projects (Figure 46) -

A series of preliminary action areas and projects are identified for possible further investigations and strategies. These are spatially shown on the figure and include:

SLD1	Soft landscape design study
A1	Agricultural-based feasibility study
DSC	Dorp Street commercial interface study
TS 1	Traffic-related feasibility study
TS 2	Traffic-related feasibility study
TS 3	Traffic-related feasibility study
TS 4	Traffic-related feasibility study
UD 1	Integrated urban design/landscape/engineering study
UD 2	Integrated urban design/landscape/engineering study
UD 3	Integrated urban design/landscape/engineering study
UDAL	Integrated urban design/architecture/landscape study
NS 1	Negotiation study
NS 2	Negotiation study
FS 1	Feasibility study
FS 2	Feasibility study
WQ 1	Water quality study
SH/CH	Special redevelopment strategy study

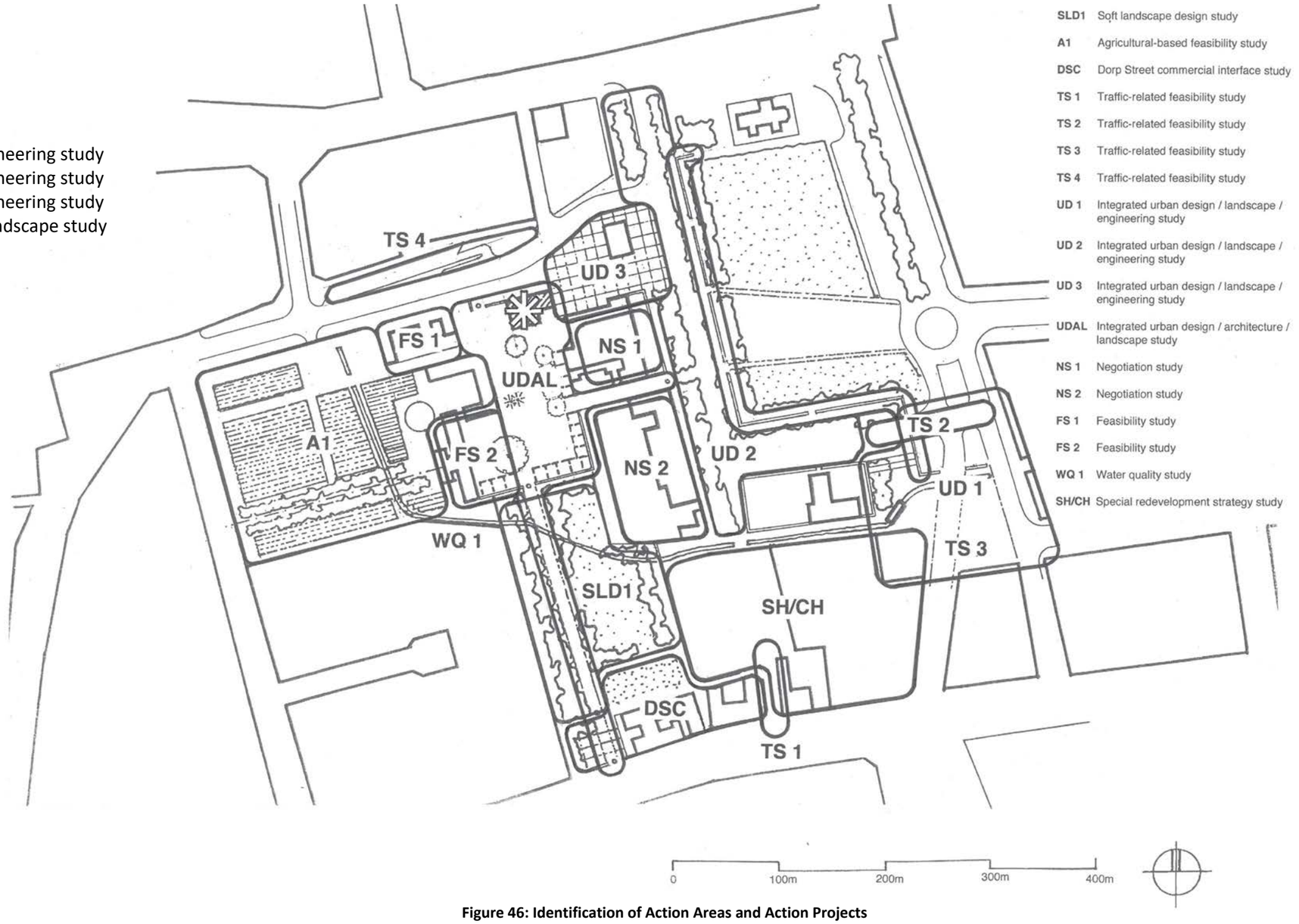


Figure 46: Identification of Action Areas and Action Projects

5.4.1 Demolition Plan

In terms of implementation and in order to achieve the spatial intentions of the Action Area marked 'UDAL' at the northern end of the precinct, a demolition plan for the garages and a boundary wall identifies the extent and scope of these elements. The boundary wall can be reduced to a height of 450 – 750mm and transformed into a low seat wall.

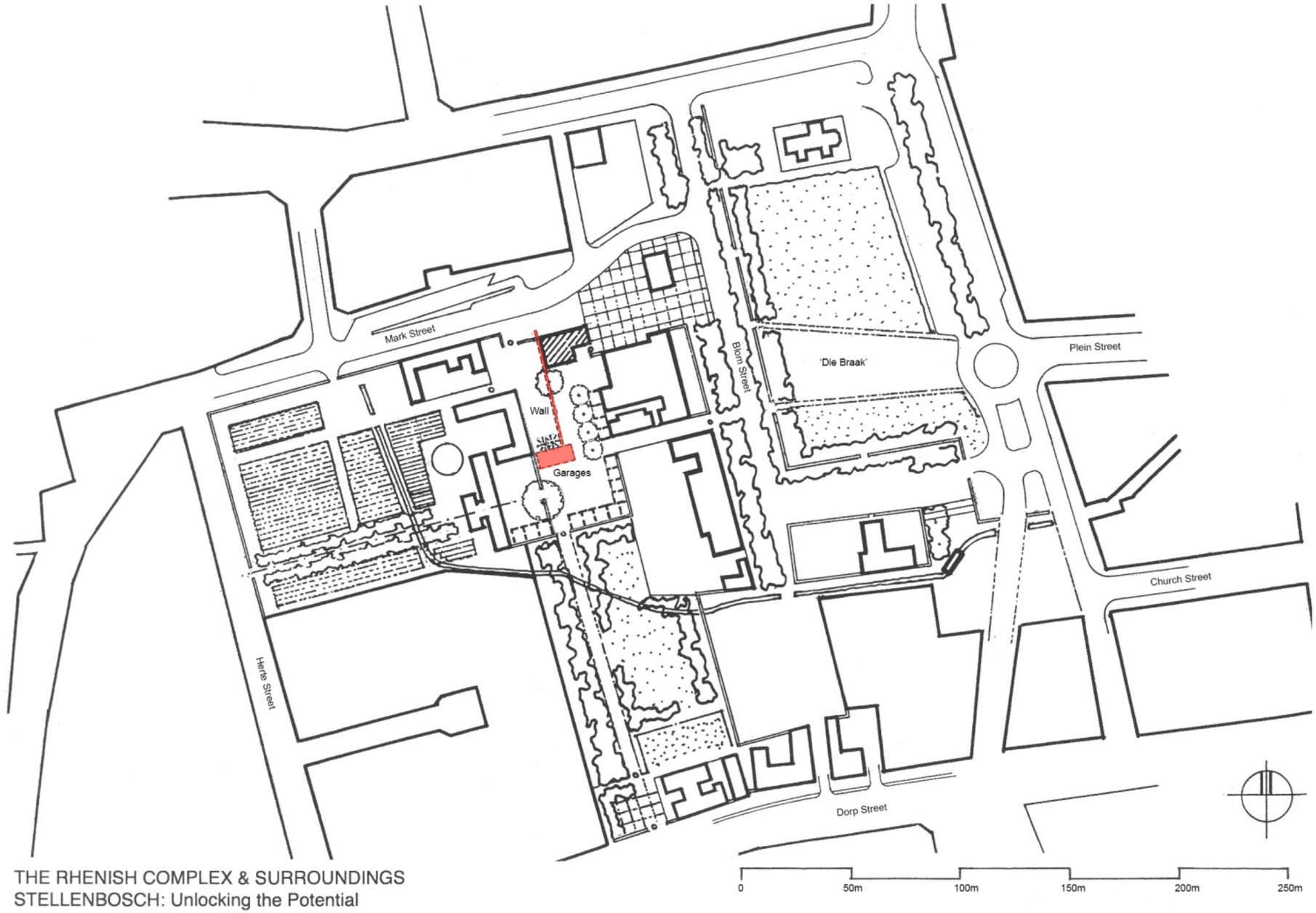
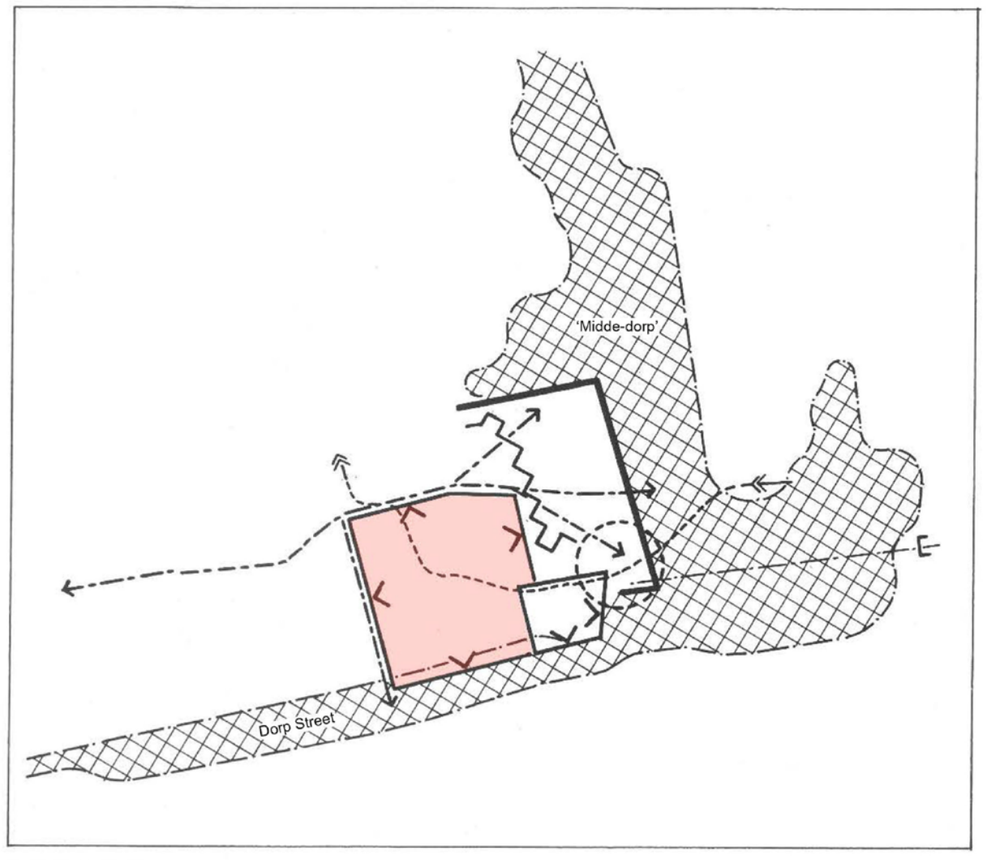


Figure 47: Demolition Plan

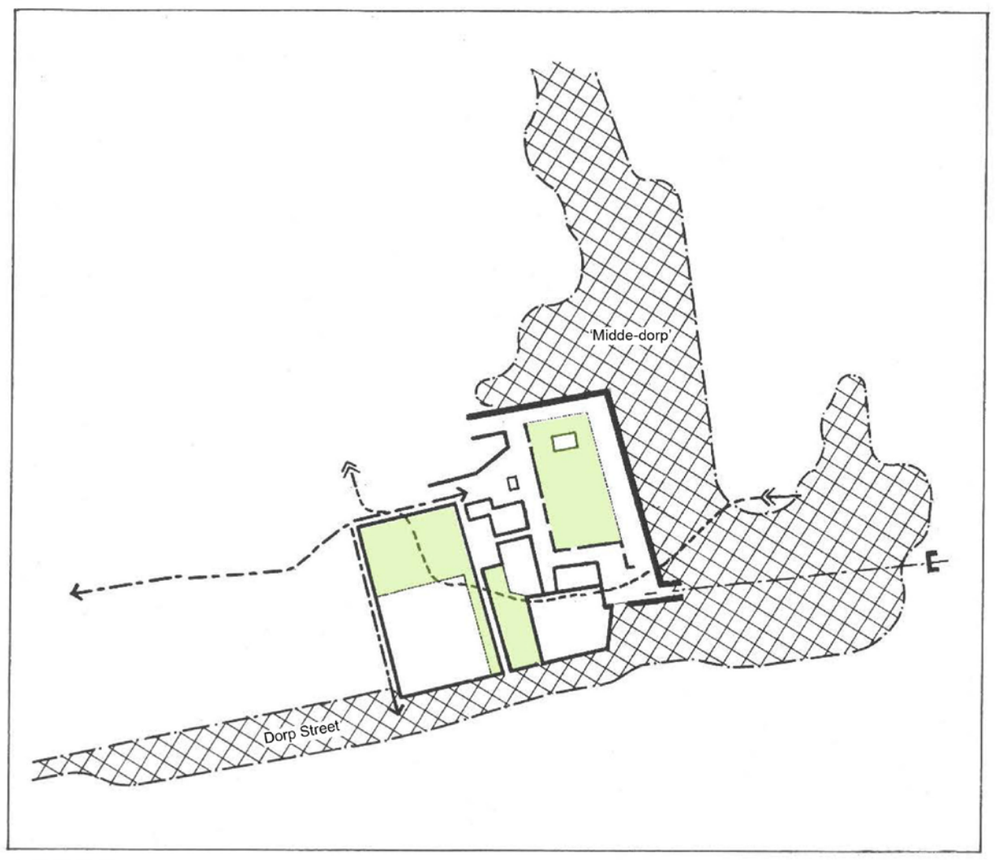
6. Returning to the Essence of the Idea and the Bigger Context

Figure 48 captures the essence of the proposed municipal-led intervention in terms of unlocking the site and integrating the precinct with the surroundings and mutually-reinforcing activities through a before and after comparison. The outcome is much more spatial and consistent with the qualities of the original historic core.

In terms of achieving continuity of space and linkages, Figure 49 locates the precinct in relation to the Church Street precinct. This bigger idea is ideal for very large events, festivals and special days. Also shown are the municipal parking areas on the periphery of the east-west activity core/spine. With appropriate management, it should be possible to control the extent and spatial distribution of events of different sizes and characters in the larger precinct.



BEFORE: Boxed-in nature of the site



AFTER: The site unlocked and spatially integrated with the structure of the Town

Figure 48: Returning to the Overall Idea: Before and After

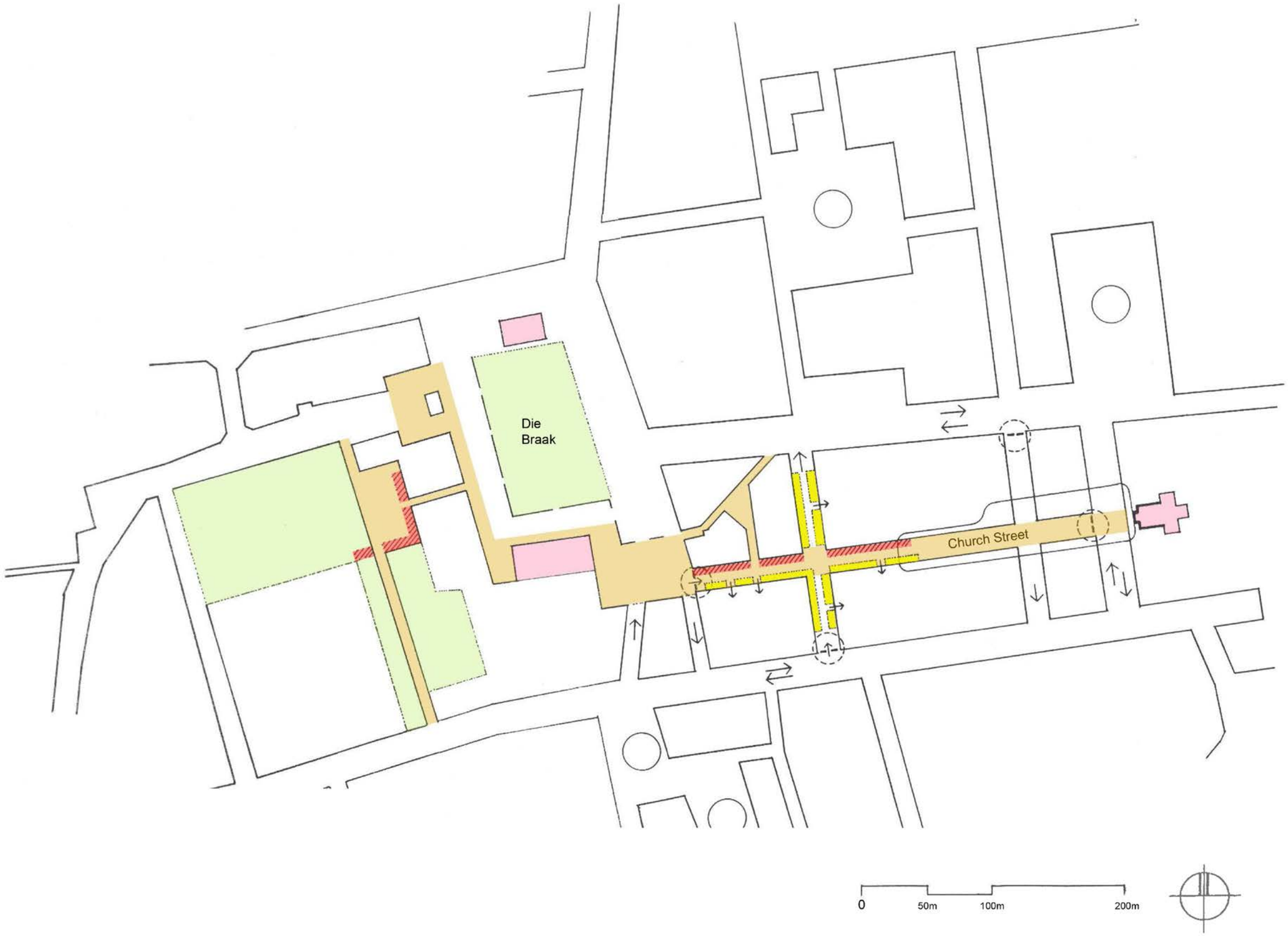


Figure 49: Returning to the Bigger Context: Integration with the Church Street Precinct

7. Effectuation and Way Forward

As a way forward, the following activities are recommended:

a. Endorsement of the intent and ideas of the proposals by the Municipality and the critical role-players.
b. Identify stakeholders and prepare questionnaire, engage with stakeholders.
   Explore discussions with Interested and Affected Parties as it relates to their understanding and ideas for the future use of the Rhenish Complex and gardens.
c. Establish the basis for public/private partnerships and their related negotiations.
d. Undertake accurate survey of the study area.
e. Undertake coarse-grained technical feasibility studies for Action Areas and Action Projects
f. Prepare implementation strategy and prioritize action projects.

8. References

1. Human Geographies of Stellenbosch Transforming Space, Preserving Place
Editor: Ronnie Donaldson, Sun Press, 2020

2. How to Nurture Flourishing Cultural and Creative Hubs: Lessons from the Netherlands
RINSKE BRAND MARCH 4, 2021
https://www.pps.org/article/how-to-nurture-flourishing-cultural-and-creative-hubs-lessons from-the-netherlands

9. Appendix A

ITS RHENISH COMPLEX: TRANSPORT ENGINEERING INPUT

INNOVATIVE TRANSPORT SOLUTIONS

29 De Havilland Crescent
Pro Park, Building 1
Persequor Technopark
Pretoria 0020
+27 (012) 349 1664
gauteng@itsglobal.co.za

5th Floor, Imperial Terraces
Carl Cronje Drive,
Tyger Waterfront
Bellville 7530
+27 (021) 914 6211
westerncape@itsglobal.co.za

www.itsglobal.co.za

Piet Louw Architects, Urban Designers and Planners

Email: piet.plarchud@telkomsa.net

30 July 2021

Our Reference: 4387

Your Reference: Rhenish Complex

Attention: Piet Louw

Dear Sir

RHENISH COMPLEX: TRANSPORT ENGINEERING INPUT

The following refers:

- Our briefing meeting on 23 July 2021 at which the overall Framework Plan was discussed.
- The attached Integrating Urban Design and Spatial Concept (your Fig 16) and the Dominant Pedestrian and Vehicular Movement Network (your Figure 23)

At the briefing meeting the following key inputs are required from ITS:

- Potential exit from Checkers Parking area onto Dorp Street
- Reconfiguration of the Mark/ Blom intersection
- Closure of the section of Church Street between Bird and Mill Street
- New full intersection at Blom/ Mill and Bird

Our comments are as follows:

1. Potential exit from Checkers Parking area onto Dorp Street

The potential exit is currently a drive-way access located opposite another driveway access and adjacent to the Checkers service area (approximately 23m c/c). The potential exit is possible from an access management perspective.

2. Reconfiguration of the Mark/ Blom intersection

The entry and exit portion of the Mark/ Blom intersection is currently split to accommodate a historical feature on a central island. The current Blom/ Mark (1-way) is priority-controlled with Blom having priority.

It is proposed to close the southern link (the entry portion) to enable the creation of a dedicated pedestrian link between Plein Street and Mark Street and the current Mark Street (1-way portion westbound) will become an urban square with a pedestrian route. This will require that the existing approach to the intersection on Mark Street (currently a 1-way eastbound) in the Blom direction, will become a 2-way section. Refer to Figure 2 in the attached Annexure.

This is possible as it is expected that the Blom/ Mark street intersection (currently priority-controlled with Blom having priority) will have sufficient capacity to accommodate 2-way traffic on Mark Street. Access to the existing parking areas must just be considered and adapted in the reconfiguration of this section of Mark Street. A Transport Impact Assessment will also be required to determine the impact of the additional entering traffic volumes at the Blom/ Mark intersection.

3. Closure of the section of Church Street between Bird and Mill Street

It is also proposed to close the portion of Church Street between Mill and Bird Street. Mill Street and the portion of Bird Street between Dorp and Alexander (currently dualled) forms part of a 2-way couplet system. Three turn-around opportunities are available:

- At the Alexander/ Bird roundabout
- At the Bird/ Plein roundabout
- The Church link between Bird and Mill (proposed to be closed)
- At Dorp at the mini-circles at Dorp/ Bird and Dorp/ Mill.

Previously Church Street was also a one-way westbound which then extended across Bird and terminated at Mill. However, in recent years Church, between Bird and Drosdy, was changed to a one-way eastbound, but the portion of Church between Mill and Bird remained a one-way westbound. So currently, the only function this portion of Church Street serves is that it allows southbound vehicles along Bird Street to turn around into Mill Street, especially for those vehicles traveling southbound along Bird looking for parking.

The closure this portion of Church Street will have the following impacts:

- Vehicles looking for parking along Bird Street southbound will have to turn around at the mini-circles in Dorp.
- The parking (8 bays) along this section will have to be removed.

This proposal is possible, but subject to a parking investigation and a Transport Impact Assessment. Also refer to Figure 3 in the attached Annexure.

4. New full intersection at Blom/ Mill and Bird

Refer to Figure 3 in the attached Annexure.

A new full intersection is proposed at Blom/ Mill to enable the vehicles to cross the median of the Bird - Mill Street couplet discussed in Section 3, and create another turn opportunity that will be lost due to the closure of Church between Mill and Bird.

The spacing between Plein and Blom is 39m (c/c) and 27m measured from the external kerb of the roundabout and Blom. Bird Street is a Class 3 street in a CBD environment with full accesses limited to 90m and high volume driveways limited to 60m per the previous Road Access Guidelines (RAG). The new Access Management Guidelines (AMG) recommends 80-120m spacings. Current access spacing ranges between 80m and 140m.

The proposed Blom/ Bird full intersection is too close to the current Plein/ Bird roundabout and will result in sub-standard access spacing along this section and potentially increasing congestion. It could also attract more traffic along Blom due to the direct link between Bird and Blom. However, it will not serve anymore as the turn –around opportunity for vehicles searching for parking as it located before the parking for southbound vehicles.

Further to the above, the following options are available:

- Close the portion of Church between Mill and Bird with no other turn-around opportunity provided; ie no median break at Blom. Turn-around movements must then be re-directed to Bird/ Dorp and Mill/ Dorp.
- Provide the median break at Blom, but close Blom/ Mill; not the current left-in/ left-out intersection but only a median break. This option does not serve the drivers searching for parkers.
- Re-align the eastern end of Blom to intersect with Mill/ Plein at the roundabout. This option does not serve the drivers searching for parkers.
- Maintain the link between Mill and Bird, but change the surface texture to improve the pedestrian-friendly quality of the street.

From the above, the proposal will have traffic engineering implications and it is advised that a Transport Impact Assessment be undertaken to understand the impact on intersection operations, intersection spacing and parking.

I trust that the above provides you with adequate feedback. In conclusion, the proposals must be tested in a more detailed Transport Impact Assessment.

Please do not hesitate to contact us should you have any queries in this regard.

Yours sincerely,



LYNNE PRETORIUS, PR.ENG
DIRECTOR: INNOVATIVE TRANSPORT SOLUTIONS

Annexure A: Figures

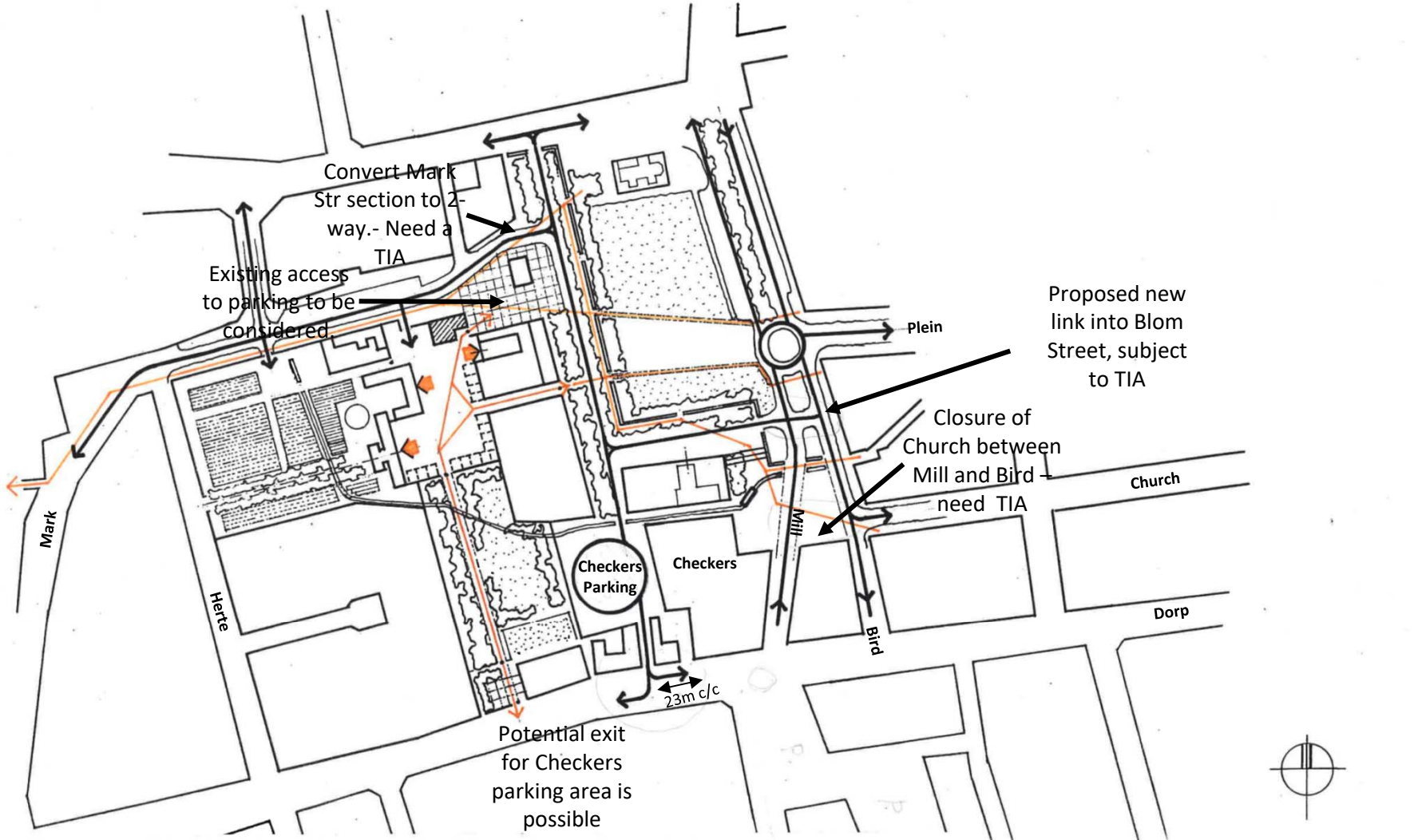


Figure 23: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Dominant Pedestrian and Vehicular Movement Network

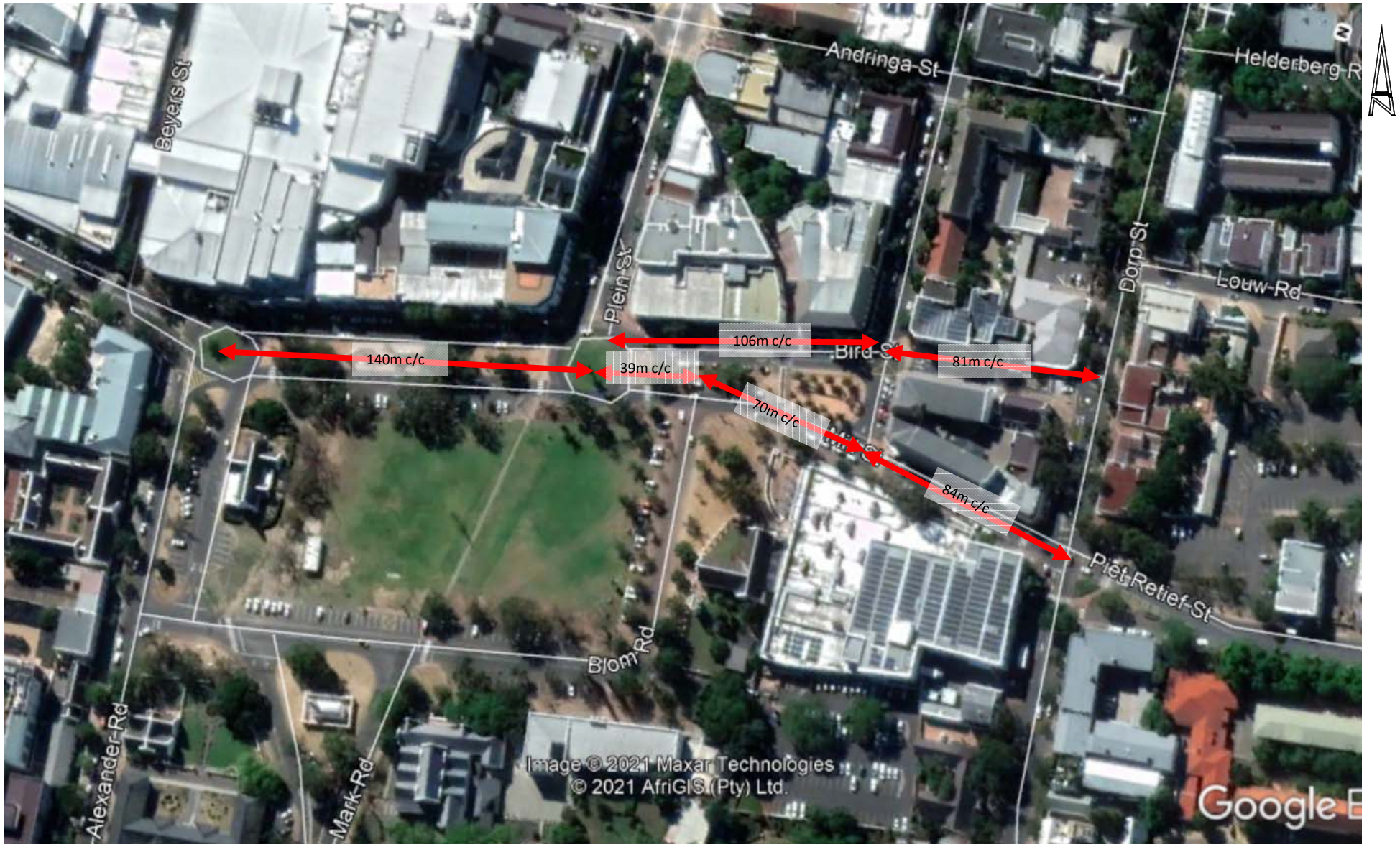
SCHEMATIC

PROJECT:	FIGURE:	NUMBER:
4387: RHENISH COMPLEX -	**TRANSPORTATION ENGINEERING COMMENTS**	**1**



SCHEMATIC

PROJECT:	FIGURE:	NUMBER:
4387: RHENISH COMPLEX -	RECONFIGURATION OF MARK/ BLOM INTERSECTION	2



SCHEMATIC

PROJECT:	FIGURE:	NUMBER:
4387: RHENISH COMPLEX -	ACCESS SPACING ALONG-BIRD-MILL STREET	3

APPENDIX 2

STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

PUBLIC NOTICE: CALL FOR PUBLIC COMMENT ON THE PRECINCT PLAN FOR THE FUTURE DEVELOPMENT AND UTILIZATION OF THE RHENISH COMPLEX AND SURROUNDS

Notice is hereby given in terms of Section 10 of the Stellenbosch Land Use Planning By-Law (October 2015) that the Stellenbosch Municipality resolved that the precinct plan for the Rhenish Complex be made available for the purpose of public comment. It has generally been recognized that the Rhenish Complex is of significant cultural and heritage importance and is an invaluable asset for the town which demands proper maintenance and appropriate utilization.

The Precinct Plan for the future development and utilization of the Rhenish Complex and surrounds is available on the Planning Portal of the Municipal website and can be viewed and downloaded at:
https://stellenbosch.gov.za/planning-policies/

The Precinct Plan for the future development and utilization of the Rhenish complex and surrounds can also be viewed for inspection during normal office hours at the following venues:

- Customer Care Office of Land Use Management, Ground Floor, NPK Building, corner of Plein and Ryneveld Streets, Stellenbosch
- The public library in Plein Street, Stellenbosch

Written comments, objections and representations in connection with the Precinct Plan for the Rhenish Complex (if any) must be submitted to the Manager: Spatial Planning or emailed to Spatial.Planning@stellenbosch.gov.za by no later than **16:00** on **1 August 2023.**

Any person needing assistance to transcribe that person's comment or representation may, during normal office hours, approach the Spatial Planning Office, 2nd Floor, NPK- Building, corner of Plein and Ryneveld Streets, Stellenbosch, for assistance with the lodging of comments and representations, if any, in respect of the precinct plan for the Rhenish complex.

Contact person: Bernabe de la Bat (Manager: Spatial Planning)
Tel: 021 808 8643
Email address: Spatial.Planning@stellenbosch.go.za

Municipal Manager
Stellenbosch Municipality
Notice Number: 67/2023

PUBLIEKE KENNISGEWING: UITNODIGING VIR PUBLIEKE KOMMENTAAR OP DIE GEBIEDSPLAN VIR DIE TOEKOMSTIGE ONTWIKKELING EN GEBRUIK VAN DIE RHENISH KOMPLEKS EN OMGEWING

Kennis geskied hiermee ingevolge Artikel 10 van die Stellenbosch Munisipaliteit: Grondgebruikbeplannings-verordening (Oktober 2015) dat die Stellenbosch Munisipaliteit besluit het dat die gebiedsplan vir die Rynse Kompleks beskikbaar gestel word vir die doel van openbare kommentaar. Dit is algemeen erken dat die Rynse Kompleks van beduidende kulturele en erfenisbelang is en 'n onskatbare bate vir die dorp is wat behoorlike instandhouding en toepaslike benutting vereis.

Die gebiedsplan vir die toekomstige ontwikkeling en benutting van die Rynse Kompleks en omgewing is beskikbaar op die Beplanningsportaal van die Munisipale webwerf en kan besigtig en afgelaai word by:
https://stellenbosch.gov.za/planning-policies/

Die gebiedsplan vir die toekomstige ontwikkeling en benutting van die Rynse kompleks en omgewing kan ook gedurende gewone kantoorure by die volgende lokale ter insae besigtig word:

- Kliëntedienskantoor vir Grondgebruikbestuur, Grondvloer, NPK-gebou, hoek van Plein- en Ryneveldstraat, Stellenbosch
- Die openbare biblioteek in Pleinstraat, Stellenbosch

Skriftelike kommentaar, besware en vertoë in verband met die gebiedsplan vir die Rynse Kompleks (indien enige) moet teen nie later nie as **16:00** by die Bestuurder: Ruimtelike Beplanning ingedien word of per e-pos aan Spatial.Planning@stellenbosch.gov.za gestuur word **op 1 Augustus 2023**.

Enige persoon wat hulp nodig het om daardie persoon se kommentaar of vertoë af te skryf, kan gedurende gewone kantoorure die Ruimtelike Beplanningskantoor, 2de Vloer, NPK-gebou, op die hoek van Plein- en Ryneveldstraat, Stellenbosch, nader vir bystand met die indien van kommentaar en vertoë, indien enige, ten opsigte van die gebiedsplan vir die Rynse kompleks.

Kontakpersoon: Bernabe de la Bat (Bestuurder: Ruimtelike Beplanning)
Tel: 021 8088643
E-posadres: Spatial.Planning@stellenbosch.gov.za

Munisipale Bestuurder
Stellenbosch Munisipaliteit
Kennisgewing nommer: 67/2023

X1XQ3121-EN010623

APPENDIX 3

Belangegroep Stellenbosch Interest Group

31 July 2023

Manager (Spatial Planning): Bernabe de la Bat
Spatial.Planning@stellenbosch.gov.za

COMMENT ON THE PRECINCT PLAN FOR THE FUTURE DEVELOPMENT AND UTILIZATION OF THE RHENISH COMPLEX AND SURROUNDS

The Stellenbosch Interest Group (SIG) warmly receives the comprehensive report on the Rhenish Complex, prepared by Piet Louw, considering it however as a comprehensive strategy rather than a definitive blueprint for the area. It is noteworthy that the suggestions presented in the report are not entirely novel, as they have been synthesized from various earlier reports and submissions concerning this significant historical section of Stellenbosch. SIG anticipates tangible outcomes to arise from this report, avoiding a fate similar to its numerous predecessors, which ended up gathering dust on shelves. The possibilities for rejuvenating the precinct are vast and diverse, and can be further explored in more detail in the near future once clarity is provided on issues raised in the public participation process.

What we appreciate about the report are the following key points:

- The report's foundation is centred around the concept of establishing a cultural and creative hub. While the specific components and inclusions of such a hub may be subject to debate, the emphasis on cultivating such a hub is commendable.

- The proposal to develop active spaces in order to unlock potential is highly favourable. Creating a connection between Dorp Street and the Rhenish complex will undoubtedly bring life to these spaces. Currently, it may feel as though the town centre comes to a "dead end" near the fallow area, but the suggested link will ensure a continuous flow of access through to Herte Street.

- The suggestions for enhancing the Braak's ridges through lighting and landscaping are incredibly positive. Such treatment would contribute to the overall aesthetic appeal and improve the experience of the area.

- Another notable aspect is the recommendation to relocate the waterwheel to its original location. This move would preserve its historical significance and further enhance the authenticity of the site.

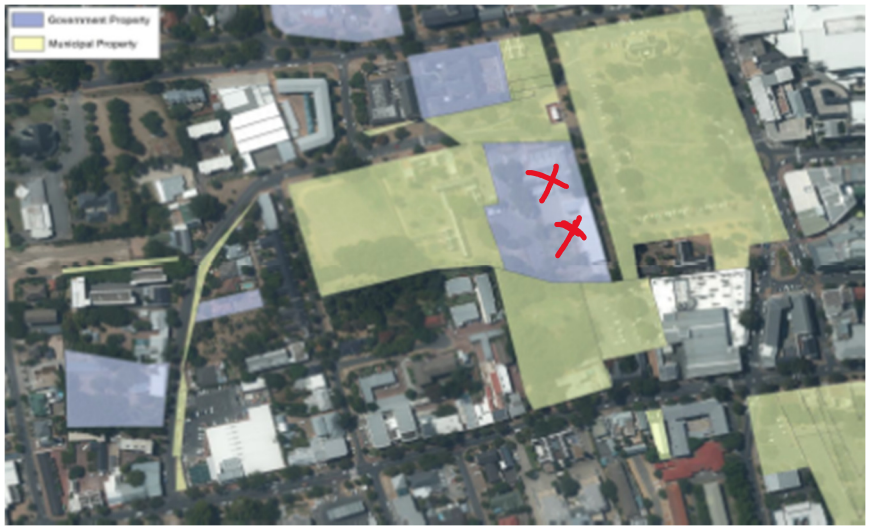
- The proposal to repurpose all the buildings is a noteworthy aspect of the report. This approach acknowledges the value of preserving the existing structures and giving them new life and purpose. By reusing these buildings, the project can retain the historical and architectural character of the area while also providing opportunities for adaptive reuse and sustainable development

We have reservations regarding the following aspects:

- The report does not provide any indication of how the management of this precinct, including its historic buildings, will be handled. The municipality does not have the necessary capacity to undertake such a task.

- The proposal to have a playground on the Braak raises concerns about potential loitering. Jan Marais park already offers successful public open-air gym areas that cater to students and the public. The idea of turning the Braak into an open-air concert area may be idealistic, as it currently serves its purpose as an open town square used for gatherings and festivals.

- In addition to addressing the issue of the management of the precinct, the report additionally, overlooks the integration of non-municipal owned properties into a comprehensive management scheme. It should be noted that Stellenbosch Municipality does not possess ownership of all the land and buildings within the area, particularly the Rhenish School and the Rhenish Institute, along with their associated gardens and terraces, which are owned by the State (red crosses on Figure below).



Source: Land ownership of the Rhenish complex and surrounds as indicated in the Minutes of the Planning and Economic Development Committee Meeting 2020-09-01: Blue indicates Government property, green Municipal Property.

Since 1860, the entire area has been dedicated to educational purposes, starting with the establishment of a school by the Rhenish Missionary Society. Currently, the Rhenish School and Rhenish Institute are utilized by the Western Cape Department of Education for the P J Oliver Art School. The subjects taught here, based on the CAPS curriculum, support numerous schools in the district, including Rhenish, Bloemhof, Paul Roos, Cloetesville High, Luckhoff, and Kayamandi. The central location of the school is crucial for its continued existence, as it is within walking distance of most schools and conveniently close to the taxi rank, facilitating the transportation of learners from outlying districts. The precinct plan does not explicitly specify whether the proposed "Art Centre" refers to the current activities at PJ Olivier or not. The precinct plan does not take into account that the Art Centre is an existing very lively space filled with art and culture where this historic precinct is used for education, art exhibitions, art and cultural societies meetings, studios, public access for tourists, offices and church gatherings.

- The historic wall of Voorgelegen should not be altered to create access to the "straight paved avenue" (number 1 on Figure 32). Preserving the integrity of the wall should be a priority – it has been there for over 150 years (possibly longer).

- Utilizing Voorgelegen's main building as a restaurant/beer garden may not be appropriate. Preserving its heritage value should be prioritized over commercial ventures.

- The report lacks specific details about certain parts of the precinct, which leaves room for ambiguity and uncertainty.

- The practicality of implementing a pedestrian cross at Mill Plain should be carefully evaluated to ensure it is feasible and safe for pedestrians.

- The emphasis on craft and cultural learning centres may be overemphasized, and a more balanced approach should be considered.

- The statement that "the dominant pedestrian flows are integrated with those of the larger precinct" (Figure 35) is conceptually flawed for the proposed link to Dorp Street. It is important to question which pedestrian flow this refers to, as pedestrians coming from Market Street may not necessarily choose the link avenue as the shortest route. The link avenue should be designed to provide a pleasant experience for visitors who wish to enjoy the gardens, the restaurant, and other amenities, rather than being a daily thoroughfare for foot traffic.

We propose the following:

- It is suggested that a private institution/body/organization (Lessee) be awarded a long-term lease contract to upgrade, manage, and maintain the entire precinct. However, it is important that the management is well-executed and includes a social aspect to attract visitors, such as incorporating market-style stalls. High visibility along 'active edges' is crucial for the success of such stalls in a town context.

- The Lessee/management of the precinct should submit detailed site-specific plans for public consideration before the operational phase. Plans for areas such as Mill Square, Voorgelegen building, Voorgelegen gardens, parsonage, Braak, etc., should be thoroughly reviewed and discussed with the public, as shown in Figure 46.

- The proposed location for a new tourism information facility (number 9 on Figure 32) is considered unacceptable from a heritage perspective. Instead, utilizing Voorgelegen as the main tourism information hub, along with a "slavery museum" that connects to the current klein dorpies exhibition, would be more appropriate. This approach would attract more people into the Rhenish complex from the Dorp Street side. The top floor of Voorgelegen could be designated as a space for community-based organizations in Stellenbosch to hold their meetings, aligning with the concept of a creative cultural hub. The house on the eastern side of Voorgelegen, currently occupied illegally, could be converted into an artist residence on a long, medium, or short-term lease, or art space. According to the report the “building to the immediate east along Dorp Street should perform a supporting public-orientated function, although quieter.” SIG disagrees: The building should also have a supporting public-oriented function, potentially including coffee shops/restaurants to enhance the street-life of the area.

- The current toy museum would be better suited as a restaurant or even a small boutique hotel, which could connect to the proposed parsonage garden. The idea of transforming it into an "urban hub and resource centre" may not be successful, considering the general consumer behaviour in South Africa. The parsonage would have the capacity to supply produce for the adjacent restaurant but may not generate enough demand to sustain a periodic market.

- SIG insists on maintaining the PJ Olivier Art School as an arts school for learners in Stellenbosch. The proposed plan includes four access points, the opening up of the Avenue, the Urban Resource Hub/Market, Tourist Information Centre, and public toilets, all situated within the educational space. However, it is important to consider that these additions may pose a security risk to the learners, and this aspect should be taken into account and addressed in the plan. The Use and Character Zones, as well as their Entry Points 5.3.4

(Figure 36), suggest that "complementary uses are organized around the central hub space, with front doors aligned to activity energy zones." Unfortunately, this approach fails to consider the architectural layout of the Rhenish School and Rhenish Institute. The Rhenish Institute features an H-shaped Cape Dutch House at its core, with its main double door facing east. Inside, there is a typical wooden screen dividing the reception area. These architectural elements necessitate an entrance from the Braak. Similarly, the Rhenish Primary building boasts a wide stoep (veranda) and stairway facing the Braak, as well as a beautifully tiled entrance foyer that connects to the adjoining hall through broad doorways. The western entrance is unsuitable as it provides access to the hall through two doors adjacent to the stage. Therefore, access from the Braak is essential in order to accommodate these architectural features.

- Access to the "straight paved avenue" (number 1 on Figure 32) from Dorp Street should be through the main entrance of the Voorgelegen building, rather than through the historic defining feature (the historic wall).

- The report mentions the management of closures for security and surveillance reasons, but it remains unclear how this will be effectively implemented. Issues such as littering, defecation, homeless persons sleeping in the park at night, and unruly behaviour in neighbouring properties (Merweda Wag-'n-Bietjie and Molenzicht) have been raised by their owners to the municipality on multiple occasions.

- It is essential to have a better understanding of the cultural-historical history of the area. The relationship between townhouses and inner gardens, as well as the impact of rivers and furrows on the town's development, should be thoroughly explored to gain insight into the cultural significance of these spaces. Further studies should investigate the relationship between the proposed spaces and the mill ditch.

- Ideally, Mill Plain should be vehicle-free to allow it to fully realize its potential. Bold decisions, such as closing the access of Bird and Mill streets from and to Dorp Street, need to be considered. Simply making the surfaces pedestrian-friendly would not be sufficient to address the busy character created by the intersection of Bird and Mill streets.

- The corner of Checkers on Dorp Street should be redesigned to better align with the historical aesthetics of Dorp Street. Its current appearance is considered detrimental to the overall streetscape.

Way forward:
The initial step to bring this plan into fruition would involve the municipality identifying a suitable Lessee to implement and oversee the comprehensive management of the precinct.

Kind regards

Patricia Botha
(Chairperson)

Na aanleiding van die advertensie in die plaaslike pers (1 Junie 2023) en 'n vergadering met Mnr Barnabe de la Bat (22 Junie 2023), lewer ek graag kommentaar op die beplande ontwikkeling van die Rhynse Kompleks.

Stellenbosch Munisipaliteit se beplanning om die Rhynse Kompleks as toeristekern, met toegang vanaf Dorpstraat, te ontwikkel is beslis 'n stap in die regte rigting. Die ontwikkeling, soos dit op die oomblik daarna uitsien, het egter verskeie punte wat dringend aangespreek moet word.

Agtergrond

Wes-Kaapland Jeugtrust is 'n Wes-Kaap Onderwysdepartement buitelugskool en bedien laerskoolleerders van reg oor die Wes-Kaap.

In 1993 is toestemming deur die destydse Minister van Behuising en Werke, Mnr Adriaan Vlok, gegee dat die Rhynse Kompleks, kosteloos aan Stellenbosch Munisipaliteit oorgedra word. In die oordragsdokument is die volgende voorwaardes vervat:

- *"Die geboue moet ook bevredigend deur die Munisipaliteit herstel en in stand gehou word."*
- *"Die Wes-Kaaplandse Jeugtrust en die Superintendent van Onderwys die akkommodasie wat tans deur beide gebruik word, gratis benut."* (Gedeeltes D op aanhangsel 1.)

Op 11 Februarie 1993 is samesprekings gehou in die Raadsaal, Stadhuis, Pleinstraat waartydens daar bepaal is watter gedeeltes aan die destydse Kaaplandse Onderwysdepartement en Jeugtrust toegewys word. Hierdie bepalings is op 5 Mei 1993 deur die Uitvoerende Hoof/Stadsklerk, Mnr JJ Kruger, onderteken en op 12 Mei 1993 gesertifiseer.

Op 1 April 1993 het 'n kontrak tussen die Stellenbosch Munisipaliteit en die Kaaplandse Onderwysdepartement (namens Jeugtrust) in werking getree. Hierdie kontrak bepaal dat:

- *"Die gebruik van die eiendom tree op die eerste dag van April 1993 in werking en duur totdat die OKKUPEERDER die gebruik opsê."*
- *"Geen huurgeld is deur die OKKUPEERDER aan die EIENAAR betaalbaar nie."*
- *"Die OKKUPEERDER is verantwoordelik vir alle binne-instandhoudingswerk aan die gedeelte van die gebou wat hy gebruik... ."*
- *"... indien dit sou blyk dat die onderneming aanstootlik vir die omgewing is of 'n ernstige oorlas skep, het die EIENAAR die reg om hierdie ooreenkoms ... ... te kanselleer en van die eiendom besit te neem."*

Met die aanvang van hierdie kontrak het Jeugtrust reeds geruime tyd Leipoldthuis en ander dele van die Rhynse Kompleks as kantoor- en stoorspasie gebruik. Jeugtrust het toe ook reeds volledig verantwoordelikheid vir die instandhouding van die binnekant van die gebou geneem. Leipoldthuis is in die begin van die 1800's opgerig en 'n puik voorbeeld van argitekteur uit die betrokke tydperk. Dit is van spesifieke belang, omdat die noordelike en suidelike gewels verskillende ontwerpe het.

Die onvermoë van die munisipaliteit om hul deel van die oordragvoorwaarde na te kom het gelei tot die gehawende toestand van die buitekant van onder andere, Leipoldthuis (sien aanhangsel 2A, 2B) en laat die vraag ontstaan of die munisipaliteit die wil of kapasiteit het om Stellenbosch se ryke historiese erfenis voldoende te bewaar. Die verval in die groter Markstraat omgewing laat die selfs ernstiger vraag ontstaan of die munisipaliteit op 'n strategie van verval en herontwikkeling ten einde winsbejag, besluit het. Veral as die puik toestand van die tuine in en om die R44 toegangsroetes in ag geneem word.

Twee van die groot struikelblokke vir hierdie ontwikkeling, indien nie die grootstes nie, is dat die PJ Olivier Kunsentrum 'n WKOD skool is en dat die grond en geboue daarop aan die Department van Werke behoort. Al die hoërskole in die groter Stellenbosch area se kunsklasse word gedurende skoolure, maar ook in die namiddag, hier aangebied. Daar is daagliks groot hoeveelhede leerders wat van die fasiliteite gebruik maak en in sy huidige vorm, sal die ontwikkeling sonder twyfel hierdie leerders se lewens in gevaar stel. Veiligheid rondom die Wes-Kaap se skole is 'n wesenlike probleem en uiteraard ononderhandelbaar. Bykomende toegangspunte en ongekontroleerde toegang sal spesifieke uitdagings skep en hierdie probleem sal nie voldoende deur die gebruik van sekuriteitspersoneel, privaat of munisipaal, opgelos kan word nie. Voordat hierdie betrokke vraagstuk nie voldoende aandag kry nie is so 'n projek beslis nie realisties nie. Inkomste uit die verhuring van parkering agter die sentrum word huidiglik aangewend om leerders vanuit die minder gegoede areas van Stellenbosch te finansier. Indien hierdie inkomste verlore gaan, sal hierdie finansiering uiteraard ook stop. Parkering in en om die SSK is tradisioneel 'n groot probleem en die verwydering van hierdie ongeveer 50 parkeerplekke is 'n wesenlike probleem.

In die vergadering het Mnr De la Bat genoem dat die munisipaliteit privaat beleggers gaan betrek om die projek te befonds en na voltooiing te bestuur. Watter van die geboue wat huidiglik reeds huurders het, sal vir hierdie beleggers beskikbaar gestel word? Watter versekering sal daar wees dat die projek, na voltooiing, bestuur sal word soos deur die munisipaliteit bedoel? Watter houvas sal die munisipaliteit op 'n privaat belegger hê wat miljoene rande uit eie fondse in so 'n ontwikkeling belê?

Die Rhynse Kompleks is 'n eenheid en deur sommige dele daarvan te verander en in ander gevalle te verwyder sal verseker 'n groot impak op die geheel hê. Die afbreek van die muur tussen die Kunssentrum en die Leipoldthuis en verder, tussen die Kunssentrum en die Speelgoedmuseum, druis teen alle beginsels van bewaring in.

Die ontwikkeling van tradisionele tuine sal perfek by die ontwikkeling pas, maar met die oneffektiewe onderhoud van die bestaande paar stukkies tuine in die kompleks en ook die sypaadjies in Markstraat en Hertestraat, is dit duidelik dat die munisipaliteit nie naastenby die kapasiteit het om 'n volledige tradisionele tuin, met die kompleksiteite daaraan verbond, te vestig of behoorlik in stand te hou nie. Dit sal beslis ook laag op 'n privaat belegger se prioriteitslys wees.

Publieke ablusiegeriewe is internasionaal bekend as probleemareas, aangesien dit 'n versamelpunt vir krimenele elemente is. Vanuit 'n sekuriteitsoogpunt is dit beslis 'n verhoogde risiko vir die Kunssentrum se leerders en ook besoekende toeriste. Die aanbring van die ablusiegeriewe in die area soos beplan, sal ook die uitsig op Leipoldthuis, vanaf Markstraat belemmer.

Met die beplande verandering van die oostelike deel van Markstraat, word parkering vir toeristebusse weggeneem. Hiervoor sal 'n alternatief êrens in die SSK gesoek moet word.

My voorstel is dat die beplanningskomitee die volgende alternatiewe in oorweging neem:

Die Kunssentrum se parkeerarea en die garages daarop, bly grootliks behoue. Slegs 'n klein driehoek agter die Speelgoedmuseum word by die parkeerterrein afgesny om sodoende beter vloei vanaf die Voorgelegen- en Blomstraat ingange te verseker. (Sien aanhangsel 3) Toegang vanaf Blomstraat word dus nie verkry tussen die Kunssentrum se 2 geboue nie, maar wel deur die Ou Meul parkeerterrein, waar daar reeds toegang is.

Die beplande Market Activity Zone wat voor en langs Leipoldt Huis beplan word, word aangebring in die area aangrensend aan die Johnmanhuis se tuin. Daar is reeds gevestigde bome, met voldoende skadu-areas en ook reeds toegang vanaf Hertestraat. Hierdie area is minder ingeperk en bied die beplande tuin as alternatiewe ontspanningsarea. (Sien aanhangsel 3)

Die publieke ablusiegeriewe, soos beplan in die ingang van Leipoldthuis, kan skuif na direk wes van die Kruithuis. Dit is 'n area aangrensend aan die Rhynse Kompleks en die impak op die historiese area verminder. Sekuriteit sal ook hier makliker toegepas kan word aangesien dit minder sentraal is. Alternatiewelik sou dit ook in die area direk wes van die "Loopgang" soos in aanhangsel 1 aangedui, opgerig kan word.

Ek vertrou dat die besluitnemers alle skrywes, kommentare en alternatiewe voorstelle in hierdie verband, deeglik sal bestudeer en bespreek voordat 'n besluit geneem word.

JP Marais
Hoof
Wes-Kaapland Jeugtrust
WKOD

AANHANGSEL 1

6.1 AANHANGSEL 6



A - REKLAMEVERENIGING

B - MUSEUM

C - K.O.O

D - JEUGTRUST

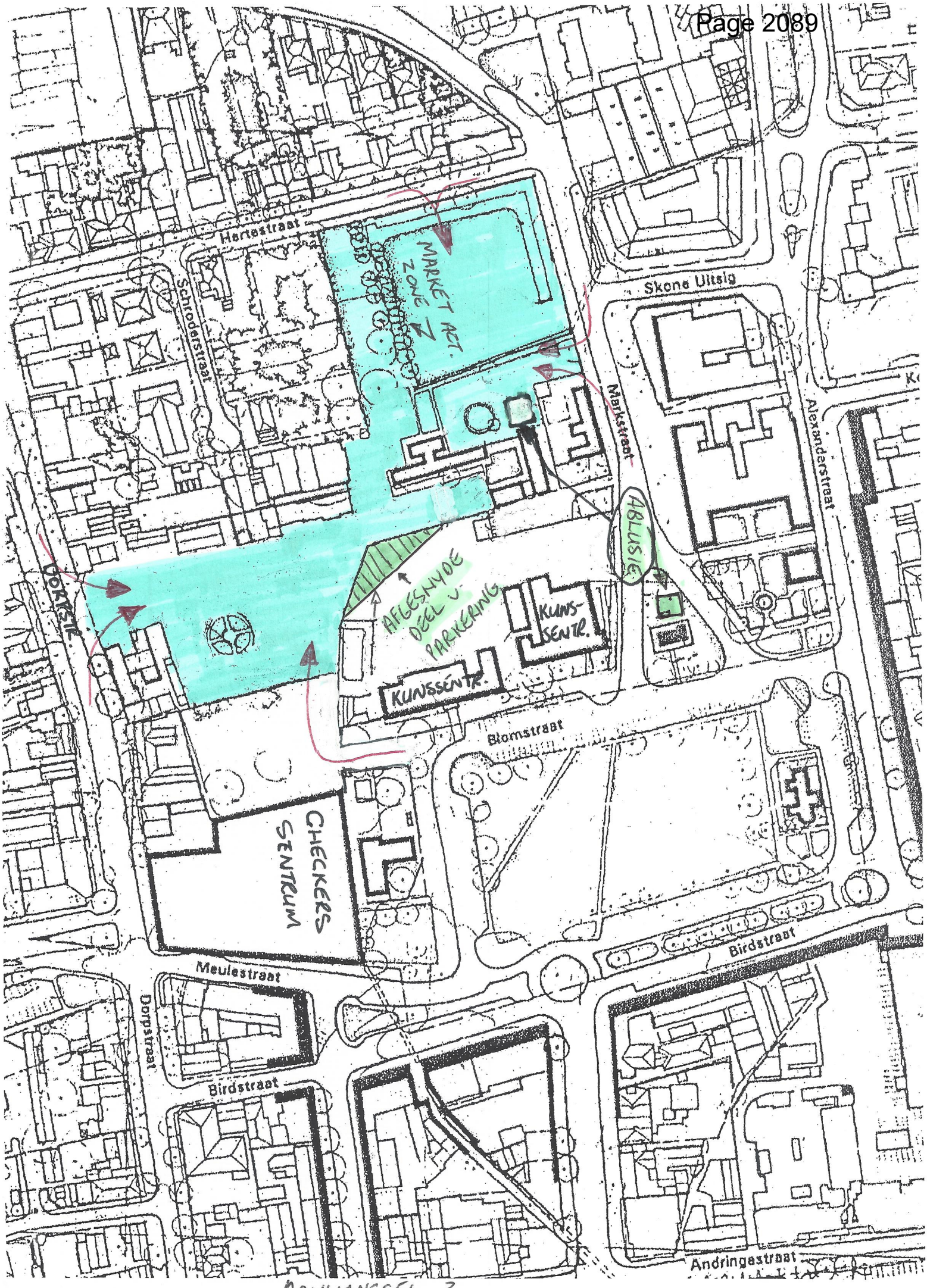
E - KORREKTIEWE DIENSTE

AANHANGSEL 2A



AANHANGSEL 2B





AANHANGSEL 3

7.8.2	**REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS ("PPP") IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY EVENTS BY-LAW, 2023**

Collaborator No: **758941**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS ("PPP") IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY EVENTS BY-LAW, 2023

2. PURPOSE

To provide Council with the pertinent facts in order to approve that the draft Stellenbosch Municipality Events By-Law, 2023 be advertised for a period of thirty (30) days to obtain public comment in respect of the subject draft bylaw.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The draft Events By-Law aims to replace the Stellenbosch Municipality Events By-Law and is aimed at updating the current bylaw, which was adopted during 2016.

A number of concerns were raised by Local Tourism Organisations and stakeholders within the tourism fraternity regarding the outdated bylaw, as well as the tedious land use application processes which deemed it necessary for the bylaw to be updated.

5. RECOMMENDATIONS

(a) that Council take note of the draft Stellenbosch Municipality Events By-Law, 2023, attached as **APPENDIX 1** to this report, and

(b) that Council approve that the draft Stellenbosch Municipality Events By-Law, 2023, be advertised for public comment for a period of thirty (30) days, whereafter same be resubmitted to Council for final consideration and subsequent approval in terms of the Local Government Municipal Systems Act No.32 of 2000.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality is known for hosting of major local, national and international events. Currently events are regulated by the Safety at Sports and Recreational Events Act of 2010 and the Stellenbosch Municipality Events By-Law, 2016. The updated Events By-Law will assist and guide the municipality in regulating and managing event related activities in an efficient and effective manner by providing clarity to all role players and stakeholders.

Stellenbosch Municipality strives to become a town which attracts remarkable events with the potential to promote partnerships and enhance the impact of events on the local economy. The Municipality plays an important role in the regulating of events, events organisation and the facilitation and the provision of services at events. The bylaw clearly defines processes and systems that support events which will contribute towards ensuring that event related activities take place safely, securely and in a coordinated manner.

6.2 Discussion

Events are established occurrences within the Cape Winelands and contributes significantly to the appeal of the Cape Winelands as a tourist destination and the resulting contribution that these events make to the local economy.

As noted above, the current bylaw was promulgated during 2016 and therefore a request has been received from the events fraternity to review and update the bylaw.

The draft Events Permitting By-Law was approved by Council on 17 May 2023 for public comment, however during the internal consultation processes concerns were raised regarding the document and the implementation thereof. The Department has incorporated the comments and amended the document accordingly. Due to the major modification of the document, the bylaw must be resubmitted to Council for consideration.

6.3 Financial Implications

None. The bylaw has been drafted using the resources within the Municipality.

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 additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

The risks are addressed through the content of the report.

APPENDICES

Appendix 1: Draft Stellenbosch Municipality Events By-Law,2023.

APPENDIX 1

DRAFT STELLENBOSCH MUNICIPALITY

EVENTS BY-LAW, 2023

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STELLENBOSCH MUNICIPALITY: EVENTS BY-LAW

PURPOSE AND OBJECTIVES

To provide for the management and regulation of events within the jurisdiction of the Stellenbosch Municipality: to provide for the enforcement of this By-Law; and to provide for matter incidental thereto.

PREAMBLE

WHEREAS the Stellenbosch Municipality recognizes that the hosting of events is a significant part of its competitive strategy and acknowledges that events have an important role to enhance cultural and social cohesion in communities, support urban rejuvenation and economic growth.

WHEREAS the Stellenbosch Municipality aims to regulate holding of events in a manner that ensures proper management thereof;

WHEREAS the Stellenbosch Municipality wishes to support the co-ordination and collaboration between all role-players, to promote partnerships and to enhance the impact of events in the municipality;

AND WHEREAS the Stellenbosch Municipality wants to ensure that events happen safely and securely in a coordinated manner in its jurisdiction;

AND WHEREAS the Stellenbosch Municipality wants to ensure that events take place safely and securely in a coordinated manner through a clear collaboration between Law Enforcement, Fire Services, the South African Police Services, Disaster Management, District Municipality, Traffic Services and other related emergency and safety organisations;

AND NOW THEREFORE, BE IT ENACTED by the Stellenbosch Municipality, as follows:—

CHAPTER 1

DEFINITIONS AND APPLICATIONS

1. Definitions

In this By-Law, unless the context otherwise indicates-

"authorised municipal official" means the Municipal Event Officer, a member of the Municipal Event Committee, a municipal law enforcement officer, and any other person who is delegated as contemplated in section 41 of the Constitution to execute a power, function or duty related to the provisions of this By-Law

"Council" means the council of the Stellenbosch Municipality or any political structure, political office, councillor or any staff member acting under the council's delegated or sub-delegated authority

"Municipal Manager" means the person appointed as Municipal Manager in terms of section 82 of the Local Government: Municipal Structures Act, 1998 (Act No. 117 of 1998)

"event" means-

(a) any sporting, recreational, entertainment, including live entertainment or event acts;

(b) any educational, cultural or religious event;

(c) any business event including marketing, public relations and promotional events, or exhibition events;

(d) any charitable event, including any conference, organizational event or community event;

(e) any filming which is of such a nature that it may have an impact on vehicular or pedestrian traffic or may attract crowds;

(f) any similar event or activity hosted at a stadium, public place, venue or along a route or within its precinct.

"event organizer" means a person who submits an application to hold an event in terms of this By Law whether he or she submits the application for himself or herself or on behalf of another person, body or organization;

"event committee" a committee represented by officials from affected municipal department who meet on an ad hoc basis to consider event applications and make recommendations to the Event Coordinator;

"event policy" means the Events Policy of the Stellenbosch Municipality;

"Event Permit Officer" means the head of Stellenbosch Municipality events permit office or any other official delegated by him or her;

"Law Enforcement Officers" includes officials of the Municipality involved in law enforcement;

"permit" means a permit issued by the Events Coordinator for the holding of events;

"public place" means—

(a) any public land, square, public swimming, bath, public resort, public recreation site, zoological, botanical or other public garden, park or hiking trail, including any portion thereof and any facility or apparatus therein or thereon, as well as any public open space, public road, road reserve, reserve street, lake, dam, or river;

(b) any public building, structure, hall, room or office including any part thereof and any facility or apparatus therein, which is the property of, or possessed, controlled or leased by Stellenbosch Municipality and to which the general public has access, whether on payment of admission fees or not;

(c) any nature conservation area including— nature reserves; protected natural areas; nature conservation worthy areas; natural open spaces;

"purpose-built venue" means a building, structure, or premises, specifically built, zoned and suitable for the holding of specific events;

"stakeholder" includes any person, organization, entity or body who is affected or has a role to play in the management or holding of an event;

"safety officer" means a person appointed in terms of Regulation 6 of the (Occupational Health and Safety Act 85 of 1993) to assist with the oversight of the safety and security risk management of the event.

"this By-law" includes the Schedules hereto;

"venue" means any open space, enclosed or semi-enclosed temporary structure or permanent structure, whether a private dwelling or not–

(a) within which a temporary or permanent structure may be erected, where an event is to be hosted; and

(b) which, for the purposes of any categorization, designation and certification of an event may consist of —

(i) seating for spectators, attendees or an audience; or
(ii) a field of play or a permanent or temporary podium or other area within a venue, reserved for the purposes of hosting an event;
(iii) purpose built venue correctly zoned, built and suitable for the holding of specific events;

"venue owner" means any person or legal entity that, now or in the future, will directly or indirectly own, lease, rent, acquire or exercise the powers of an owner or occupier of a venue used for events.

"ward committee" means the ward committee as established by Stellenbosch Municipality form time to time and chaired by the respective appointed ward councillors

2. Application of this By-Law

(a) This By-Law applies to any event held within the area of jurisdiction of Stellenbosch, including events held on both private land and public places, provided that where an event is held on private land, subject to any other applicable legislation, it has an impact on the resources of the Municipality and the surrounding community.

(b) This By-Law does not apply to –

(i) events of fewer than 50 persons where there is no amplified sound or no temporary structures to be used;
(ii) actions falling under the provisions of the Regulation of Gatherings Act (Act 205 of 1993) as amended, for which a system of approval is already in place;
(iii) public participation or meetings held by ward councillor;
(iv) small events such as family and community events held on private property or purpose-built venues, subject to any other legislation;
(v) funerals and funeral processions, events held at a purpose built venue or the grounds of any school, playground, place of worship, hotel and/or any other conference facility, athletic field, arena, auditorium or similar;
(v) permanent place of assembly when used for events normally held in such venue, provided that this exclusion does not apply to events or parts of

events held outside the venue or building, or which by their nature, size or impact are considered outside the normal use parameters for the venue;

(vi) sport fixtures and events regulated by the Safety at Sports and Recreational Events Act No.2 of 2010

(vii) Weddings held at wedding venues established for purposes of weddings or at a community hall or similar entertainment facility, and wedding processions, which fall outside the boundaries of an environmentally protected area;

(viii) Cultural rituals held by cultural groups and families in the community;

(c) Notwithstanding subsection (2), the Events Permit Officer or a Law Enforcement Officer may —

(i) when the Events Permit Officer or a Law Enforcement Officer finds that this By-law is, or likely to be, contravened by an event organizer ;or

(ii) when a stakeholder affected by the impact and risk attached to an event files a complaint with the Event Permit Officer or a Law Enforcement Officer, issue a compliance notice to the event organiser in terms of section 8 and act in terms of this By-Law

(d) Purpose-built venues are excluded from this By-law in respect of events normally held in such venue, provided that –

(i) this exclusion does not apply to events or parts of events held outside the venue or building or which by their nature, size or impact are considered outside the normal use parameters for the venue;

(ii) owners or managers of purpose-built venues must submit an application to the Events Permit Office for approval of their events programmes which shall be valid for one year.

(iii) The Events Permit Officer may, from time to time, issue directives regarding specific or special application process for any specific or special event which may vary in respect of the criteria referred to in section 6.

(iv) In the event of a conflict between this By-law and any other By-law of the Municipality this By-law shall prevail regarding the management and holding of events.

(v) This by-law does not apply to the holding of public gatherings and demonstrations as provided for in terms of the Regulation of Gatherings Act, 1993 (Act No. 205 of 1993).

Chapter 2

APPLICATION PROCESS, REQUIREMENTS, DECISIONS AND ENFORCEMENT

3. Submission of applications for approval to hold or stage events

(a) A formal application to stage an event must be made by the event organizer to the Events Permit Officer and submitted –

(i) by a person who is at least 18 years old;
(ii) in a form and or manner as prescribed by the Events Permit Officer;
(iii) within the time frames as prescribed in Schedule 2 of this by-law;
(iv) by a person or on behalf of a person who possesses the necessary capacity and resources.

(b) The application must include all information required as indicated in the prescribed form and any additional information as may be requested by the Stellenbosch Municipality.

(c) All applications must be accompanied by proof of payment of the applicable fees and deposit payable for the event.

(d) In the event of failure to submit the information referred to in subsection (b) and proof of payment in terms of subsection (c) an application will not be considered in terms of this By-Law.

4. Requirements and conditions

(a) No person may hold or stage any event without obtaining a permit referred to in section 5(c).

(b) An application for an event must comply with the provisions of this By-law and contain such information as indicated in the prescribed application form as set out in the Schedule 3.

(c) The event organiser may not advertise the planned event before an application is submitted to the Municipality and the Event Permit Officer has informed the event organiser in writing that the application has been approved in terms of section 5(a).

(d) The event organiser is required to apply separately and within the required timeframe to the National Commissioner of the South Africa Police Services for a risk categorisation as contemplated in the Safety at Sports and Recreational Events Act, 2010 (Act No.2 of 2010)

(e) Payment of an administration fee and or applicable tariffs determined by the Municipality may be required from the event organiser ahead of approval of an application for an event.

(f) The Events Permit Officer must, ensure that consultation with relevant stakeholders identified by the Municipality is undertaken by the event organizer.

(g) The Event Permit Officer must, in terms of the Event Policy and depending on the nature of the event, ensure that consultation takes place with the Events Committee, which will include an official form the municipality's environmental services department; and with any other relevant stakeholder, including the relevant ward councillor.

(h) The Events Permit Officer must satisfy him/ herself by written documentation that the relevant land use zoning regulations, environmental legislation and all health and safety regulations are complied with; that adequate public liability insurance cover, and that appropriate indemnity cover is obtained for an event by the Event Organiser. Similarly, where an activity which may put the public at risk will be triggered, proof of appropriate specialized risk insurance, blanket liability or work cover must be provided to the Events Permit Officer by the Event Organiser.

(i) The Council must, as part of its budgeting process in terms of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003), determine tariffs and deposits payable for events.

(j) The Municipality shall not, in respect of any planning for an event, application, approval or permit issued for an event in terms of this by-law, be held liable for any-

(i) damage to or loss of any property of the Event Organizer; or
(ii) costs incurred by an Event Organizer or any third party;

(k) The event organizer, or the venue owner shall be liable for the cost of any service provided by the municipality for or in respect of an event.

Safety Officer

The event organiser must appoint a safety officer for the event.

(a) The responsibility for the safety of all present at the event lies primarily with the event organiser;

(b) The safety officer is tasked with monitoring and maintaining a safe environment for the duration of the event, including the set-up and breakdown of stages of the event;

(c) The areas of responsibility of the safety officer include operational safety, occupational health and safety compliance and hygiene management;

(d) The safety officer maintains the right to halt any event should he/she identify a significant risk threatening the safety of any individual present at the event;

(e) The mandate of the safety officer includes the event venue as well as all associated facilities;

(f) The safety officer is required to be on-site for the entire duration of the event, including the set-up and breakdown stages of an event;

(g) The safety officer is to reasonably identify any risks or dangers and recommend suitable mitigation and management measures to the event organiser;

(h) The safety officer is responsible for ensuring that the event- specific written safety and security plan is adhered to.

5. Decisions on events

(a) The Events Permit Officer must approve or decline an application for an event within a reasonable time in terms of this By-Law.

(b) Once a decision has been taken in terms of subsection (a) the applicant must be informed thereof in writing.

(c) Where an application for an event has been approved, the Events Permit Officer must issue a permit specifying the conditions applicable to the event.

(d) The event organizer must make sure that the permit is available at the venue for inspection at all stages and at all times of the event, and that any additional licences, including liquor licences can be clearly displayed in public.

(e) Where an application for an event has been declined, reasons for the decision must be communicated to the applicant in writing, and the applicant must be informed of his/her right to appeal the decision in terms of section 62 of the Municipal Systems Act.

The event permit officer may decline an application for an event permit where–

(i) an event application is received outside of the prescribed timeframes;
(ii) the event clashes with another event;
(iii) the event safety and security plan is deemed insufficient by the Municipality's services;
(iv) the event is not approved by the South African Police Services;
(v) the event is non-compliant with applicable legislation; or
(vi) any other factor which, in the opinion of the Event Permit Officer, may negatively impact on the –

- safe conclusion of an event; or
- human or other resources of Stellenbosch Municipality

(f) Notwithstanding the timeframes set out in Schedule 2 the Event Permit Officer may, after consultation with the Municipal Manager, approve a late application for an event, where the holding of the event will be beneficial to the municipality

6. Evaluation Criteria

(a) The Events Permit Officer must ensure that applications for staging an event are considered in accordance with the following criteria, where applicable:

(i) the type and size of an event;
(ii) the impact of the event in terms of the strategic fit to the Events policy;
(iii) the impact of the event on municipal services including services relating to noise control, traffic, parking, local amenities, public places, health and all incidental services affected by the holding of the event logistical aspects, as well as marketing, economic, social and environmental objectives;

(iv) whether the proposed use of the land complies with the applicable zoning scheme and any conditions applicable thereunder;
(v) the safety and security risk management of the event in respect of the event plan, logistics, location, site design and other activities taking place near or at the event venue and other threats to the event. The risk assessment will include, but not limited to, obtaining details of the evacuation routes, emergency plans, site plans of access, and the inference of public open space;
(vi) return on investment of the event;
(vii) that the event complies with all applicable legislation; and
(viii) the impact of the event on environmental protected areas.

(b) The criteria referred to in subsection (a) must be considered in respect of-

(i) the review and assessment of events;
(ii) the decision processes for event applications;
(iii) prioritisation of events;
(iv) the type and level of support to be provided by the Municipality for events; and
(v) the services to be provided by the Municipality to events.

(c) The Events Permit Officer may impose reasonable conditions to the permit to protect the environment and the health, safety and welfare of the public pertaining to:

(i) Location and hours during which the event may be held;
(ii) Sanitation, ablution facilities and availability of water;
(iii) Security and crowd management;
(iv) Parking and traffic issues;
(v) Emergency and medical services;
(vi) Clean-up of premises and surrounding area and waste disposal;
(vii) Insurance;
(viii) Lighting;
(ix) Fire services and safety;
(x) Temporary construction, barricades and fencing;
(xi) Removal of advertising and promotional materials after the event;
(xii) Noise levels.
(xiii) Any other conditions pertaining to the Event
(xv) The environmental impact.

7. Holding of an event

(a) An event organizer whose applications have been approved in terms of this By-law are responsible for the event and must ensure that —

(i) the event is held in compliance with the provisions of this By-law, the conditions imposed by the Events Permit Officer and does not contravene any other law;
(ii) the conduct of persons attending an event and the activities undertaken or carried out at the event do not negatively impact on affected communities and the environment during such an event;
(iii) any compliance notice issued by the Events Permit Officer in terms of section 8 is complied with.

8. Compliance notice

(a) When the Events Permit Officer or a Law Enforcement Officer finds that a provision of this By-law is being or has been contravened by an event organizer or that a condition has arisen that has the potential to lead to a contravention of this By-law or any other law, he or she –

(i) may issue a compliance notice to the event organizer; or
(ii) may, on receipt of information from an authorized official relating to the contravention of this By-law or any other law in respect of the holding or staging of an event, issue a compliance notice to the event organiser.

(b) A notice issued in terms of subsection (a) must state —

(i) the provision of the By-law and/or the provisions of any other legislation and/or the condition of the permit that is being contravened or will be contravened if the condition is allowed to continue;
(ii) the measures that must be taken to rectify the condition; and
(iii) the time period in which the notice must be complied with.

(c) If an events organiser on whom notice was served in terms of subsection (a), fails to comply with the requirements of the notice, the Event Permit Officer, a Law Enforcement Officer or an authorized official may, for the purposes of this By-law, take such steps as may be necessary to rectify the condition at the cost of the event organizer.

(d) A person who fails to comply with a compliance notice issued in terms of subsection (a) commits an offence.

(e) The municipality shall, in respect of a person who fails to comply with a compliance notice in respect of one or more events –

(i) keep a record of non-compliance and consider any appropriate action as may be required; and
(ii) require an increased deposit from the person for future events to be held or staged by such person; and
(iii) require proof of measures in place to ensure compliance of this bylaw where the party defaulted at a former event.

9. Inspections and right of access

(a) The Events Permit Officer, an authorized official or a law enforcement officer may conduct inspections of a venue after the submission of an application as well as during and after the staging or holding of an event to determine compliance with this Bylaw and the conditions made;

(b) The Events Permit Officer or a law enforcement officer has a right of access to or over any venue for the purposes of —

(i) performing all necessary acts or required to be done by the municipality under this By-law,
(ii) ascertaining whether there is or has been a contravention of the provisions of this By-law; and the conditions made subject to the approval of the event application
(iii) enforcing compliance with the provisions of this By-law.

(c) An Events Permit Officer, an authorized official, or a law enforcement officer may require such owner or occupier to provide, at any reasonable date and time access to such property to a person and for a purpose referred to in subsection (b).

10. Suspension and revocation of permit

(a) The Event Permit Officer, may, where the event organizer fails to comply with a compliance notice issued in terms section 8, by notice in writing to the event organiser —

(i) suspend the permit immediately until the event organiser has complied with the compliance notice;
(ii) revoke the permit and take such steps as may be necessary in terms of this By-law, for which costs incurred by the Municipality the event organiser shall be liable; or

(iii) on receipt of information from a Law Enforcement Officer or an authorised official relating to failure to comply with a compliance notice, suspend or revoke the permit of an event organizer.

(b) The Municipality may, where the Events Permit Officer has acted in terms of subsection (a), withhold the deposit paid by the event organizer for an event as security for the payment of such costs.

CHAPTER 3

GENERAL PROVISIONS

11. Agreements and Partnerships

(a) The Municipality may enter into such agreements and partnerships with event organizers as may be necessary for the holding and management of events in terms of this By-Law.

(b) The Municipality may, under an agreement or partnership contemplated in subsection (a), provide support either logistically, financially or both to specific events which are aligned to the strategic objectives of the Municipality.

(c) The agreements and partnerships contemplated in subsections (a) must provide for service levels which must be met by the parties in order to ensure compliance with this By-law and the Municipal Finance Management Act, 2003 (Act No. 56 of 2003).

(d) Notwithstanding the provisions of this By-law relating to offences and penalties, an agreement concluded in terms of this section may provide for penalties for which an event organizer shall be liable in the event of non-compliance therewith.

12. Delegations

(a) The Events Permit Officer may delegate any of the powers conferred on him or her either in whole or in part under this By-law to any other competent official of the Municipality.

(b) The Municipal Manager may appoint competent officials in the employment of the Municipality as authorised officials to enforce the provisions of this By-law.

13. Right of Appeal

(a) Parties to a dispute arising from a conflict in terms of this By Law must attempt to resolve such conflict before exercising the right of appeal contemplated in subsection (b) through consultation with each other.

(b) The event organizer may appeal against a decision where his or her application to hold an event has been declined.

(c) An appeal may be lodged in writing with the Municipal Manager within a period as indicated in Schedule 2 in relation to the type of event concerned.

(d) The application which is a subject of appeal must be decided in terms of section 5 before the appellant may lodge an appeal within the applicable timeframes set out in Schedule 2.

(e) An appeal lodged in terms of this section must be considered and decided within such time as indicated in Schedule 2 in relation to the type of event concerned.

(f) The Municipal Manager may delegate any official of the Municipality to consider and decide on appeals referred to in subsection (b).

14. Indemnity

(a) The Event Organiser must provide –

(i) evidence, to the satisfaction of the Event Permit Officer, of appropriate indemnity cover; and
(ii) where an activity which may put the public at risk will be involved, evidence to the satisfaction of the Events Permit Officer of appropriate specialised risk insurance, public liability insurance or work cover must be provided.

(b) The Municipality shall not be liable for any costs, including any damage or loss incurred or suffered as a result of an event held without an approval in terms of his by-law.

(c) Event owners shall be held liable to any damages to the municipality's property resulting from the holding of an event.

15. Offences and Penalties

(a) Any person who-

(i) holds an event without a permit in contravention of section 4(a);
(ii) is an Event Organiser and whose application to hold an event has been approved, fails to comply with any provision of this by-law, any condition made subject to the approval of the event application; or contravenes a provision of any other law for which the municipality is responsible for implementation and enforcement, in contravention of section 7(a)(i);
(iii) fails to ensure that the conduct of persons attending an event and the activities undertaken or carried out at an event do not disturb the neighbouring community, residents, or the environment in contravention of section 7(a)(i);
(iv) fails to comply with the compliance notice issued by the Events Permit Officer or a Law Enforcement Officer in terms of section 8(a)(i) or (ii), in contravention of section 7(a)(iii), shall be guilty of an offence.

(b) A person who commits an offence in terms of this By-Law shall, on conviction, be liable –

(i) in the case of an offence referred to in subsection 15(a)(i) or (ii). To a fine as the court may deem fit to impose or to imprisonment for a period not exceeding twelve months, or to both such fine and such imprisonment;
(ii) in the case of an offence referred to in subsection 15(a)(iii), to such fine as the court may deem fit to impose or to imprisonment for a period not exceeding five years, or to both such fine and such imprisonment;
(iii) in the case of an offence referred to in subsection 15(a)(iv), to such fine as the court may deem fit to impose or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.

16. Short title

This By-Law is called Stellenbosch Municipality: Events By-Law,2023.

SCHEDULE 1
AMENDMENT OF LAW
(Section 45)

No. and Year of Bylaw or Repeal	Short Title	Extent of Amendment

SCHEDULE 2 Schedule of Events Application Timeframe
Subject to Application Criteria, the following Timeframes Below will apply:

Size	Crowd Size/ No of Participants	Minimum time for submission of an application to the Municipality by the event organiser before the date of an event [all required information relating to the application must be submitted in terms of section 3 (2)]	Minimum time for the Municipality to respond to an application for staging an event	Appeals to be lodged by applicant with the Municipality within	Appeal to be decided by Municipality within
Small	50 to 2000	20 working days (4 weeks)	10 working days(2 weeks)	48 hours of receipt of written notice from the Municipality indicating failure to resolve conflict	48 hours of receipt of written notice of appeal
Medium	2001 to 5000	25 working days (5 weeks)	15 working days (3 weeks)	48 hours of receipt of written notice from the Municipality indicating failure to resolve conflict	Within 48 hours of receipt of written notice
Large	5001 to 10 000	30 working days (6 weeks)	20 working days (4 weeks)	48 hours of receipt of written notice from the Municipality indicating failure to resolve conflict	Within 3 working days
Very Large	10 001 and above	90 working days (minimum 4 months , 6 months ideal)	40 working days (2 months)	48 hours of receipt of written notice from the Municipality indicating failure to resolve conflict	Within 5 working days

Note:

1. The timeframes do not include events applications where a land use planning approval is required i.e. where an event is to be held on land which is not appropriately zoned. In such instances, the time frames for a very large event will apply.
2. If a small event includes food vendors, a minimum of 15 days will be required if food vendors need to apply for licences and certificates of acceptability.
3. Any event which involves an application for a temporary land use departure and where the departure has not been granted must follow the appeals process as outlined in the Land Use Planning Ordinance, 1985 (Ordinance No. 15 of 1985).

SCHEDULE 3
EVENTS APPLICATION REQUIREMENTS GUIDELINE

The following information and documentation are required from ALL organisers of events wishing to host events in the Stellenbosch Municipality.

The timeous provision of the complete information will support and assist with the processing of the application, the approval processes by the range of Municipality Departments and compliance with legislative requirements.

SIZE	CATEGORY ATTENDEE / PARTICIPATION SIZE	MINIMUM TIME BEFORE AN EVENT TO SUBMIT A COMPLETE APPLICATION TO THE MUNICIPALITY
Small	50 – 2000	A minimum 10 working days (2 weeks)
Medium	2001 – 5000	A minimum of 20 working days (4 weeks)
Large	5001 – 10 000	A minimum of 25 working days (5 weeks)
Very large	10 001-above	60 working days (3 months minimum – preferably 6 months)

NOTE:

1. Events of fewer than 50 persons where there is no amplified sound or no temporary structures to be used need not submit an application. However, the Municipality may determine whether the impact and risk attached to an event of fewer than 50 persons would require the submission of an application.

2. Note this excludes any specific or special application directives which the Municipality may issue from time to time, which may vary by event type, risk, size, the time of the year, duration, venue or location (for example over the festive season or public holiday or related to a type of event or specific venue/location) or impact on the transport network or any other Municipality activity.

3. These timeframes do not include events applications where a land use application approval is required i.e. where an event is to be held on land which is not appropriately zoned. In such instances, the time frames for a very large event will apply.

REQUIREMENTS:

- A formal Application detailing the name and contact numbers of the organizer, date/s, venue, nature of event and as much information as possible, and
- An Event Plan including at least the following information:

1. **Description of Event:**
   Type of event: International, National, Local, Linear or Place-bound
   - Date/s
   - Duration (daily)
   - Locality/Area
   - Venue
   - Anticipated number of participants and spectators
   - Details of VIPS attending event (including artist/s)
   - Details of nearby Key Point/s or Restricted Areas

2. **Event Programme** (full details and times, plus contact details for person responsible for each aspect of event)

3. **Layout Plan** for event, indicating:
   - Stages, Marquees & Other Temporary Structures
   - Access and Evacuation Flows
   - Fencing and Crowd Barriers
   - Catering Facilities and Vendor Areas
   - Restricted/VIP Areas
   - VOC Location
   - Ticket Selling Booths

4. **Event Safety Plan**:
   - Medical Plan – including details of private medical service provider/s
   - Security Plan – including details of private security service provider/s
   - Departmental Emergency Response Plan
   - Emergency Procedure/Evacuation Plan
   - LP Gas Plan (if applicable)
   - Accreditation Plan
   - Crowd Management Plan
   - Facility Emergency Plan (if applicable)
   - Civil Aviation Application/Approval (if applicable)

5. **Transport Management Plan**
   - Detailed Transportation Plan, incl. transportation modes, routes for event
   - Details of Road Closures (and times)
   - Emergency Vehicle Access Routes
   - Optimal Public Transport Utilisation
   - Detailed Parking Plan, incl. secured/identified Parking Areas
   - Detailed Event Signage/Communication Plan (warning signage, alternative routes, parking, etc.)

6. **Integrated Waste Management Plan** (including immediate precinct)

7. **Traffic Management Plan**
   - Detailed plan of event venue/location and surrounds;
   - Details of event specific Road Signage (if applicable)
   - Marshalling Plan (if applicable)

8. **Health Requirements:**
   - Ablution Facilities and/or Mobile Toilets
   - Details of Vendors / Caterers, including licences
   - Certificate/s of Acceptability – food vendors

9. **Zoning confirmation of the permitted land use or land use planning** (approval where necessary)

10. **Community Participation/Consultation Plan, including:**
    - Communication with Councillor/s
    - Consultation with Community/Residents Organisations/Associations
    - Communication with Affected Residents/Businesses/Business Associations or other stakeholders.

11. **Application Forms /Approvals**, incl.
    - Noise Exemption (including public participation/consultation)
    - Erection of Stages/Marquees/Temporary Structures
    - Confirmation of Venue: Written approval from venue owner/venue manager to authorise the event organiser to use the facility/ venue to host the event.
    - Liquor Licence/s/ Fireworks/ Civil Aviation (if applicable)

12. **Municipal Services Requirements:**
    - Waste Management Plan, incl.
      - Details of Service Provider/s
      - Arrangements for venue cleansing (prior to and post event)
      - Receipt slip from landfill site (post event)
    - Electricity – including wayleaves
    - Water
    - Transport
    - Roads and storm water

13. **Event Communications Plan**
    - Ticket Selling Strategy & Accreditation
    - Emergency Communications Plan
    - Approval or application for Municipal Outdoor Advertising and Signage
    - Any specific requirements

14. **Environmental Management Plan** (if applicable)
    - A rehabilitation plan
    - Financial guarantee
    - Any other applicable environmental or heritage permission.

15. **Indemnity Forms**, incl.
    - Completed Indemnity Form
    - Confirmation of Public Liability insurance as well as the prescribed insurance confirmation letter.

16. **Confirmation of Appointment of Safety Officer/s**

MATRIX OF EVENT PLANS/ APPROVALS REQUIRED:

Event Type	Event Size		Emergency Plan			Layout Plan	Transport Management Plan	Traffic Management Plan	Waste Management Plan	Environmental Health Plan			Temporary Structures & Fire Safety				Communications Plan	Environmental Protection Plan	SAPS Event Safety Grading Certificate	Appointment of Safety Officer
		No of Participants/ Spectators	Medical Plan	Security Plan	Evacuation Plan					Ablutions	Vending Plan	Certificate of Acceptability	BDM (Temp Structures)	Registered Person Appt	Population Certificate	LP Gas Plan				
ALL Event Types	**Small**	50 - 2000	√	√	W/A	W/A	W/A	W/A	√	√	W/A	W/A	W/A	W/A	W/A	W/A	W/A	W/A	√	√
	Medium	2001 - 5000	√	√	√	√	W/A	W/A	√	√	W/A	W/A	W/A	W/A	W/A	W/A	W/A	W/A	√	√
	Large	5001 – 10 000	√	√	√	√	√	√	√	√	√	√	W/A	W/A	W/A	W/A	√	W/A	√	√
	Very Large	10 001+	√	√	√	√	√	√	√	√	√	√	W/A	W/A	W/A	W/A	√	W/A	√	√

√ = Mandatory Submission

W/A = Mandatory submission where applicable (e.g. if temporary structures are erected/ fireworks are planned)

Tbc = May be required depending on nature, size, impact and risk associated with an event

7.8.3	APPOINTMENT OF ADDITIONAL BUILDING CONTROL OFFICER

Collaborator No: **759197**
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **16 November 2023**

1. SUBJECT: APPOINTMENT OF ADDITIONAL BUILDING CONTROL OFFICER

2. PURPOSE

Is to request to Council to appoint additional official, currently in the employ of the Municipality, as Building Control Officers (BCO's) to complement the existing appointed BCO to enhance service delivery.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

A Local Authority is required to appoint a Building Control Officer (BCO) to perform the prescribed duties in terms of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977), hereafter referred to as "the Act". The designation and appointment of a BCO in accordance with the Act is a requirement of the Act, which qualified person is permitted to make recommendation to the authorized decision maker to decide on a building plan application. The purpose of this Item is to request the Council to appoint an additional official in the employ of the Municipality as BCO in terms of the Act to consider the existing appointed BCO to enhance service delivery.

5. RECOMMENDATIONS

(a) that the appointment of the following suitably qualified official in the employment of Stellenbosch Municipality as Building Control Officer in terms of such designation in Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977), **BE APPROVED:**

(b) Mr. Monray Lourens

6. DISCUSSION / CONTENTS

6.1 Background

A Local Authority is required to appoint a Building Control Officer (BCO) to perform the prescribed duties in terms of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977), hereafter referred to as "the Act".

The Act stipulates in Section 5 (Appointment of Building Control Officer by local Authority) as follows:
"(1) Subject to the provisions of subsection (3) a local authority shall appoint a person as building control officer to exercise and perform the powers, duties or activities granted or assigned to a building control officer by or under this Act.

(2) Any person not having the qualifications prescribed by national building regulation in respect of a building control officer shall not without the approval in writing of the Minister be appointed as building control officer in terms of subsection (1)."

The Act, in Section 6, stipulates the functions of a Building Control Officer as follows:
"(1) A building control officer shall-

(a) Make recommendations to the local authority in question, regarding any plans, specifications, documents, and information submitted to such local authority in accordance with section 4(3).
(b) Ensure that any instruction given in terms of this Act by the local authority in question be carried out.
(c) Inspect the erection of a building, and any activities or matters connected therewith, in respect of which approval referred to in section 4(1) was granted.
(d) Report to the local authority in question, regarding non-compliance with any condition on which approval referred to in section 4(1) was granted."

6.2 Discussion

The designation and appointment of a BCO in accordance with the Act is not the same and should not be confused with the even-named designation on the organogram for such functionary, even though the appointed functionary in such post designation will be the primary official to perform the prescribed duties of the BCO.

The main purpose of an appointed BCO in terms of the Act, is to perform the duty of making a recommendation on a building plan application to the authorised decision maker to decide on the subject application. Such a BCO, as designated in the Act, must be a suitably qualified person to perform such duties.

Even though the Municipality did appoint a functionary in a post with the designation of a BCO in accordance with the approved organogram, and which performs the duties of a BCO, this person also needed to be appointed by Council as a BCO as designated in the Act.

It does however happen that this official (in the position of the BCO post) will not be on duty from time to time due to leave of absence, and in which case a person needs to be appointed in the acting position to fulfil the duties of a BCO. Such person must then also be appointed by Council as a BCO in accordance with the Act.

Due to the high workload from time to time, the intervention is made that the additional Building Control Officer(s) assist the BCO by fulfilling such duties together with BCO and make recommendations on building plan applications directly to the Manager Building Development Management, as Councils Decision Maker in terms of Section 6 of the NBR Act, to decide on building plan applications.

It is accordingly prudent that, for the purpose of effective service delivery, to appoint, in terms of such designation in the Act, several BCO's if so required. There is also no limitation on the number of appointed BCO's in terms of the Act, so long as they meet the qualifications requirements as stipulated in the Act.

Mr Monray Lourens was appointed as Plans Examiner on 1 August 2023. Mr Lourens holds a National Diploma Architectural Technologist (2016). He is accordingly suitably

qualified in terms of the requirements of the Act to be appointed as a BCO. His qualification is attached as **APPENDIX "1".**

It is accordingly proposed that Mr Monray Lourens be appointed as alternative Building Control Officer for Stellenbosch Municipality to act in such role and perform such duties of a BCO if so, required in terms of absence of staff or service delivery requirements.

6.3 Financial Implications

There will be no financial implications for the appointment of additional Building Control Officer as contemplated in terms of Section 5 of the National Building Requlations and Buildings Standards Act, 1977 (Act 103 of 1977).

6.4 Legal Implications

The appointment of a Building Control Officer in terms of Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977) is a statutory requirement to fulfil the prescribed duties of such official and will ensure that the Municipality can fulfil its statutory duties.

6.5 Staff implication

There will be no implication on any staff with the appointment of additional Building Control Officers as contemplated in terms of Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977).

6.6 Previous / Relevant Council Resolutions:

Previous similar Council resolutions to appoint official in the capacity to serve as a Building Control Officer as designated in terms of Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977).

6.7 Risk Implications

The appointment of additional officials to fulfil the functions of a Building Control Officer will avert the risk and ensure that the municipality fulfil its duties in accordance with the provisions of the Act as well as ensure that there are no undue delays for effective service delivery.

6.8 Comments from Senior Management:

6.8.1 Director: Infrastructure Services

Non solicited.

6.8.2 Director: Planning and Economic Development

Item drafted in consultation with the Director.

6.8.3 Director: Community and Protection Services

Non solicited.

6.8.4 Director: Corporate Services

Non solicited.

6.8.5 Chief Financial Officer

Non solicited.

6.8.6 Municipal Manager

Item supported.

ANNEXURES

APPENDIX 1: Mr Monray Lourens – National Diploma Architectural Technologist (2016)

FOR FURTHER DETAILS CONTACT:

NAME	Stiaan Carstens
POSITION	Senior Manager: Development Management
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8674
E-MAIL ADDRESS	Stiaan.Carstens@stellenbosch.gov.za
REPORT DATE	06 November 2023

APPENDIX 1

Cape Peninsula
University of Technology

THE
NATIONAL DIPLOMA

ARCHITECTURAL TECHNOLOGY

is awarded to

MONRAY LORENZO LOURENS

student number

211042765

with effect from

01 DECEMBER 2016

Registrar

Vice-Chancellor

COMMISSIONER OF OATHS (RSA)
Mallissa van Wyk / LLB (UWC)
07-11-2023

2 186 859

7.8.4	**APPROVAL OF THE CORE FESTIVE PERIOD AND ARRANGEMENTS FOR THE PROCESSING OF LAND USE AND BUILDING PLAN APPLICATIONS AND ASSOCIATED PUBLIC PARTICIPATION**

Collaborator No: **759199**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: APPROVAL OF THE CORE FESTIVE PERIOD AND ARRANGEMENTS FOR THE PROCESSING OF LAND USE AND BUILDING PLAN APPLICATIONS AND ASSOCIATED PUBLIC PARTICIPATION

2. PURPOSE

To seek approval for arrangements for the processing and associated public participation pertaining to land use planning and building plan applications over the festive period.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Land use and building development applications are subject to prescribed legislative timeframes and associated public participation processes. During the festive season most families undertake extended holiday breaks away from home, which presents a challenge when most staff is also on holiday breaks and during which notices are not received by potential interested and affected parties on land use applications. For this purpose, it has become a practice to determine a core festive period during which public participation is not permitted or, alternatively, that such periods are disregarded with the extension of notice periods, and that such core festive period is also not taken into account in the prescribed timeframes for the processing for such applications. It is consequently proposed to adopt these arrangements to ensure ongoing compliance with legislative prescripts on timeframes as well as fair administrative processes regarding public participation for any potential interested and affected parties.

5. RECOMMENDATION

that the core festive period determined as 14 December 2023 to 12 January 2024 **BE APPROVED** for the purpose:

(a) That no serving or publishing of land use and land development application notices be undertaken during the determined core festive period.

(b) That the determined core festive period not be taken into account for purposes of calculating the number of days for public participation and/ or the processing of land use and building development applications, and that any such periods affected be accordingly extended.

(c) That any new land use and building plan applications submitted during the determined core festive period will not be administratively processed and that this period will also not be taken into account for the purpose of calculating any

of the legislative prescribed timeframes for the processing of land use and building plan applications.

(d) That no appeal period can commence which will be affected by the core festive period and that no notifications of decisions on land use applications will be communicated after 1 December 2023, and only be communicated from 12 January 2024.

6. DISCUSSION / CONTENTS

6.1 Background

Sections 45 and 46 of the Stellenbosch Municipal Land Use Planning Bylaw, 2023 regulates the manner in which public notices must be given and served. In terms of Section 47(h) the period which must be allowed for the submission of comments on an application may not be less than 30 days for interested and affected parties, and in terms of Section 51(2) an organ of state must submit its comments within 30 days of receipt of the notice.

Most families break for the festive season, and many depart on extensive out of town holidays during the festive period. It is consequently probable that an interested and affected party to a land use planning application may not be in a position to either receive such notice or deal with same and provide inputs timeously if the advertisement period falls within the core festive period.

For the purpose of fair administrative action, it is deemed reasonable and justifiable in the circumstances for a directive by the Department of Development Management that the core period during the festive holiday period must not be taken into account for the purpose of calculating the number of days for the public consultation processes.

6.2 Discussion

It is thus proposed that no serving or publishing of notices be undertaken in the core festive season to be determined as 14 December 2023 to 12 January 2024. Alternatively, any notices which are published or served prior to this core period, and will consequently run into this period, must be extended accordingly to disregard the stated festive period from the required minimum number of days for the submission of such comments.

Due to the new electronic means to submit land use and building plan applications, such submissions can also continue during the festive season and during which most staff will also be on extended vacation breaks. There will consequently not be adequate staff capacity, and during some periods, no staff, to deal with these applications and the processing of invoices and payment receipts. Due to the prescribed legislative timeframes, it will have a detrimental effect on compliance to these timeframes and performance standards.

Although the TPAMS and BPAMS portal will remain open for the loading of land use and building plan applications, these submissions will not be processed with the issuing of invoices to effect payment during the core festive season. Any submission of applications during the core festive season will consequently only be regarded as being submitted on 15 January 2024.

For this purpose, a notice will be placed on the electronic systems to submit land use and building plan applications (TPAMS & BPAMS) to notify the applicant that no administrative processing of the applications will take place during the core festive period.

The core festive period between 14 December 2023 and 12 January 2024 will also not be taken into account for the purpose of calculating any of the legislative prescribed timeframes for the processing of land use and building plan applications.

A person whose rights are affected by a decision of an authorised employee or the Tribunal in terms of Section 79 of Stellenbosch Municipal Land Use Planning Bylaw, 2023 may appeal within 21 days of notification of the decision. Accordingly, no appeal period can commence which will be affected by the core festive period of 14 December 2023 to 12 January 2024. No notifications of decision will therefore be communicated after 1 December 2023 and will only be communicated from 15 January 2024.

The above arrangements will be published on the Planning Portal of the Municipal Website and communicated to listed consultants.

6.3 Financial Implications

No financial implications

6.4 Legal Implications

Recommendation to ensure ongoing compliance with legislative prescripts on timeframes as well as fair administrative processes regarding public participation for any potential interested and affected parties.

6.5 Staff Implications

No staff implications

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

Recommendation to avert any possible claim for unfair administrative action and judicial review with time delays on development applications.

6.8 Comments from Senior Management:

6.8.1 Director: Infrastructure Services

No comments solicited.

6.8.2 Director: Planning and Economic Development

No comments solicited.

6.8.3 Director: Community and Protection Services

No comments solicited.

6.8.4 Director: Strategic and Corporate Services

No comments solicited.

6.8.5 Director Human Settlements and Property Management

No comments solicited.

6.8.6 Chief Financial Officer

No comments solicited.

6.8.7 Municipal Manager

Recommendation supported.

FOR FURTHER DETAILS CONTACT:

NAME	Stiaan Carstens
POSITION	Senior Manager: Development Management
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8674
E-MAIL ADDRESS	Stiaan.carstens@stellenbosch.gov.za
REPORT DATE	6 November 2023

7.8.5	**TO REQUEST COUNCIL'S APPROVAL TO PILOT THE BICYCLE PARK AND WALK FACILITIES INITIATIVE WITHIN THE WC024 AREA FOR A PERIOD OF 12 MONTHS**

Collaborator No: **759241**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT:TO REQUEST COUNCIL'S APPROVAL TO PILOT THE BICYCLE PARK AND WALK FACILITIES INITIATIVE WITHIN THE WC024 AREA FOR A PERIOD OF 12 MONTHS

2. PURPOSE

To request Council's approval to pilot the Bicycle Park and Walk Facilities concept within the WC024 for a period of twelve (12) months.

3. DELEGATED AUTHORITY

Municipal 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.

Stellenbosch Trail Fund (STF) approached Stellenbosch Municipality with the concept idea of having Bicycle Park and Walk Facilities within the Central Business District, with each facility being no larger than 40m².

Three sites have been identified by Stellenbosch Trail Fund as possible Park and Walk facilities, being a portion of the Bloemhof parking, a portion of the Eikestad Mall Parking and a portion next to Town Hall. Comment from internal Departments have found these proposed sites to not all be suitable and have requested that the initiative be supported but that further discussion be had with the Stellenbosch Trail Fund around the identification of more suitable sites to accommodate such an initiative.

5. RECOMMENDATIONS

(a) that Council approve the request to pilot the initiative of Bicycle Park and Walk Facilities concept; and

(b) that further consultation and engagement with Stellenbosch Trail Fund take place to identify more suitable Bicycle Park and Ride sites.

6. DISCUSSION / CONTENTS

6.1 Background

The Municipality aims to promote and prioritise Non – Motorised Transport (NMT), as these were the outcomes from the IDP consultative processes, and it also forms part of the Municipality's and National Government's Strategic Planning. The Municipality's

Comprehensive Integrated Transport Plan also lists the portion or full pedestrianisation of streets in the CBD as a strategic transport intervention.

The objective is to change the character of the Central Business District (CBD) and the behaviour of motorists to create 'living streets' that would prioritise pedestrians and cyclist.

6.2 Discussion

The appetite for non-motorised park and walk facilities can vary widely depending on the location, community, and individual preferences. Non-motorised park and walk facilities, such as walking paths, bike lanes, and pedestrian-friendly infrastructure, are often seen as positive additions to urban and suburban areas for several reasons:

a) Health and Wellbeing: Many people are increasingly interested in leading healthier lifestyles, and non-motorized facilities provide opportunities for physical activity and exercise. Walking and biking are excellent forms of low-impact exercise that can help improve fitness and overall well-being.
b) Environmental Concerns: As concerns about climate change and environmental sustainability grow, there is a greater emphasis on reducing the use of motorized vehicles to lower greenhouse gas emissions. Non-motorised facilities can encourage people to use alternative modes of transportation, reducing their carbon footprint.
c) Reducing Traffic Congestion: Non-motorised options can help ease traffic congestion by providing alternatives to driving, particularly for short trips. This can lead to improved traffic flow and reduced stress for commuters.
d) Safety: Properly designed non-motorised facilities can enhance safety for pedestrians and cyclists, reducing accidents and injuries.

Three sites have been identified for Park and Walk facilities as per **APPENDIX 1**. The three possible Park and Walk facilities, being a portion of the Bloemhof parking, a portion of the Eikestad Mall Parking and a portion next to Town Hall.

6.3 Financial Implications

No financial implications

6.4 Legal Implications

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

6.5 Staff Implications

No staff implications at this point in time.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

None

6.8 Comments from Senior Management:

6.8.1 *Director: Infrastructure Services*

The Department supports the proposed pilot, as it is in accordance with studies which is currently being drafted by the Directorate. The Directorate, however, is not in agreement with the identified sites and agrees that it will assist with the identification of alternative sites to implement the pilot project.

The proposal should provide details such as the design of the facility, the space required and details on exactly how the facility will be managed.

In agreement with Corporate Services - Bloemhof parking area cannot be supported since commitments are in place with a plan going forward that will utilize all existing spaces. Bloemhof parking area is also not ideal, as a pilot, due to its location.

Council has made resolutions regarding the parking area next to the Town Hall (Eikestad Parking Area). The 1st area identified for bike parking is reserved for Councilors and is discussed above (Corporate Services). The 2nd area identified in the Eikestad parking area forms part of an area that is earmarked for a short-term lease with the owners of Eikestad Mall, as per Council resolution. When Eikestad Mall leases the parking area, discussions can be held with all parties involved, and necessary arrangements made for the possible implementation of a pilot bike parking facility.

6.8.2 *Director: Planning and Economic Development*

The Directorate supports the item in principle. In considering the locations for “Park and Walk Facilities”, it would be sensible to consider basic guidelines and criteria to establish the most suitable locations for these sites. The ease of use of these facilities will be important for the success of the project, and consequently the accessibility of these facilities relative to the main destination points should be a major factor. An ad-hoc approach to identify the facility locations may counter the convenience factor and stifle the success of the service.

It would therefore be sensible to adopt a holistic approach by starting to identify the main or preferred destinations for cyclists where they want to be. The most accessible locations for such facilities relative to such destinations should then be identified. The “catchment area” of a facility relative to prominent destinations in relation to other similar facilities should also be considered. The aesthetics of the facilities will also have to be taken into account, depending on what is being proposed and in what locations.

With the sites that are being proposed, the question will be for what destinations these facilities will cater. The Mall precinct will serve as a targeted destination and would serve as a good starting point for the project. It then follows that the most convenient location relative to access to the mall should be considered. The targeted destination for a facility in the Bloemhof parking area needs to be considered, as it is questionable if someone will use e.g., the Bloemhof facility if they want to visit the Mall precinct. The most convenient proposed location would then be the existing Councillor car park next to the Town Hall.

An alternative option would be to investigate such a facility in the existing parking garage of the mall. It will be accessible, safe and sheltered from the elements. The council policy to permit bicycle storage in lieu of parking bays can facilitate such an approach. The many existing basement parking areas in the CBD which are mostly not used for public parking should in fact be considered as a preferred option for such facilities.

6.8.3 Director: Community and Protection Services:

Traffic and Law Enforcement has concerns with regards to proposed locations of the pilot project is, which resides within areas of development for Municipal Parking projects.

Further to this the concern, the safety of cyclists walking from the proposed locations to the CBD Area, might affect the affective use of the parking facilities at those locations.

6.8.4 Director: Corporate Services:

The area next to the Town Hall and in Bloemhof is not supported. The area next to the town hall is the only parking area reserved for councillors and is used for when the municipality needs parking for people coming to a workshop etcetera and the is no council meetings. It would not be practical to have people there that in future will not have a remote to open the gate.

Bloemhof is not supported as has only employees, long term parking and people that has to visist the ground floor at NPK going forward. I am of the view that it should not form part of the pilot. There is already a shortage of long term parking and staff parking - to allow some of the parking bays in Bloemhof now to be used for this projects not supported and practical. Alternatives like Stelkor parking should rather be looked at. This area will also be security controlled and may oprerate with a remote.

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	*01.11.2023*

7.8.6	**PERMISSION TO ALLOW FOR AN EXTENSION OF MOBILE UNITS TO TRADE AT PRE-DETERMINED SITES WITHIN THE WC024 AREA**

Collaborator No: **759296**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2023**

1. SUBJECT: PERMISSION TO ALLOW FOR AN EXTENSION OF MOBILE UNITS TO TRADE AT PRE-DETERMINED SITES WITHIN THE WC024 AREA

2. PURPOSE

Is to request approval for the extension of the pilot for mobile trucks / kiosks on predetermined sites for a period of one (1) year.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Mobile traders, often referred to as street vendors or food trucks, offer several benefits in cities. These mobile businesses have become increasingly popular and have a significant impact on urban areas. Some of the benefits are accessibility to the community, promotion of entrepreneurship. It acts as a stimulus for local economic development and growth and through this alleviating joblessness.

On the 9th Council Meeting dated 2022-11-23: ITEM 11.9.1 Council resolved as follows:

a) that Council approves the request of the Directorate: Planning & Economic Development for the pilot period of one (1) year in order to issue permits to informal traders using mobile units to trade within pre-determined areas in accordance with the terms and conditions as set out under 6.2 of this report;

b) that Council approve that such mobile informal trading also be allowed on the premises of the Stellenbosch Municipality`s Traffic Department (Stellenbosch), Jan Marais Park, or any other identified municipal property, with approval from the user Department of such property; and

c) that the Section: Economic Development & Tourism in consultation with the Director: Community & Safety Services and Directorate: Infrastructure Services allocate such trading bays and areas within the premises of the Traffic Department (Stellenbosch) or on any other pre-determined areas.

To date, four (4) mobile trading licences have been issued, however interest increased towards the end of this pilot. We anticipate ten mobile trading permits, inclusive of the current four, for the next year, which indicates a growth of 60%.

5. RECOMMENDATION

that Council approve the extension of the Mobile Trading Pilot for another year as approved in Council on 23 November 2022.

6. DISCUSSION / CONTENTS

6.1 Background

Mobile traders, often referred to as street vendors or food trucks, offer several benefits in cities. These mobile businesses have become increasingly popular and have a significant impact on urban areas. Some of the benefits as listed below are:

- Accessibility: Mobile traders bring goods and services closer to residents, making it more convenient for people to access a variety of products and services without having to travel far from their homes or workplaces.

- Entrepreneurship: Mobile trading provides opportunities for entrepreneurs to start small businesses with relatively low initial capital compared to traditional brick-and-mortar stores. This encourages economic growth and job creation.

- Revitalisation of Public Spaces: Mobile traders can help revitalise underutilised or neglected public spaces by attracting foot traffic and creating a more vibrant urban environment.

- Increased Tourism: In many cities, mobile traders contribute to the appeal of tourist destinations, drawing visitors and enhancing the overall tourism experience.

However, it's important to note that mobile trading also raises regulatory and urban planning challenges related to issues such as health and safety regulations, parking and congestion, competition with traditional businesses, and ensuring equitable access to these opportunities for all entrepreneurs.

To date, the section Economic Development & Tourism, have only issued four (4) permits valid between 6 months to a year for 2023 /2024 financial year. One of the key reasons for the request for extension of the pilot study is due to the slow uptake of the Mobile Permits.

6.2 Financial Implications

There are no financial implications.

6.3 Legal Implications

The recommendation in this report complies with Council’s policies and all applicable legislation.

6.4 Staff Implications

The Department will need to put the necessary mechanisms in place for continuous monitoring of these permits to ensure adherence to the terms and conditions.

6.5 Previous / Relevant Council Resolutions:

9TH COUNCIL MEETING: 2022-11-23: ITEM 11.9.1 RESOLVED (nem con)

a) that Council approves the request of the Directorate: Planning & Economic Development for the pilot period of one (1) year in order to issue permits to informal traders using mobile units to trade within pre-determined areas in accordance with the terms and conditions as set out under 6.2 of this report;

b) that Council approve that such mobile informal trading also be allowed on the premises of the Stellenbosch Municipality`s Traffic Department (Stellenbosch), Jan Marais Park, or any other identified municipal property, with approval from the user Department of such property; and

c) that the Section: Economic Development & Tourism in consultation with the Director: Community & Safety Services and Directorate: Infrastructure Services allocate such trading bays and areas within the premises of the Traffic Department (Stellenbosch) or on any other pre-determined areas.

6.6 Risk Implications

Illegal pop up stands of illegal traders.

6.7 Comments from Senior Management:

6.7.1 *Director: Planning and Economic Development*

Agree with the recommendations.

FOR FURTHER DETAILS CONTACT:

NAME	Carmen Saville
POSITION	*Local Economic Development Officer: LED & Tourism*
DIRECTORATE	***Planning & Economic Development***
CONTACT NUMBERS	***021 808 8151***
E-MAIL ADDRESS	***Carmen.saville@stellenbosch.gov.za***
REPORT DATE	***18 October 2023***

7.9	**COMMUNITY SERVICES:(PC: CLLR X KALIPA)**

NONE

7.10	**RURAL MANAGEMENT: (PC: CLLR J JOON)**

7.10.1	**RETURN ITEM: REQUEST FOR THE ALLOCATION OF FARM No(s): 502BH PORTIONS 9 AND 10, AND 502BH PORTIONS 23 AND 24 TO EMERGING FARMERS IN ACCORDANCE WITH THE STELLENBOSCH MUNICIPALITY POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND, 2016**

Collaborator No: **758951**
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **16 November 2023**

1. SUBJECT: RETURN ITEM: REQUEST FOR THE ALLOCATION OF FARM No(s): 502BH PORTIONS 9 AND 10, AND 502BH PORTIONS 23 AND 24 TO EMERGING FARMERS IN ACCORDANCE WITH THE STELLENBOSCH MUNICIPALITY POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND, 2016

2. PURPOSE

To provide Council with the pertinent facts in order to approve the request to allocate the subject two (2) agricultural land portions to emerging farmers as prescribed in the said Policy.

3. DELEGATED AUTHORITY

Executive Mayor in consultation with the Executive Mayoral Committee has the delegated powers, in terms of Stellenbosch Municipality: System of Delegations as amended on 22 June 2022 to approve lease agreements of Council properties for a period shorter than 10 years and a contract value of less than R5 million.

4. EXECUTIVE SUMMARY

Stellenbosch Council adopted “The Policy for the Management of Municipal Agricultural Land (2016)” with the purpose of availing agricultural land for emerging farmers. The item deals with the allocation of vacant municipal land to successful land applicants after Council resolved to advertise portions of vacant municipal agricultural land for leasing purposes to current and potential emerging farmers.

Portions 502BH 17 and 18; and Portion 502AU was allocated in terms of council resolution on 25 October 2023 and the Portion 502BH 9 and 10, and Portion BH 23 and 24 was referred back by the Mayoral Committee on 11 October 2023 for re-consideration.

5. RECOMMENDATIONS

(a) that Council takes note of the process undertaken in allocating the two (2) municipal agricultural land units to emerging farmers. This process encompasses the minutes of a clarification meeting and the conclusions reached by the Operational Committee. The minutes are provided as **APPENDIX 1** for reference;

(b) that Council **approves** that Farm No.: 502BH, Portions 9 and 10, Stellenbosch Division, in extent of 5ha with 2ha of allocated water rights, be awarded to Veldt Boerdery, copy of application is attached as **APPENDIX 2**;

(c) that Council **approves** that Farm No.: 502BH, Portions 23 and 24, Stellenbosch Division, in the extent of 5ha with 2ha of allocated water rights, be awarded to Herbal View Hydroponics, copy of application is attached as **APPENDIX 3**;

(d) that Council approve that the land units awarded in (b) and (c) be leased for a period of less than 10 years, with the option of renewal; and

(e) that Council **take note** that the monthly rental amount for emerging farmers is determined as per the calculation for the previously allocated tariff for emerging farmers.

6. DISCUSSION / CONTENTS

6.1 Background

The Mayoral Committee on 11 October 2023 referred two applications back for re-consideration.

During 2016, Council adopted the Stellenbosch Municipality Policy for the Management of Municipal Agricultural Land. Following the adoption of the said policy a number of land parcels have been allocated to emerging farmers for a period of less than 10 years.

It must be noted Council approved that Farm No(s) 502BH, Portions 9 & 10 and Portions 23 & 24, be advertised for the potential lease to emerging farmers. The advertisement was placed in November 2020 in the local newspapers, copy attached as **APPENDIX 4**. Due to a number of factors, the land units were not allocated, and Executive Mayoral Committee resolved on 17 May 2023, that the abovementioned land units be re-advertised, and that the applicants who previously applied, be informed that they do not need to re-apply.

The notice to request for the Lease of Municipal Agricultural Land was advertised in the local newspaper on 25 May 2023, copy attached as **APPENDIX 5**. It must be further noted that two (2) additional land units were made available and was included in the advertisement. During the first round of advertising in 2020, sixteen (16) applications were received, list of applicants are attached as **APPENDIX 6**; and during 2023, eleven (11) applications were received by the closing date of 15 June 2023, list of applicants is attached as **APPENDIX 7**.

6.2 Discussion

It must be noted that during the current advertising period, Veldt Boerdery opted to re-submit their application, as their circumstances has changed since 2020. The Operational Committee, which was established and approved by Council represented officials from Internal municipal Departments, evaluated the eleven (11) applications and not the previous sixteen (16) as this evaluation process was already concluded, prior to the decision of the Executive Mayoral Committee dated May 2023.

Based on the scoring of the Committee, a copy of scoring sheet attached as **APPENDIX 8**, the top scoring applicants for the following land units were:

- Herbal View Hydroponics (502BH 23 & 24) with a score of 75 out of 80
- Veldt Boerdery (502BH 9 & 10) with a score of 65 out of 80

The Committee re-evaluated the applications for Herbal View Hydroponics, and Veldt Boerdery and determined that the applications are in line with the requirements of the policy, more specifically that they are residing within the WC024 area for over 10 years.

6.3 Financial Implications

The successful applicants will get a discount of 20% of the normal municipal tariff for agricultural land to bring them on par with tariffs applied to the current emerging farmers.

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:

Executive Mayoral Committee: 2023-10-25: Item 11.10.1

RESOLVED (nem con)

(a) that the Council take note of the process and scoring undertaken to allocate the two municipal agricultural land units to emerging farmers, which include the recommendations from the Operational Committee;

(b) that Council approves that Farm No: 502BH, Portions 17 and 18, Stellenbosch Division, in the extent of 5ha with 2ha of allocated water rights, be awarded to Noami Herbs, copy of application is attached as APPENDIX 3;

(c) that Council approve that Farm No. 502AU, Stellenbosch Division, in the extent of 8,9ha with no allocated water rights, be awarded to Bradley Cortereal, copy of application attached as APPENDIX 5;

(d) that Council approve that the land units awarded be leased for a period of 9 years and 11 months with the option of renewal; and

(e) that Council take note that the monthly rental amount for emerging farmers is determined as per the calculation for the previously allocated tariff for emerging farmers.

(f) that the allocations for farm 502BH portions 9 and 10 and 502BH portions 23 and 24 be referred back for re-consideration.

6.7 Risk Implications

This report has no risk implications for the Municipality.

APPENDICES

Appendix 1: Operational Committee Meeting Minutes
Appendix 2: Application Form – Veldt Boerdery
Appendix 3: Application Form – Herbal View Hydroponics
Appendix 4: November 2020 Advertisement
Appendix 5: May 2023 Advertisement
Appendix 6: Applications November 2020
Appendix 7: Applications May 2023
Appendix 8: Operational Committee Score Sheet

FOR FURTHER DETAILS CONTACT:

NAME	***Mark Harris***
POSITION	***Senior Economic Development Officer***
DIRECTORATE	***Planning and Economic Development***
CONTACT NUMBERS	***021 808 8159***
E-MAIL ADDRESS	***Mark.Harris@stellenbosch.gov.za***
REPORT DATE	***29 September 2023***

APPENDIX 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Planning and Economic Development

MEETING: FARM 502BH APPLICANTS REFFERED BACK FOR FURTHER EVALUATION (MAYCO 11 OCTOBER 2023)

MINUTES

VENUE: NPK BUILDING, 2ND FLOOR, PLANNING BOARDROOM 2
TIME: 10:00 – 11:00
DATE: 20 October 2023 / 10:00 -

ATTENDANCE:

Economic Development	Mark Harris (MH)
Community Services	Schalk vd Merwe (SvdM)
Community Services	Tammy Leibrandt (TL)
Community and Protection Services	Zingani Tshefu (ZT)
Corporate Services	Yolande vd Berg (YvdB)

APOLOGIES: *Lesley van Gensen.*

INTRODUCTION	**Welcome, Present, Apologies** **MH** All the officials from the Operational Committee were welcomed and thanked for attending the meeting and apologies were made for **LvG** that couldn't attend due to other commitments.
BACKGROUND	**Mayoral Committee Meeting (11 October 2023)** **MH** During the Mayoral Committee meeting on 11 October 2023, only two of the four recommended applicants (Leoni Herbs & Bradley Cortereal) were accepted, as per the suggestion of the Operational Committee. It was decided to withdraw the other two applicants (Veldt Boerdery &

	Herbal View Hydroponics) for additional evaluation. This decision was made in order to ascertain whether the applicants met the criteria outlined in the policy, which states that residency in the WC024 area for 10 years is required; however, exceptions of 5 years can be approved by the Municipal Manager.
DISCUSSION / EVIDENCE	**Herbal View Hydroponics** **MH** On his application form, Basil Williams, the director of Herbal View Hydroponics, inadvertently entered his business partner's information in the section intended for his spouse's details. The address provided on the form is in Somerset West, Croydon. Basil acknowledged this error via email and clarified that his business partner is, in fact, his sister. He explained that they jointly own two family homes located in Somerset West and Stellenbosch. Furthermore, Basil confirmed that he has been a resident of Stellenbosch since birth, substantiating his claim with a lease agreement and a written statement. Basil Williams confirmed: "I was born at 15 Swart Street, Kylemore, Stellenbosch. My late father constructed a house at 12 Cupido Street, Kylemore, where I resided for 15 years. After my parents passed away, I returned to 15 Swart Street, Kylemore." **Veldt Boerdery** **MH** As part of their application submission, the company registration document provided by Veldt Boerdery listed a Grassy Park address in Cape Town for one of the directors. Ansel Langeveldt and Meagan Nicholas, who are the directors of Veldt Boerdery were not married at the time of registering their company. Ansel Langeveldt was born in Stellenbosch and resided with his mother at 53 Maroela Crescent, The Ridge, Stellenbosch. In February 2023, Meagan Nicholas obtained a lease agreement in her name at 23 Helshoogte Village, Idas Valley however

	shortly thereafter, they were married in March 2023, and this is where they are residing now. **MH** A compilation of all the evidence has been distributed to the Operational Committee subsequent to the scheduling of this meeting. This allowed every committee member ample time to thoroughly review the presented evidence, enabling the committee to arrive at an informed decision regarding its endorsement or opposition of the applicant's application.
VOTE	**<u>Operational Committee</u>** **YvdB** From my side, I am happy and satisfied that both applicants are within the 10 year policy requirement. **ZT** Thank you for the evidence provided and I have no objections. **SvdM** From my side with the evidence provided and then also obviously from Yolande with a legal perspective supporting it, I am also in support of their applications. **JF** I am in support of both applicants. **TL** I am in agreement and support both applicant's application. **YvdB** Mark, will you be able have this item ready for the last mayoral committee meeting?

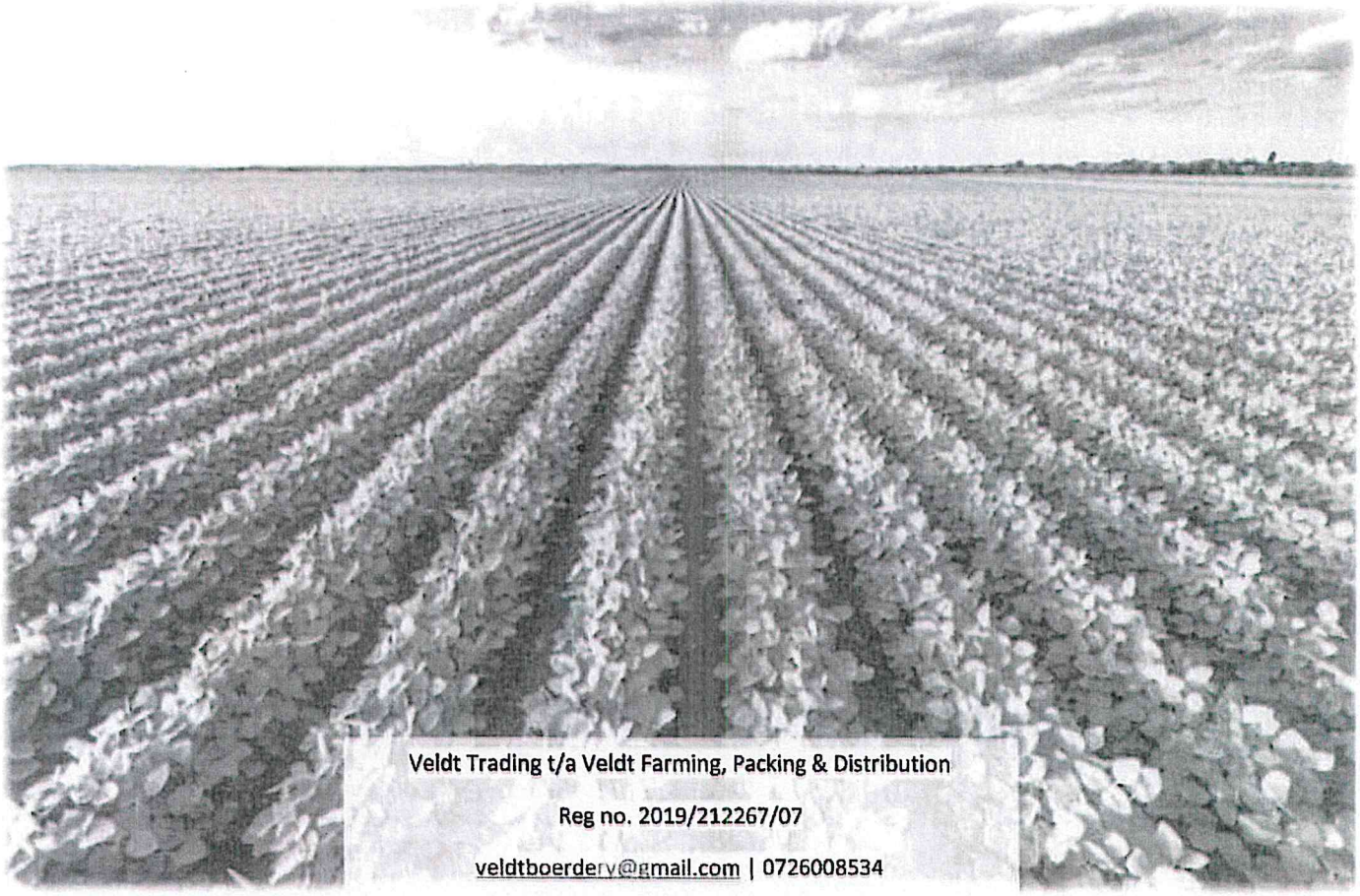
	MH Yes, it will be ready to serve before the last mayoral committee meeting now in November.
OUTCOME	The operational committee is entirely unified in endorsing the compliance of Herbal View Hydroponics and Veldt Boerdery with the qualifying criteria for leasing municipal agricultural land.
MEETING END	The meeting concluded at 11:40

APPENDIX 2

VELDT

FARMING | PACKING | DISTRIBUTION

Agricultural Plan in application for the lease of property 502 BH Portion 23 & 24 / Portion 9 & 10 / Portion 17 & 18



Veldt Trading t/a Veldt Farming, Packing & Distribution

Reg no. 2019/212267/07

veldtboerdery@gmail.com | 0726008534

Company overview

Veldt Trading (Pty) Ltd, t/a Veldt Farming, Packing & Distribution, is a business entity that specializes in Fruit and Vegetable farming, packing and distribution. Veldt Trading (Pty) Ltd first traded as Veldt Boerdery, a name still referred to by many. We are based in Kylemore, Stellenbosch. The company was formally registered in 2019 when we realised that our interest and passion for vegetable crop farming could generate a profit and serve as a supply for the growing concern of food insecurity.

The business activities involve cultivating, land preparation, planting, irrigating, and harvesting farm produce to supply formal and informal markets. After 2 years in the farming industry, we acquired client relationships which led to a bigger market and in turn a greater demand for fresh produce. Given this, and in order to meet these market demands, we started to source and procure fruit and vegetables for packing and redistribution to our markets.

The company is a youth owned business owned by Stellenbosch residents Ansell Langeveldt and Meagan Langeveldt and a B-BBEE Level 1 contributor. We have managed to grow our staff component as our farming operations and business expanded. We currently employ 5 permanent staff members with an additional 4 – 10 temporary / seasonal staff.

Our Vision

Veldt Farming, Packing & Distribution uses various platforms to promote the business, products and services. The business seeks to grow by establishing its own brand, secure service level agreements with retail stores and supermarkets for the supply of fresh produce.

Future Plans

Veldt Farming, Packing & Distribution is planning to expand its business activities to provide a complete process and packaging facility to optimize value adding to fresh produce. We are currently in negotiations to rent a space in a Global Gap certified packhouse to start a high care facility for vegetable processing and the packing of fruit. We are striving to become industry leaders in processing and distribution of fruit and vegetables.

Letter of Motivation

We, Veldt Farming, are seeking to apply for the property 502 BH portion 23 and 24, portion 9 & 10 or 17 & 18 with preference for portion 23 & 24.

We have been seeking to expand our farming operations for a while, however, the challenge which presented itself is access to farmable land within the Cape Winelands region. Although application was made in 2020 for the current land portions as advertised, we were unsuccessful in our efforts as no feedback was received.

We are interested in applying for this land as our current farmable land does not allow us to farm on a schedule which allows for a consistent and sustainable harvest. The current farm on which we are located, comes with various challenges; namely, no lease renewal, access to water in summer, flooding in winter and only 1.5 hectares of farmable land available, that is spread across the small holding.

With our existing farming experience and equipment, we can assure you that the portion of land will be managed with high diligence, consideration for the environment and continued commitment to create employment opportunities.

We would like the Stellenbosch Municipality and relevant stakeholders to be associated with our growing business while we work to grow towards a commercial enterprise. Please see some of our achievements below:

1. **2020** Winner of Western Cape Entrepreneurship Recognition Awards in category, Youth-Owned Business: https://www.youtube.com/watch?v=m3ftLpQl12o

2. **2023** (Currently) Out of 6500 applications our business was chosen to be part of the South African Breweries Tholoana Foundation program. An 18-month comprehensive Business development program with access to business funding.

3. We currently supply the OneFarm share program managed by HelloChoice and Standard Bank. This program procures fresh produce from small holder farmers and distributes it through approved channels to people in need: https://www.hellochoice.co.za/onefarm-share/

Please consider this letter as motivation for the application of the available portions of land as advertised, as we believe we have the knowledge, resources and tenacity to not only fulfil our vision, but also act as agents of change for food insecurity as new generation farmers.

USE OF LAND

Our main business on the land will be open field farming of seasonal vegetable crops. As per the indicated water availability our plan includes the planting of vegetable crops on a rotational basis that will meet the water limitations.

We will make use of overhead irrigation as we already have the necessary pipes, fittings and sprinklers in storage and systematically migrate to drip irrigation for efficient water and crop management.

Implementation of the project will be guided as follows:

1. **Soil analysis**
   Do a complete soil analysis in order to establish fertilization requirements.

2. Irrigation
   Confirm water source.
   Establish if an Irrigation pump and water storage is required.
   Confirm water pressure should the water be supplied by an existing pump station.
   Divide farmable land into blocks as per the water pressure for overhead irrigation.
   Install a main line water system to each block.
   Install overhead irrigation.

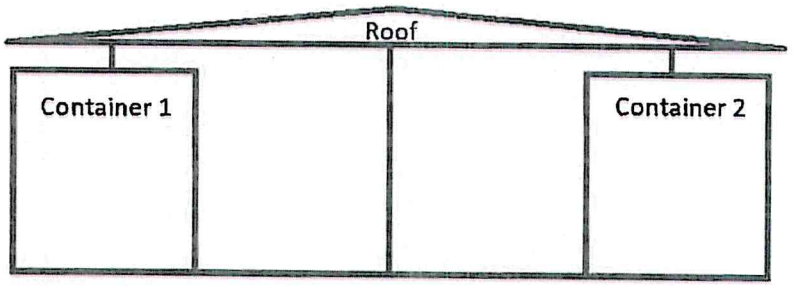
3. **Soil preparation**
   Transport tractor and implements to property.
   Preparation requirements will depend on the condition of the land.
   Soil preparation: Plough / disc / ghrop / rotavate / ridge making.
   Apply lime and fertilizer as per soil analysis report.

4. **Planting of Seeds / Seedlings**
   The type of vegetables or herbs that we will plant will depend on the soil analysis. The soil analysis will advise what crops will thrive within the land. We will however focus on the following crops:
   Summer: Greenbeans, Peppers, Parsley, Spinach, Brinjals
   Winter: Cauliflower, Broccoli, Cabbage, Coriander, Leeks

   The first plantings will be purchased from service providers, as our ultimate plan is to cultivate our own seedlings on a section of the land.

5. **Infrastructure**

It will be fundamental to construct a shed/storage infrastructure to securely store our tractor, implements, equipment and farming inputs. Shipping containers will be used and placed next to each other to accommodate for a roof structure as per drawing below.



Abolition facilities is a need and can either be implemented by the installation of a septic tank with constructed toilets or rented portable toilets.

Staff / Employment

While our goal to generate profit from our passion remains, our business will always be committed to ensuring we play our part in minimizing food insecurity while addressing the ever-rising level of unemployment through the provision of work opportunities. Currently, we have 6 assistant agricultural practitioners who have been appointed by The Department of Agriculture, Land Reform & Rural Development (DALRRD) to provide them with an opportunity of experiential training.

Financial Resources

Given that our business is established, and we have a network of service providers and clients, we are in the position to cover the cost of the first production cycle.

Given that we have acquired the necessary assets to farm and run our business, the only financial resources would be the purchase of farming inputs and seedlings.

We are therefore in the position to cover the costs for the above mentioned.

Furthermore, we will also approach further funding opportunities made available through government initiatives in the effort to expand farming activities.

Please refer to the attached sales overview as a reference point.

VELDT
FARMING | PACKING | DISTRIBUTION

Schedule of Assets

1. Ursus 2x4 Tractor with:
   - 2 sheer plough
   - 7 teeth Ghrop
   - Rotavator
   - Single Ridger
2. Stihl mist blowers x2
3. Stihl Brush cutter x1
4. FAW 4.5t flatbed truck
5. Isuzu KB280 single cab bakkie
6. Forklift
7. Hand tools - Spades, forks, rakes, ghrops, hoe's
8. Wheelbarrows
9. Wood & Plastic bins
10. Plastic crates
11. Irrigation pipe & sprinklers

DATE RECEIVED:
APPLICATION REFERENCE NUMBER:
NAME OF OFFICIAL RECEIVING APPLICATION:
SIGNATURE OF APPLICANT:

All questions contained in this questionnaire are strictly confidential

The applicant/s must provide a written commitment (in the form of affidavit) to pay the lease as per contract terms. The land obtained should not be sub-let/rented out. If found the Department should take back the land.

APPLICANT DEMOGRAPHIC PROFILE		
FULL NAME Ansell	M ☒ F ☐	ID NUMBER:
SURNAME Langeveldt		DATE OF BIRTH:

MARITAL STATUS:

- ☐ Single/Never Married
- ☐ Cohabitation (Living Together)
- ☒ Married
- ☐ Separated
- ☐ Divorced
- ☐ Widowed

CATEGORY OF APPLICANT:

- ☐ Category 1 (Subsistence Farmer)
- ☒ Category 2 (Small Scale Farmer)
- ☐ Category 3 (Medium Scale Farmer)
- ☐ Category 4 (Large Scale Commercial Farmer)

TARGET GROUP OF APPLICANT:

- ☐ Farm Dweller
- ☐ Farm Worker
- ☐ Labor Tenant
- ☒ Youth
- ☐ Women

☐ Commonage Farmer ☐ Agricultural Graduate ☐ Other Specify	
ETHNIC GROUP OF APPLICANT: ☐ African ☐ Indian ☒ Coloured	
SPOUSE FULL NAME Meagan Anne Winifred Langeveldt	**SPOUSE EMPLOYER:** SPAN Digital
SPOUSE ID	**SPOUSE CONTACT DETAILS:**
RESIDENTIAL ADDRESS:	**POSTAL ADDRESS:**
SUBURB/VILLAGE: Arbeidslus	**SUBURB:** Arbeidslus, Stellenbosch
NEAREST TOWN: Stellenbosch	
MUNICIPALITY: Stellenbosch	**POSTAL CODE:** 7600
DISTRICT: Cape Winelands	**PROVINCE:** Western Cape
PROVINCE: Western Cape	**FACEBOOK/TWITTER ACCOUNT:**
TELEPHONE NO:	**CELL PHONE NO:**
FAX NUMBER:	**EMAIL ADDRESS:** gmail.com
HOW LONG HAVE YOU BEEN LIVING IN MUNICIPAL AREA:	☐ 1-2 YRS ☐ 2-4 YRS ☐ 5-9 YRS ☒ 10+
PREFERRED LEASE AREA (Farm number):	502 BH Portion 23 & 24
EMPLOYMENT AND EDUCATIONAL DETAILS	
OCCUPATION: ☐ Student ☐ Pensioner ☐ Farmer ☐ Farm Worker ☒ Self-Employed	

☐ Employed In the Private Sector ☐ Unemployed ☐ Internship ☐ Other ☐ Specify Other:
NAME OF EMPLOYER:
TYPE OF EMPLOYMENT:
BUSINESS ACTIVITIES (SELF-EMPLOYED): VELDT Farming, Packing & Distribution
SOURCES OF INCOME: ☐ Salaries, wages, commissions ☒ Income from business ☐ Pension Funds ☐ Grants (includes old age pension) ☒ Sales of farming products and services ☐ Remittances (money received from people living elsewhere) ☐ No income ☐ Other income sources (rental income, interest, etc)
HIGHEST LEVEL OF EDUCATION COMPLETED: ☐ Primary ☐ Secondary ☐ Matric ☒ N1-N4 ☐ N5-N6 ☐ National Diploma(TVET/University) ☐ Honors Degree ☐ Bachelor's Degree ☐ Bachelor's Degree & Postgraduate ☐ Master's Degree ☐ Doctorate Degree

HAVE YOU RECEIVED ANY TRAINING RELATED TO FARMING (FORMAL OR INFORMAL):	☒ YES	☐ NO
TRAINING OF APPLICANT RELATED TO FARMING/AGRICULTURE:		
NAME OF TRAINING	YEAR	INSTITUTION (FORMAL/INFORMAL)
Mixed farming	2020 (not completed)	KAAP Agri Academy

INSTITUTIONAL ARRANGEMENT

ARE YOU A MEMBER OF A GROUP THAT WANTS TO FARM COLLECTIVELY

☐ YES
☒ NO

☐ M
☐ F

SIZE OF GROUP:	
NUMBER OF DISABLED:	
18-35 YEARS:	
36-50 YEARS:	
51-65 YEARS:	
65-79 YEARS:	
80 YEARS AND ABOVE	
TOTAL:	

TYPE OF LEGAL ENTITY:

☐ Communal Property Association
☒ Company
☐ Trust
☐ Close Cooperation
☐ Cooperative
☐ Farmers Association

◻ Other
YEARS OF GROUP ENTITY EXISTENCE: ◻ 0-1 year ◻ 2-4 years ☒ 5-9 years ◻ 10 + years
LEGAL ENTITY REGISTRATION NUMBER.
NAME & SURNAME OF CONTACT PERSON: Ansell Langeveldt
POSTAL ADDRESS OF ENTITY: , Stellenbosch, 7600
TELEPHONE: **CELL.** **EMAIL:** @gmail.com
AGRICULTURAL ACTIVITY:
ARE YO CURRENTLY INVOLVED IN FARMING: ☒ **YES** ◻ **NO**
DO YOU PAY RENT WHERE YOU FARM: ☒ **YES** ◻ **NO**
TYPE OF LAND OWNERWHIP WHERE YOU CURRENTLY FARM: ☒ Rented ☒ Private/Family Farm ◻ Communal land (tribal land) ◻ State land ◻ Communal land ◻ Labor tenant ◻ Farm dweller ◻ Other (specify)
HOW MANY YEARS HAVE YOU BEEN FARMING:

☐ 0-1 year ☐ 2-4 years ☒ 5-9 years ☐ 10 + years
TYPE OF FARMING EXPERIENCE: Vegetable crops , Fruit

WHICH SOCIAL CLUBS/ASSOCIATION/ORGANIZATION DO YOU BELONG TO:	
☐ Farmers Association ☐ Producers Association ☐ Cooperatives ☐ Community Garden Group ☐ Stokvel ☐ Special Interest Group ☐ Other (specify)	
DO YOU REQUIRE ASSISTANCE WITH THE FOLLOWING:	
☐ Development of Business Plan ☒ Market Access ☐ Business Registration ☐ Mentorship ☐ Agricultural Training ☐ Management Training ☐ Other (specify)	
NO OF PEOPLE TO BE EMPLOYED BY PROJECT:	
NO OF EMPLOYEES:	**TYPE OF EMPLOYMENT:**
5 3 4	☒ Permanent ☒ Temporal ☐ Contract ☒ Seasonal ☐ Internship ☐ Volunteer ☐ Other
DOES YOUR HOUSEHOLD OWN CROPS / LIVESTOCK:	
☐ Cattle ☐ Sheep	

☐ Goat ☐ Pigs ☒ Chicken ☐ Geese ☐ Grain ☒Vegetables ☐ Sugar Cane ☐ Other (Specify)		
Type of Horticulture and Crop Production	**Number of hectares farmed**	☐ **Household consumption** ☐ **Sale**
Seasonal vegetables	1.5 ha	☐ **Household consumption** ☒ **Sale**
		☐ **Household consumption** ☐ **Sale**
		☐ **Household consumption** ☐ **Sale**
		☐ **Household consumption** ☐ **Sale**
		☐ **Household consumption** ☐ **Sale**
		☐ **Household consumption** ☐ **Sale**
		☐ **Household consumption** ☐ **Sale**
PREVIOUS GRANTS RECEIVED FROM GOVERNMENT: ☐ SLAG ☐ LRAD ☒ CASP ☐ Restitution grant ☐ Housing subsidy ☐ Agricultural grant ☐ Other(Specify)		
NAME OF GRANT	**GOVERNMENT DEPARTMENT**	**AMOUNT RECEIVED**

Food security fudning	WC dep of Agriculture	R170 000
INCOME RANGE RECEIVED THROUGH WORK, BUSINESS OR FARMNING PER MONTH	**□ 0-R199**	
	□ R200 - R499	
	□ R500 - R1199	
	□ R1200 - R1799	
	□ R1800 - R2499	
	□ R2500 - R4999	
	□ R5000 - R9999	
	☒ R10000 - above	

WHAT ARE YOU INTENDING TO USE THE LAND FOR?	
AGRICULTURAL ACTIVITY	**TYPE**
☒ Crop Production	□ Grains ☒ Vegetables □ Sugar Cane □ Tobacco □ Cotton □ Tea □ Other Specify
☒ Viticulture/Vineyards	
□ Horticulture	☒ Fruits ☒ Herbs □ Flowers □ Medicinal plants

	☐ Mushrooms ☐ Sprouts ☐ Non-food crops(grass) ☐ Other(specify)
☐ Beekeeping	
MAIN AREAS OF INTEREST	☒ Primary Production ☒ Processing ☐ Marketing
INTERESTED IN PRODUCING FOR	☐ Own consumption ☐ Informal market ☒ Formal market
LIST OF FARM IMPLEMENTS (IRRIGATION LAND)	Sheer plough, Rotivator, Ghrop, ridger. Disc

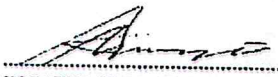
HOUSEHOLD MEMBER DETAILS (List all persons in your Household, Group Applications, this part must be completed by all Members of the group).

HOUSEHOLD REF NO:

FATHER	☒ Employed (E)	Full Name: Ansell Langeveldt	CHILDREN/ GRAND CHILDREN	☒ M	Full Name: Nicolas Langeveldt
	☐ Unemployed (U)	ID:		☐ F	ID:
MOTHER	☒ Employed (E)	Full Name: Meagan Langeveldt		☐ M	Full Name:
	☐ Unemployed (U)	ID:		☐ F	ID:
SIBLING	☐ F ☐ M ☐ E ☐ U	Full Name:		☐ M	Full Name:
		ID:		☐ F	ID:
	☐ F ☐ M ☐ E ☐ U	Full Name:	GRANDMOTHER	☐ Employed (E)	Full Name:
		ID:	*MATERNAL*	☐ Unemployed (U)	ID:
	☐ F ☐ M ☐ E ☐ U	Full Name:	GRANDFATHER	☐ Employed (E)	Full Name:
		ID:	*MATERNAL*	☐ Unemployed (U)	ID:
	☐ F ☐ M ☐ E ☐ U	Full Name:	GRANDMOTER	☐ Employed (E)	Full Name:
		ID:	*PATERNAL*	☐ Unemployed (U)	ID:
	☐ F ☐ M ☐ E ☐ U	Full Name:	GRANDFATHER	☐ Employed (E)	Full Name:
		ID:	*PATERNAL*	☐ Unemployed (U)	ID:

DECLARATION:

I declare that the information furnished in this applicant form is, to the best of my knowledge, true and correct. I also declare that I am not employed by the public service/ not a politician/ not a member of the traditional authority remunerated by the State and to the effect that my spouse is not a civil servant and acknowledge that any misrepresentation in this regard constitutes a ground for immediate termination of the agreement.



SIGNATURE OF APPLICANT

13 June 2023

DATE

APPENDIX 3

Herbal View
Hydroponics
Wholesale Propagation and cultivation of herbs, vegetables and salads

Herbal View Hydroponics
Welmoed Road
Off Annandale Road
Stellenbosch

15 December 2020

STELLENBOSCH MUNICIPALITY

PLANNING & ECONOMIC DEVELOPMENT

Andringa Street

Stellenbosch

7600

Re:FARM LEASE APPLICATION FOR FARM LAND 502W BH 23 & 24

Dear Committee members:

Please find attached Application and all supported documents for vacant municipal land farm 502W of Herbal View Hydroponics, Stellenbosch.

We have been searching for more than 10 years for support on municipal land to expand our project, hereby we would kindly appreciate the help and support from the Stellenbosch Municipality to increased food security and job creation through our business in the Stellenbosch surrounding areas.

Supporting and Developing Programmes currently involved in the Business.

1.Department of Agriculture.-Grant Funding for Project Development.2021

2.Seda Stellenbosch-Marketing-2021

3.Ranyaka Business Programme Stellenbosch. Project Development.2021-2022

4.SAB Foundation-Enterprise Development Programme.2020-2021

All above Programmes will add great value towards our business future growth and will create 5 new youth job opportunities within our local communities that will change the lives of my workers and empower our communities in the Stellenbosch area.

We hope our application will be considered positively. If you need any further information, do not hesitate to contact me directly.

Yours truly,

Mr.Basil Williams

Cell no: 0767296463

Email: herbalviewnursery@hotmail.co.za

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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

FARMS LEASE APPLICATION FORM

APPLICATION INFORMATION AND CONDITIONS

1. Eligibility Criteria

To be eligible to be granted a Land /farm to Lease you must meet the following Eligibility Criteria:

(a) Applicant/s must not be employed by the three sphere of government or employees of all public entities prior to the signing of lease, politicians who hold public office, traditional leaders who receives remuneration from the State and permanent residents who are issued permanent residence permits as prescribed into Sec 26 & 27 of Immigration Act, 2002 (Act 13 of 2002). Public servants shall not qualify to benefit **from agricultural support** irrespective of them falling under any of the categories identified above.
(b) The target group for agricultural support which is Africans, Indians and coloureds.
(c) If you are not a resident of the Stellenbosch Municipal area for 5 years or longer.
(d) Subsistence farmers: (a) Communal/village subsistence farmers, (b) Municipal land farmers, livestock farmers, and sustained homestead garden producers.
(e) Further priority, within the target group shall be given to women and the youth who either have basic farming skills or experience. Special attention shall be paid to the youth with experience or qualifications in the field of agriculture.
(f) Experience in farming
(g) Access to markets/possible funding

(f) Public servants shall not qualify to benefit from agricultural support irrespective of them falling under any of the categories identified above

2. Compliance Check

A full compliance check of your details provided in this Application for Land Lease and any other information requested and provided by you will be undertaken checked for compliance.
If you are deemed ineligible:

(a) Your application will be rejected
(b) If you have provided false or misleading information, Stellenbosch Municipality will reject your application.

2. Acceptance or Rejection of Application

The Application will be assessed in accordance with the conditions and requirements advertised and may be rejected if:
(a) You do not meet the Eligibility Criteria above; or
(b) You are employed by the state
(c) If you are not a resident of the Stellenbosch Municipal area for 5 years or longer;
(d) The Application has not been fully completed or executed to the satisfaction of Stellenbosch Municipality

3. Termination of Application

A provisional allocation or selection shall cease under the following circumstances:
(a) Death of the potential beneficiary
(b) Criminal records or conviction
(c) Written withdrawal of application by the beneficiary
(d) Withdrawal of the farm by the land owners or seller
(e) Any other circumstances that the committee may feel justify the termination or withdrawal of the allocation.

4. Documents to be attached to the application Form

1. SA certified ID copy of applicant & spouse.
2. Proof of residence
3. Certified Legal Entity Registration Certificate (if the applicant is an entity)
4. Schedule of own assets (related to farming) eg. Livestock, farm implements and machinery etc.
5. Copy of marriage certificate (if married)
6. Livestock Branding Certificate (if any)
7. Certificate/s of training provided (if any)
8. Financial Resources to cover first production Cycle/ to purchase livestock (e.g. proof from the bank).

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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

FARMS LEASE APPLICATION FORM

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(d) The Application has not been fully completed or executed to the satisfaction of Stellenbosch Municipality

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6. Livestock Branding Certificate (if any)
7. Certificate/s of training provided (if any)
8. Financial Resources to cover first production Cycle/ to purchase livestock (e.g. proof from the bank).

DATE RECEIVED:
APPLICATION REFERENCE NUMBER:
NAME OF OFFICIAL RECEIVING APPLICATION:
SIGNATURE OF APPLICANT:

All questions contained in this questionnaire are strictly confidential

The applicant/s must provide a written commitment (In the form of affidavit) to pay the lease as per contract terms. The land obtained should not be sub-let/rented out. If found the Department should take back the land.

FARM LAND 502 BH 23824

APPLICANT DEMOGRAPHIC PROFILE

FULL NAME: BASIL	M ☐ F ☐	ID NUMBER:
SURNAME: WILLIAMS		DATE OF BIRTH:

MARITAL STATUS: ☐ single/never married ☐ cohabitation(living together) ☒ Married ☐ Separated ☐ Divorced ☐ Widowed

CATEGORY OF APPLICANT: ☐ category 1 (Subsistence Farmer) ☐ category 2 (Small Scale Farmer) ☐ category 3 (Medium Scale Farmer)

TARGET GROUP OF APPLICANT: ☐ Farm dweller ☐ farm worker ☐ Labour tenant ☐ youth ☐ women ☒ Municipal land farmer ☐ Agricultural graduate ☐ Other Specify

ETHNIC GROUP OF APPLICANT: ☐ African ☐ Indian ☐ Coloured

SPOUSE FULL NAME: LEONE WILLIAMS	SPOUSE EMPLOYER: STELLENBOSCH UNIVERSITY
SPOUSE ID: 7 900 5	SPOUSE CONTACT DETAILS:
RESIDENTIAL ADDRESS:	POSTAL ADDRESS: PO BOX 12497, NI City
SUBURB/VILLAGE: CROYDON	SUBURB: GOODWOOD
NEAREST TOWN: SOMERSET WEST	
MUNICIPALITY: SOMERSET WEST	POSTAL CODE: 7463
DISTRICT: CAPE WINELANDS	PROVINCE: WC
PROVINCE: WESTERN CAPE	FACEBOOK/TWITTER ACCOUNT: N/A
TELEPHONE NO: 0720 80	CELL PHONE NO:
FAX NUMBER: N/A	EMAIL ADDRESS
HOW LONG HAVE YOU BEEN LIVING IN MUNICIPAL AREA:	☐1-2 YRS ☐2-4 YRS ☐5-9 YRS ☒10+

ECONOMIC DEVELOPMENT GRANT	ECONOMIC DEVELOPMENT	R'200 000.00
INCOME RANGE RECEIVED THROUGH WORK, BUSINESS OR FARMNING PER MONTH	☐ 0-R199	
	☐ R200 - R499	
	☐ R500 - R1199	
	☐ R1200 - R1799	
	☐ R1800 - R2499	
	☐ R2500 - R4999	
	☒ R5000 - R9999	
	☐ R10000 - above	

WHAT ARE YOU INTENDING TO USE THE LAND FOR?	
AGRICULTURAL ACTIVITY	**TYPE**
☐ Crop Production	☐Grains ☒Vegetables ☐Sugar Cane ☐Tobacco ☐Cotton ☐Tea ☐Other Specify
☐ Viticulture/Vineyards	
☐ Horticulture	☐ Fruits ☒Herbs ☐ Flowers ☐ Medicinal plants ☐ Mushrooms ☐ Sprouts ☐ Non-food crops(grass) ☐ Other(specify)
☐ Beekeeping NA	
☐ Animal Production NA	☐Beef ☐Dairy(cows) ☐Dairy(goats) ☐Goat ☐Sheep ☐Pig ☐Ostrich ☐Poultry (layers) ☐Poultry (Broilers) ☐Aquaculture ☐other(specify)
MAIN AREAS OF INTEREST	☐ Primary Production ☐ Processing ☐ Marketing
INTERESTED IN PRODUCING FOR	☐ Own consumption ☐ Informal market ☒ Formal market
LIST OF FARM IMPLEMENTS (IRRIGATION LAND)	IRRIGATION LAND – 1HA FOR HERBS & VEGETABLES.
HOUSEHOLD MEMBER DETAILS: (List all persons in your Household, Group Applications, this part must be completed by all Members of the group).	

Certificate issued by the Companies and Intellectual Property Commission on Tuesday, April 29, 2014 02:46
Registration Certificate

Companies and Intellectual Property Commission
a agency of the dti group

Registration number	[illegible]
Enterprise name	HERBAL VIEW HYDROPONICS (PTY) LTD
Enterprise shortened name	NOT APPLICABLE
Enterprise translated name	NOT APPLICABLE
Registration date	29/04/2014
Business start date	29/04/2014
Enterprise type	PRIVATE COMPANY
Enterprise status	IN BUSINESS
Financial year end	FEBRUARY
Main business/main object	NO RESTRICTION ON BUSINESS ACTIVITIES
Postal address	DONKERHOEK SIMONDIUM 7670
Address of registered office	DONKERHOEK SIMONDIUM 7670

The Companies and Intellectual Property Commission of South Africa
P.O. Box 429, Pretoria, 0001, Republic of South Africa
Docex 256, Pretoria
Contact centre 086 100 2472
www.cipc.co.za

WHICH SOCIAL CLUBS/ASSOCIATION/ORGANIZATION DO YOU BELONG TO: ☒Farmers Association ☐Producers Association ☐Cooperatives ☐Community Garden Group ☐Stokvel ☐Special Interest Group ☐other (specify)

DO YOU REQUIRE ASSISTANCE WITH THE FOLLOWING: ☐Refinement of Business Plan ☒Market Access ☐Business Registration ☐Mentorship ☒Agricultural Training ☒Management Training ☐other (specify)

NO OF PEOPLE TO BE EMPLOYED BY PROJECT:

NO OF EMPLOYEES:	TYPE OF EMPLOYMENT:
7	☒Permanent ☐Temporal ☐contract ☐Seasonal ☐Internship ☐Volunteer ☐other
2	☐Permanent ☐Temporal ☐contract ☒Seasonal ☐Internship ☐Volunteer ☐other
	☐Permanent ☐Temporal ☐contract ☐Seasonal ☐Internship ☐Volunteer ☐other

DOES YOUR HOUSEHOLD OWN LIVESTOCK/CROPS: ☐cattle ☐sheep ☐goat ☐pigs ☐chicken ☐geese ☐other (specify) ☐grain ☒vegetables ☐sugar cane ☐other (specify)

Type of animal/Horticulture and Crop Production	Number of Livestock/ hectares farmed	
HERBS	1 HA	☐Household consumption ☒Sale
		☐Household consumption ☐Sale
		☐Household consumption ☐Sale
		☐Household consumption ☐Sale
		☐Household consumption ☐Sale
		☐Household consumption ☐Sale
		☐Household consumption ☐Sale
		☐Household consumption ☐Sale

PREVIOUS GRANTS RECEIVED FROM GOVERNMENT: ☐SLAG ☐LRAD ☒CASP ☐Restitutional grant ☐Housing subsidy ☐Agricultural grant ☐Other(Specify)

NAME OF GRANT	GOVERNMENT DEPARTMENT	AMOUNT RECEIVED
CASP	AGRICULTURE – FSD	R 650 000.
SEDA - BUSINESS DEVELOPMENT	SEDA	R 30 000

INTEC COLLEGE INTEC COLLEGE INTEC COLLEGE

USB
Executive Development Ltd
University of Stellenbosch Business School
Reg. no. 1999/027839/06

14 December 2012

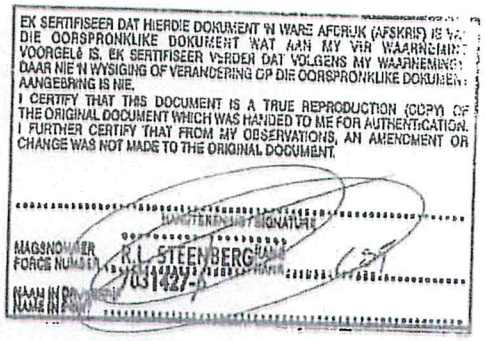
Dear Alumnus

Congratulations on successfully completing the Louis Group Management Development Programme 2012 which was offered by the Louis Group (SA) Ltd, in association with the University of Stellenbosch Business School Executive Development (USB-ED).

The programme you attended is a Management Development Programme which is quality assured and accredited through University of Stellenbosch Business School Executive Development.

The programme was presented at an NQF level 6 and it is comprised of the following modules:

- Leadership
- General Management
- Marketing
- People Management
- Financial Management



Assessments on the programme were as follows:

- Summative assessments for each module
- Completion of a Group Business Proposal

We wish you well in all your future endeavours!



USB-ED University of Stellenbosch Business School
Address: PO Box 610 Bellville 7535 Carl Cronjé Drive Bellville 7530
Tel: +27 (0)21 918 4111 Fax: +27 (0)21 918 4468/918 4478
E-mail: info@usb-ed.com Website: www.usb-ed.com

Directors: LM Mojela (Chairperson), FJ Landman (Chief Executive Officer), FNL Montsi, B Ngonyama, Prof MD Osbaldeston (British), J Powell, MMT Ramano, V Raseroka, Prof E vd M Smit, Prof L van Huysteen

Company Secretary: NJ Basson

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ONDERTEKENING / SIGNATURE .....
MAGSNOMMER / FORCE NUMBER ..... RANG .....
NAAM IN DRUKSKRIF / NAME IN PRINT 7031427-6

USB EXECUTIVE DEVELOPMENT LTD
USB BESTUURSONTWIKKELING BPK

Hiermee word gesertifiseer dat
It is hereby certified that

B Williams

die volgende kursus suksesvol voltooi het
successfully completed the following course

LOUIS GROUP
MANAGEMENT DEVELOPMENT PROGRAMME 2

NQF Level 6 Credits 30

Vir die periode
Over the period

07/08/2012 - 22/11/2012

SUID-AFRIKAANSE POLISIEDIENS
STASIE BEVELVOERDER
STELLENBOSCH
2018 -07- 25
STELLENBOSCH
STATION COMMANDER
SOUTH AFRICAN POLICE SERVICE

John Powell
USB Director/Direkteur

Erik Landman
Chief Executive Officer
Hoof-Uitvoerende Beampte

Colia Louis
Chairman

USB
Executive Development Ltd
University of Stellenbosch Business School

LOUIS GROUP

2980/11905

IVE SI STE LENBOSCH·UN VERSITY
o k nnis no r k owledge partner

INFORMASIETEGNOLOGIE
REKENAARVAARDIGHEIDSONTWIKKELING

Hiermee word bevestig dat

mnr Basil Williams

die Excel & Word Beginners Rekenaarkursus aangebied deur Informasietegnologie, gedurende Junie 2005 bygewoon het.

SENIOR DIREKTEUR: Informasietegnologie

SUID-AFRIKAANSE POLISIEDIENS
STASIE BEVELVOERDER
STELLENBOCH
2018 -07- 25
STELLENBOCH
STATION COMMANDER
SOUTH AFRICAN POLICE SERVICE

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MAGSNOMMER / FORCE NUMBER 7031427
NAAM IN DRUKSKRIF / NAME IN PRINT R.L. STEENBERG

Companies and Intellectual Property Commission
a member of the dti group

COMPANIES AND INTELLECTUAL PROPERTY COMMISSION
REPUBLIC OF SOUTH AFRICA

Form CoR 14.3 - Registration Certificate

Issue date: 29/04/2014
Print date: 29/04/2014
Customer code: TLAPRL
Tracking number: 110857635

Concerning:

HERBAL VIEW HYDROPONICS (Pty) Ltd 2014/084845/07

The above company has been registered in terms of section 14 of the Companies Act, 2008.

In accordance with the Notice of Incorporation, the registration of the company takes effect on 29/04/2014.

In conjunction with this certificate, the Commission has not issued another notice contemplated in section 12 (3).

Arbied Ludim
Commissioner: CIPC

CSA CSA

About this Notice

This Notice is issued in terms of section 14 of the Companies Act, 2008, and Regulation 14 of the Companies Regulations, 2011.
If the Commission has altered the name of the company, in terms of section 14 (2) (b), the company may file an amended Notice of Incorporation to change the name.
If the Commission has issued a Notice of a Potentially Contested Name in conjunction with the Certificate, the company must serve that Notice on each person identified in the Notice, and any such person has the right to challenge the use of the name, by the company.

The Companies and Intellectual Property Commission of South Africa
P.O. Box 429, Pretoria, 0001, Republic of South Africa
Docex 256, Pretoria
Contact centre 086 100 2472
www.cipc.co.za

SWORN AFFIDAVIT – B-BBEE EXEMPTED MICRO ENTERPRISE

I, the undersigned,

Full name & Surname	Basil Williams
Identity number	16 10 5

Hereby declare under oath as follows:

1. The contents of this statement are to the best of my knowledge a true reflection of the facts.
2. I am a director of the following enterprise and am duly authorised to act on its behalf:

Enterprise Name	Herbal View Hydroponics (Pty) Ltd
Trading Name	Herbal View Hydroponics (Pty) Ltd
Registration Number	2014/ 5/07
Enterprise Address	Street, Kylemore, Stellenbosch, 7600

3. I hereby declare under oath that:
   - The enterprise is 100% black owned;
   - The enterprise is 0% black woman owned;
   - Based on the management accounts and other information available on the 2017 financial year, the income did not exceed R10,000,000.00 (ten million rands);
   - Please confirm on the table below the B-BBEE level contributor, **by ticking the applicable box.**

100% black owned	**Level One** (135% B-BBEE procurement recognition)	X
More than 51% black owned	**Level Two** (125% B-BBEE procurement recognition)	
Less than 51% black owned	**Level Four** (100% B-BBEE procurement recognition)	

4. The entity is an empowering supplier in terms of the dti Codes of Good Practice.
5. I know and understand the contents of this affidavit and I have no objection to take the prescribed oath and consider the oath binding on my conscience and on the owners of the enterprise which I represent in this matter.
6. The sworn affidavit will be valid for a period of 12 months from the date signed by commissioner.

Deponent Signature: B Williams

Date: 23/07/2020

Commissioner of Oaths
Signature & stamp

SUID-AFRIKAANSE POLISIEDIENS
STASIE BEVELVOERDER
STELLENBOSCH
2020 -07- 23
STELLENBOCH
STATION COMMANDER
SOUTH AFRICAN POLICE SERVICE

Market Matters Inc.

Making Markets Matter

Executive Training for the African Agribusiness Sector

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HANDTEKENING / SIGNATURE
MAGSNOMMER / FORCE NUMBER
RANG / RANK
NAAM IN DRUKSKRIF / NAME IN PRINT
7031427-6

This certificate is awarded to

Basil Williams

SUID-AFRIKAANSE POLISIEDIENS
STASIE BEVELVOERDER
STELLENBOCH
2018 -07- 25
STELLENBOCH
STATION COMMANDER
SOUTH AFRICAN POLICE SERVICE

for successfully completing the "Making Markets Matter" Executive Agribusiness Training Program in Somerset West, South Africa on May 5-10, 2013.

Ralph D. Christy
CEO, Market Matters Inc.

Mohammad Karaan
Managing Director, Market Matters Inc., SA

Certificate issued by the Companies and Intellectual Property Commission on Tuesday, April 29, 2014

Registration Certificate

Companies and Intellectual Property Commission
a member of the dti group

Registration number 2014/084845/07

Enterprise name HERBAL VIEW HYDROPONICS (PTY) LTD

Auditors

Directors

Surname and first names	Status	ID number or date of birth	Director type	Appointment date	Addresses
WILLIAMS, CAROLINE	ACTIVE	)80	DIRECTOR	29/04/2014	Postal P O BOX 48, STELLENBOSCH, 7608 Residential STREET, KYLEMORE, STELLENBOSCH, 7600
WILLIAMS, BASIL	ACTIVE	750	DIRECTOR	29/04/2014	Postal P O BOX 48, STELLENBOSCH, 7608 Residential STREET, KYLEMORE, STELLENBOSCH, 7600

The Companies and Intellectual Property Commission of South Africa
P.O. Box 429, Pretoria, 0001, Republic of South Africa
Docex 256, Pretoria
Contact centre 086 100 2472
www.cipc.co.za

Western Cape Government
Agriculture

Malebogo Phetlhu
Farmer Support and Development
Cape Winelands
Email: malebogop@elsenburg.com
tel: +27 21 883 2560 fax: +27 21 883

To whom it my concern

This communique serves to confirm that I have and am working with Herbalview Hydroponics project over a period of six years to date. Throughout the time that I have worked with this project, the owners have been an epitome of dedication and excellence in farming. They have demonstrated commitment, resilience, hard work, and an excellent business acumen.

The Department of Agriculture has supported Herbalview Hydroponics with financial and technical advice over the years. The project still needs assistance in getting a bigger piece of land in order to optimise it productivity, as it currently operates in 1ha plot which is not nearly enough to accommodate its capabilities and growth potential. Your consideration in assisting Herbalview Hydroponics to achieve its potential is highly anticipated and will be greatly appreciated.

Yours in Farmers' Development,

Malebogo Phetlhu

Date: 15 December 2020

Rare Plant Fair
22 April 2023
hosted by TOKARA

Helshoogte Road, Stellenbosch, 7600 - ✉ 662, Stellenbosch, 7599

Invoice / Faktuur HerbView01

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HANDTEKENING / SIGNATURE

NOMMER

FAKS
FAX

Aan / To:
Herbal View Hydroponics(Pty)Ltd
15 Swart Street
Kylemore
Stellenbosch, 7600
Vat Reg No:4100272436
Att: Basil Williams

Item Description	Amount
Basic participation fee	R800,00
Type B stand	R100,00
Tables x 2 x R65	R130,00

Payment to secure booking

EFT payment to:

TOKARA, Rand Merchant Bank or First National Bank

Branch code 260 505, Account number 6200 279 1152

Ref number: HerbView01

Thank you for your participation!



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MAGSNOMMER / FORCE NUMBER
RANG / RANK
NAAM IN DRUKSKRIF / NAME IN PRINT

SUID-AFRIKAANSE POLISIEDIENS
STASIE BEVELVOERDER
STELLENBOSCH
2020 -07- 23
STELLENBOCH
STATION COMMANDER
SOUTH AFRICAN POLICE SERVICE

NEGATIVE SPREAD OF FUNGICE AND OTHER DISEASE TO OUR HERBS & VEGETABLES
MAXIMUM TEMPERATURE OF LOW 15°C LEADS TO FROST BITE IN N.

Occurrence of Frost:	Rare	Moderate	High	Occurrence of Hail:	Rare	Moderate	High

Wind and its effect:

WIND SPEED IN THE STELLENBOSCH DISTRICT AREA ARE HIGH BUT DOES NOT ALWAY HAS A NEGATIVE IMPACT ON OUR CROPS.

WATER:

NB!!! Please provide water analyses and official proof of water use rights allocation – LICENSE

Dams:		Source (% contribution):			Other private water sources (boreholes, fountains, etc.)		Quality			
Dam (private)	Capacity (m^3- cubic metre)	Runoff	River	Scheme	Description	Registration Authorisation	Capacity (m^3 per hour)	Good	Moderate	Poor
1.	35.400			✓	1.		4,941	✓		
2.					2.					
3					3.					
4.					4.					

Irrigation schemes: (Name of scheme e.g. Theewaterskloof, Breede River)

Listed (ha)			Allocation (m3/ha)		Annual cost	Flow rate (m3/hour)	
Name	Summer	Winter	Summer	Winter	Rand/ha	Summer	Winter
1 HERBAL VIEW	1	1	150	100			
2.							

Does farm have mainline network?	Yes ✓	No	
Is map of this network available?	Yes ✓	No	
Is water suitable for crops?	Yes ✓	No	
Condition of mainlines	Good ✓	Moderate	Poor
Is water suitable for crops?	Yes ✓	No	
Water analyses for crop suitability are available:	Yes ✓	No	

5. CURRENT LAND USE (crops – perennial and annual)

Crop	Cultivar	Rootstock name (perennial crops only)	Area	Year Planted	Average Yield	Average Price	Sales records	Production System (e.g. flood, sprinkle, micro, drip, pivot, dry land)
BASIL-GENOVESE		GENOVESE	300 m^2	2020	250KG	R140	✓	DRIP
ROCKET		ARAGULA – SALAD	300 m^2	2020	200KG	R100	✓	DRIP
CORIANDER		DAHNYA – SELANTRO	300 m^2	2020	300KG	R100	✓	DRIP

APPENDIX 4

EIKESTADNUUS - 26 NOVEMBER 2020

NOTICE 71/2020 - KENNISGEWING 71/2020

LEASE OF MUNICIPAL AGRICULTURAL LAND

Notice is hereby given that offers are invited from individuals or enterprises to lease the properties below in line with the approved Policy: Management of Municipal Agricultural Land as published in the Government Gazette (27 March 2017).

The aim to lease the properties as listed below is to advance the Economic Development objectives of Council in terms of creating access to municipal agricultural land for current and potential emerging farmers.

	Property description	Size	Total (ha)	Water (ha)
1	502 BH 9 & 10	5 ha	5	5
2	502 BH 23 & 24	5 ha	5	5

Application forms can be collected from the Economic Development office at 58 Andringa Street Stellenbosch or requested via email from Tamzin.Lakey@stellenbosch.gov.za

Minimum Criteria

Resident of the WC024 area
From a previously disadvantaged background
Not employed by 3 spheres of government
If Applying as an entity must be 80% minimum black owned

Experience in farming
Provision of business plan
Access to market
Availability of funding

For more information contact Tamzin Lakey at Tamzin.Lakey@stellenbosch.gov.za or at 021 808 8173. Offers have to be submitted by end of business on 21 Dec 2020 to the Local Economic Development office in 58 Andringa Street, Stellenbosch.

Ms Geraldine Mettler
Municipal Manager
Stellenbosch Municipality

HUUR VAN MUNISIPALE LANDBOUGROND

Neem kennis dat individue of maatskappye hiermee uitgenooi word om aansoek te doen vir die huur van die onderstaande ingevolge die Beleid op die Bestuur van Munisipale Landbougronde soos adverteer in die staatskoerant (27 Maart 2017)

Die doel om die onderstaande landbougronde te verhuur is gefokus op die Ekonomiese Ontwikkelings objektief van die Raad om toegang tot landbougrond vir huidige en potensiële opkomende boere te bevorder.

	Eiendoms beskrywing	Grootte	Totaal (ha)	Water (ha)
1	502 BH 9 & 10	5 ha	5	5
2	502 BH 23 & 24	5 ha	5	5

Minimum Kriteria

Woonagtig in die WC024 area
Afkomstig van 'n voorheen benadeelde agtergrond
Mag nie 'n staatswerker wees nie
Entiteite wat aansoek doen moet 80% swart wees

Ondervinding in boedery
Inhandiging van 'n besigheidsplan
Toegang tot markte
Toegang tot fondse

Aansoekvorms kan aangevra word by Tamzin.Lakey@stellenbosch.gov.za of 'n harde kopie kan afgehaal word by die Ekonomiese Ontwikkelingskantore (PEO). Vir meer inligting kontak Tamzin Lakey by Tamzin.Lakey@stellenbosch.gov.za of telefonies 021 808 8173. Voorstelle moet ingedien word by die PEO kantoor voor of op 21 Des 2020:

Ms Geraldine Mettler
Munisipale Bestuurder
Stellenbosch Munisipaliteit

APPENDIX 5

STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

NOTICE: 68/2023

LEASE OF MUNICIPAL AGRICULTURAL LAND

Notice is hereby given that proposals are requested from individuals or enterprises to lease the land below in line with the approved Policy: Management of Municipal Agricultural Land as published in the Government Gazette of 27 March 2017, including but not limited to:

The aim to lease the properties as listed below is to advance the Local Economic Development objectives of Council in terms of creating access to municipal agricultural land for current and potential emerging farmers. It must be noted that all portions on farm portion 502 BH is not conducive for livestock farming and Portion 502 AU is regarded as a highly sensitive area and the only farming purpose this land could be utilized for is beekeeping.

Application forms can be collected from the Economic Development office at the NPK Building, 2nd Floor, Cnr Ryneveld and Plein Street, Stellenbosch or requested via email from Mark.Harris@stellenbosch.gov.za or downloaded from www.stellenbosch.gov.za.

For more information contact Mark Harris at Mark.Harris@stellenbosch.gov.za or at 021 808 8159 / 021 808 8974. Proposals must be submitted no later than **12:00** on **15 June 2023** to the Economic Development office at the NPK Building, 2nd Floor, Cnr Ryneveld and Plein Street, Stellenbosch.

	PROPERTY DESCRIPTION	SIZE (ha)	WATER (ha)
Re-Advertised	502 BH PORTION 9 & 10	5	2
Re-Advertised	502 BH PORTION 23 & 24	5	2
New Portion	502 BH PORTION 17 & 18	5	2
New Portion	502 AU	8.9	No Water
	TOTAL	23.9 ha	

Ms Geraldine Mettler
Municipal Manager
Stellenbosch Municipality

KENNISGEWING: 68/2023

HUUR VAN MUNISIPALE LANDBOUGROND

Kennis word hiermee gegee dat voorstelle van individue of ondernemings versoek word om die grond hieronder te verhuur in ooreenstemming met die goedgekeurde beleid op die Bestuur van Munisipale Landbougrond soos gepubliseer in die Staatskoerant van 27 Maart 2017, insluitend maar nie beperk nie tot:

Die doel om die eiendomme soos hieronder gelys te verhuur, is om die Plaaslike Ekonomiese Ontwikkelingsdoelwitte van die Raad te bevorder in terme van die skep van toegang tot munisipale landbougrond vir huidige en potensiële opkomende boere. Daar moet kennis geneem word dat alle gedeeltes op plaasgedeelte 502 BH nie bevorderlik is vir veeboerdery nie en dat Gedeelte 502 AU as 'n hoogs sensitiewe area beskou word en die enigste boerderydoel waarvoor hierdie grond aangewend kan word, is byeboerdery.

Aansoekvorms kan by die Ekonomiese Ontwikkelingskantoor by die NPK-gebou, 2de Vloer, Hr Ryneveld- en Pleinstraat, Stellenbosch afgehaal word, of per e-pos aangevra word van Mark.Harris@stellenbosch.gov.za of dit kan afgelaai word vanaf www.stellenbosch.gov.za

Vir meer inligting kontak Mark Harris by Mark.Harris@stellenbosch.gov.za of by 021 808 8159 / 021 808 8974. Voorstelle moet nie later as **12:00** op **15 Junie 2023** ingedien word nie by die Ekonomiese Ontwikkelingskantoor by die NPK-gebou, 2de Vloer, Hr Ryneveld- en Pleinstraat, Stellenbosch.

	BESKRYWING VAN EIENDOM	GROOTTE (ha)	WATER (ha)
Heradverteer	502 BH GEDEELTE 9 & 10	5	2
Heradverteer	502 BH GEDEELTE 23 & 24	5	2
Nuwe gedeelte	502 BH GEDEELTE 17 & 18	5	2
Nuwe gedeelte	502 AU	8.9	Geen Water
	TOTAAL	23.9 ha	

Ms Geraldine Mettler
Munisipale Bestuurder
Stellenbosch Munisipaliteit

APPENDIX 6

STELLENBOSCH
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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Delivery of Application form and supporting documents

Date of document delivery	Name and Surname	Email address	Contact number	Signature
02/12/2020	Ansell Langeveldt	Ansell305@gmail.com	0761455554 (x2)	
21/12/2020	Pakama Moatsana	pakamoat@gmail.com	0792176291 (x2)	
21/12/2020	Carmen Louw	clouw.conti@gmail.com	076 156 8376	
21/12/2020	HEMZA SAAL	henzel17@gmail.com	0834626287	
21/12/20	Mhanda02: MAXEEB	mandakammeb94@gmail.com	0730445879	
21/12/20	Simlindile Petekile	simlindilepetekile@gmail.com	083 243 4969	
21/12/20	Basil Williams	herbalviewnursery@hotmail.co	076729 6463	
21/12/20	Dani Delport	6 madliebe, Cloetesville, 7600		
21/12/20	Joandra Gregory	joandra.poultry@gmail.com	084 705 3182	
21/12/20	Derick MAHRani	derickmahrani@gmail.com	0784642484	
21/12/2020	Arelle Gardon	arellegardon@gmail.com	072 368 2187	
21/12/2020	N. Ontong	ngonahontong@gmail.com	0612892857 (x3)	
29/01/2021	J. Thomas	jeromethomas@yahoo.com	0794290267	

APPENDIX 7

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

11

LEASE OF MUNICIPAL AGRICULTURAL LAND – APPLICATIONS

	NAME & SURNAME	ADDRESS AND CONTACT DETAILS	SIGNATURE
1	NAOMI LINDERS	071 640 5492 (All 3 Portions) 12.06.2023 Weservallei pad, Jamestown, Stellenbosch, 7599	
2	S&M Eco-Farming	Received by Leslie. 12.06.2023	
3	Ansell Langeveldt	0726008534 Unit 25, Helshoogte Village, Arbeidslus, STB (13.06.2023)	
4	Kamoia Stone	0836919530 62 Portaita Str, Jamestown, Stellenbosch 7600	
5	Yvonne Petersen	0737155872 6 Protea Street, Wesbank. 7580	
6	Craig Paulsen	0840529476 Nietvalbij Stellenbosch	
X	GRAHAM · DHELMINIE	30 STINKHOUT CRES JDASVALLEY.	
8	Bernhard Solomon	20 Bobsway Devon park Gerstenver	
0	RONON CLASSEN	44 MAHONIE STREET, EERSTERIVER 0720159679	
:	Zamile Myatoza	2947 Watergang Kayamandi	

LEASE OF MUNICIPAL AGRICULTURAL LAND – APPLICATIONS

	NAME & SURNAME	ADDRESS AND CONTACT DETAILS	SIGNATURE
	Paul Khambule	0726108441	

APPENDIX 8

EVALUATION on EXPERIENCE (30) and BUSINESS PLAN AND FINANCIAL READINESS (50)									
NO	**APPLICANT**	**PORTION**	**Mark Harris**	**Schalk van der Merwe**	**Tammy Leibrandt**	**Zingani Tshefu**	**Yolande van den Berg**	**Joan Felix**	**Total Average Score**
13	Herbal View Hydroponics	502BH 23 & 24	N/A	Previously Scored	Previously Scored	Previously Scored	Previously Scored	Previously Scored	75
24	Veldt Boerdery	502BH 9 & 10 502BH 17 & 18 502BH 23 & 24	70	65	65	66	63	65	66
19	Naomi Herbs	502BH 9 & 10 502BH 17 & 18 502BH 23 & 24	65	70	65	67	69	55	65
4	Bradley Cortereal	502 AU	45	25	30	40	38	30	35

7.11	**MUNICIPAL MANAGER**

NONE

8.	**REPORTS SUBMITTED BY THE EXECUTIVE MAYOR**

NONE

9.	**URGENT MATTERS**

10.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**