ITEM 6.20

Annexure A

Consolidated IDP Public Participation Community Input and Comments: September 2026 to October 2026

List of written submission received via email

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

List of IDP Written Submissions: September 2026

No.	Surname	Name	Organisation	Submission Date (Received)	Description	Email address	Responsible Departmental Manager
1.	Malherbe	Alta	Franschhoek resident	31 August 2026	IDP Submission	toalta@tiscali.co.za	Ehrel Maletzky / Albert van der Merwe Jeremy Benjamin Johan Fullard
2.	Swartz	Dione	Resident	09 September 2026	Include Stormwater Infrastructure Problem in Jooste Street, Kylemore	Dione.Swartz@stellenbosch.gov.za	Johan Fullard
3.	du Toit	Willie	Milieu Gifts and Flower shop	09 September 2026	Enforcement of short-term parking in Stellenbosch CBD.	milieu@live.co.za	Charl Kitching
4.	Du Plessis	Jacques	Resident	21 September 2026	Housing, Urban Edge and Traffic CAUTION:	jacquesduplessis87@gmail.com	Jeremy Benjamin/ Chantel Hauptfleisch Lester van Stavel Johan Fullard
5.	Pietersen	Jacques	Techstel SRA (Technopark)	21 September 2026	Official Comments on the Draft SM Zoning Scheme - Techno Park IDP Submission from the Technopark SRA	jac@winterland.co.za	Stiaan Carstens Jeremy Benjamin / Chantel Hauptfleisch Johan Fullard Albert van der Merwe
6.	Compion	Rohan	Ward 19 resident	21 September 2026	Kromme Rhee Road - Upgrade	compionrohan@gmail.com	Johan Fullard Nombulelo Zwane

No.	Surname	Name	Organisation	Submission Date (Received)	Description	Email address	Responsible Departmental Manager
7.	Barends	Joe	FPSU Stellenbosch	21 September 2026	FPSU STELLENBOSCH AGRI-HUB FARM 502BH Lynedoch IDP submission	joebarends@yahoo.com	Jeremy Benjamin / Lesley van Gensen Johan Fullard Oupa Selowe Nombulelo Zwane
8.	Daniels	Bonita	The Early Education Centre's	23 September 2026	IDP written submission	info@teec.org.za	Ehrel Maletzky / Yolande van den Berg Michelle Aalbers
9.	Hitchcock	Thomas	Ward 19 resident	28 September 2026	Road safety at the Kromme Rhee Road / R44 intersection and upgrade of Kromme Rhee Road	jthitchcock@gmail.com	Johan Fullard Nombulelo Zwane
10.	Fawcett	Shelley	Ward 1 resident	29 September 2026	IDP Input	shelleyfawcett@gmail.com	Johan Fullard
11.	November	Eben	Ward 4 resident	01 October 2026	IDP comment - Pniel Safety	eben11th@gmail.com	Johan Fullard Albert van der Merwe Charl Kitching
12.	November	Eben	Ward 4 resident	05 October 2026	IDP comment - Pniel Safety	eben11th@gmail.com	Johru Robyn Albert van der Merwe Charl Kitching
13.	Vemer	Kari	Resident	07 October 2026	Input to IDP Process 2026-2027	Kari.Vemer@mweb.co.za>	Johan Fullard Jeremy Benjamin Nombulelo Zwane Clayton Hendricks

No.	Surname	Name	Organisation	Submission Date (Received)	Description	Email address	Responsible Departmental Manager
14.	Bolz	Marike	ARCH Town Planners	07 October 2026	Hazendal Tourism Node Motivation SDF	marike@archtownplanners.co.za	Jeremy Benjamin / Chantel Hauptfleisch
15.	Brown	Juanita	Ward 1 resident	08 October 2026	Municipal budget…Franschoek	juanitaofgowrie@gmail.com	Johan Fullard Albert van der Merwe Charl Kitching Nombulelo Zwane Clayton Hendricks
16.	Demorney	Alfreda	Ward 1 resident	08 October 2026	IDP Public Participation Input	alfredadm@xsinet.co.za	Johan Fullard Albert van der Merwe Ehrel Maletzky
17.	Lotz	Anton	Anton Lotz Town and Regional Planning	09 October 2026	Klapmuts Urban Edge	alotz@iafrica.com	Jeremy Benjamin / Chantel Hauptfleisch
18.	Samson	Jacqui	Ward 20 resident	09 October 2026	Input into IDP / review of MSDF: Phased growth framework for Lynedoch Node	jacqui@jsamsonconsultancy.com	Jeremy Benjamin / Chantel Hauptfleisch
19.	November	Eben	Ward 4 resident	09 October 2026	IDP comment - Pniel Safety	eben11th@gmail.com	Johru Robyn Albert van der Merwe Charl Kitching
20.	Roos	Gideon	First Plan Town Planners	12 October 2026	IDP Public Comment - September / October 2026	gideon.roos@firstplan.co.za	Jeremy Benjamin / Chantel Hauptfleisch

No.	Surname	Name	Organisation	Submission Date (Received)	Description	Email address	Responsible Departmental Manager
21.	Harrison	Vicky	Ward 1 resident	12 October 2026	IDP Input Submission	vicky55.harrison@gmail.com	Johan Fullard Michelle Aalbers Albert van der Merwe
22.	Roux	Magdalena	Ward 1 resident	12 October 2026	Cleaning/emptying of rubbish bins etc	dalena.villaroux@gmail.com	Clayton Hendricks Albert van der Merwe
23.	Atkinson	Janice	Ward 1 resident	12 October 2026	IDP Budget Process	smalljan@btinternet.com	Albert van der Merwe Michelle Aalbers Clayton Hendricks
24.	Cyster	Matthew	Resident	13 October 2026	IDP SUBMISSION	matthewcyster@gmail.com	Jeremy Benjamin / Chantel Hauptfleisch Stiaan Carstens
25.	Siebert	Helen	Ward 1 resident	13 October 2026	Budget allocations	sieberthelen@gmail.com	Johan Fullard Clayton Hendricks
26.	Phillips	Barry	Franschhoek Interest Group	13 October 2026	IDP Input Submission	figfranschhoek@gmail.com	Jeremy Benjamin Johan Fullard
27.	Huxter	Susan	Ward 1 resident	13 October 2026	Engagement for work projects	susan@bestlittlecompany.com	Johan Fullard Charl Kitching Albert van der Merwe Stiaan Carstens Gurswin Cain Jeremy Benjamin

No.	Surname	Name	Organisation	Submission Date (Received)	Description	Email address	Responsible Departmental Manager
28.	Jefthas	Frans	Ward 1 resident	13 October 2026	Written Input of IDP	jefthasfrans553@gmail.com	Albert van der Merwe
29.	McCourt	Ruth	Franschhoek Wine Valley	13 October 2026	IDP 2026 Submission	destination.manager@franschhoek.org.za	Donovan Muller Ehrel Maletzky / Yolande van den Berg Jeremy Benjamin Albert van der Merwe Clayton Hendricks Charl Kitching Lester Vanstavel / Rayan Rughubar Johan Fullard Nombulelo Zwane
30.	van Zyl	John	Franschhoek resident	13 October 2026	IDP issue	jafvanzylmail@gmail.com	Johan Fullard
31.	Michielsen / Van Zyl	Charlotte	Franschhoek resident	13 October 2026	IDP issue	charlotte.michielsen@gmail.com	Johan Fullard
32.	Human	Charlotte	Franschhoek resident	14 October 2026	Persistent brown water	fillahuman@gmail.com	Oupa Selowe
33.	Cyster	Matthew	Resident	14 October 2026	MSDF SUBMISSION	matthewcyster@gmail.com	Jeremy Benjamin / Chantel Hauptfleisch

No.	Surname	Name	Organisation	Submission Date (Received)	Description	Email address	Responsible Departmental Manager
34.	Thompson	Susan	Franschhoek Ratepayers	14 October 2026	Franschhoek Ratepayers - Guest House rates	sue@thompsonsgallery.co.uk	Jeremy Benjamin Stiaan Carstens
35.	Eccles	Paul	Franschhoek Business Association.	14 October 2026	Franschhoek ablution facilities	paeccles@me.com	Jeremy Benjamin / Oupa Selowe
36.	Visser	Vernon	Centre for Statistics in Ecology, Environment and Conservation	14 October 2026	Submission for the Stellenbosch IDP 2027–2032	vernon.visser@uct.ac.za	Albert van der Merwe Jeremy Benjamin / Chantel Hauptfleisch Monique Steyl Stiaan Carstens
37.	FHRPA	FHRPA	Franschhoek Heritage and Ratepayers Committee (FHRPA).	14 October 2026	6th Generation IDP 2027 – 2032 - FHRPA Submission	files@fhrpa.co.za	Lester Vanstavel / Rayan Rughubar Albert van der Merwe Jeremy Benjamin Clayton Hendricks Johan Fullard Nombulelo Zwane Oupa Selowe Charl Kitching
38.	Malherbe	Alta	Franschhoek resident	14 October 2026	IDP Submission	toalta@tiscali.co.za	Ehrel Maletzky / Albert van der Merwe Jeremy Benjamin Johan Fullard
39.	Thorns	Carol	Alastair Thorns professional architect	14 October 2026	IDP 2027 - 2032 commentary	alastair@atarchitects.co.za	Donovan Muller Jeremy Benjamin Charl Kitching Oupa Selowe Clayton Hendricks Lester Vanstavel / Rayan Rughubar Albert van der Merwe Stiaan Carstens Johan Fullard Nombulelo Zwane

No.	Surname	Name	Organisation	Submission Date (Received)	Description	Email address	Responsible Departmental Manager
40.	Claassen	Shannon	Ward 19 resident	15 October 2026	Submission of IDP Proposal – Ward 19	Shannon.Claassen@stellenbosch.gov.za	Albert van der Merwe Nombulelo Zwane Clayton Hendricks
41.	van Schalkwyk	Coenraad	Arra Vineyards - Klapmuts	15 October 2026	Formal Representation - Stellenbosch MSDF 2026 - Urban Edge Inclusion - Arra Vineyards (Portion 7, Farm 744)	admin@arrawines.com	Jeremy Benjamin / Chantel Hauptfleisch
42.	Prinsloo	Anton	Tv3 Town planners	15 October 2026	IDP: COMMENT SUBMISSION	Anton@tv3.co.za	Jeremy Benjamin / Chantel Hauptfleisch
43.	Jubilius	Leon	ahG TOWN PLANNING	15 October 2026	Comment on IDP - Extension of the urban edge in Klapmuts by including the previous approved phases of Anura	leon.jubilius@ahg-property.co.za	Jeremy Benjamin / Chantel Hauptfleisch
44.	Sommerville	Liz	Franschhoek resident	15 October 2026	6th Generation IDP 2027 - 2032 Input from Franschhoek Resident	lizmaysommers@gmail.com	Donovan Muller Jeremy Benjamin Charl Kitching Oupa Selowe Clayton Hendricks Lester Vanstavel / Rayan Rughubar Albert van der Merwe Stiaan Carstens Johan Fullard Nombulelo Zwane
45.	Michielsen / Van Zyl	Charlotte	Franschhoek Interest Group	15 October 2026	Endorsement of the submission of the Franschhoek Interest Group	charlotte.michielsen@gmail.com	Jeremy Benjamin / Oupa Selowe Johan Fullard

No.	Surname	Name	Organisation	Submission Date (Received)	Description	Email address	Responsible Departmental Manager
46.	Van Stade	Marius	Vaaldraai Community in Ward 19	15 October 2026	Submission of IDP needs for Vaaldraai Community in Ward 19	<mvanstade@gmail.com	Jeremy Benjamin / Chantel Hauptfleisch Lester Vanstavel / Rayan Rughubar
LATE SUBMISSIONS							
1.	Mackintosh	Jennifer	Resident	16 October 2026	Comments on Stellenbosch IDP 2027 -2032	jenmactodd@gmail.com	Michelle Aalbers Jeremy Benjamin / Chantel Hauptfleisch Stiaan Carstens Johan Fullard

Alta Malherbe

Franschhoek resident

Nwabisa Jozana

From: Alta Malherbe <toalta@tiscali.co.za>
Sent: Monday, 31 August 2026 15:47
To: idp
Cc: Mayor (Jeremy Fasser)
Subject: [EX] IDP MEETING IN FRANSCHHOEK ON 8TH SEPTEMBER 2026

CAUTION:

- **This email originated from outside the organization.**
- **Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Dear Sir/Madam,

This is Alta Malherbe from Franschhoek.

Unfortunately I will not be able to attend the abovementioned meeting as I will be out of town. It would be greatly appreciated if you could put forward the following requests to your Budget for this year during your discussions. I am not sure how it gets put into the budget, but attention to these matters will be greatly appreciated.

1. GUESTHOUSES – PARKING FACILITIES:

   This is a general complaint.
   It is unacceptable that the majority of guest houses in the centre of town have their visitors parking in the street. Guests go out on the tram during the day and seldom use their cars. This causes terrible congestion in the streets and one can hardly travel. I would like to know whether a Guesthouse is simply approved or whether the people have to have off-road parking before being approved? If Guesthouses are supposed to have off-road parking, I can assure you the law is not being enforced.

2. FENCING OF FRANSCHHOEK BOWLING CLUB:

   As a longstanding member of the Franschhoek Bowling Club I urge you to look at the fencing of the Stellenbosch Municipal Property upon which the Franschhoek Bowling is situated at 1 Lambrechts Street, Franschhoek. The original fence (most probably 100 years old) has been stolen over the past few years and there is now NO SECURITY at the property. I wish to mention that the fencing of this property was approved, as far as I know, two or three years ago, but nothing ever happened. We were verbally informed of the approval, but up to now nothing has ever happened, in spite of numerous letters sent and telephone conversations regarding this matter. It is very dangerous to be on the site in the evening without any fencing. The property is vandalised at night and we assume it is the people illegally sleeping in the bushes around that area. It would be appreciated if this matter could be given TOP PRIORITY on your budget for Franschhoek. Please feel free to contact the club through this email address should you wish to get into contact with the people now LEGALLY running the club as a Bowling Club. I did see the “Clear View” fencing around the Medi Clinic in Die Boord in Stellenbosch. That standard/quality of fencing should be sufficient for the Club, there is no need to use the MOST EXPENSIVE option, although the Municipality did opt for the most expensive option around the dumping ground in Fabriek Street in the centre of Franschhoek.

3. TRAFFIC CIRCLES IN THE MAIN ROAD OF FRANSCHHOEK:

   This has been requested before, but to no avail. The traffic in Franschhoek is now unbearable at certain times and on certain days, in Franschhoek. The circles that were introduced in Dorp Street in Stellenbosch will definitely suffice and be more than sufficient for Franschhoek to help with the flow of traffic in the Main Road of Franschhoek. The three most important circles are needed at the Monument, Post Office and Pick

and Pay. Please can this be treated as HIGH PRIORITY for Franschhoek as this is a tourist town and we do have large volumes of traffic right through the year.

Please be kind enough to acknowledge receipt of this, so that I know it will be discussed during this year's BUDGET. The Franschhoek Valley pays very high taxes to Stellenbosch and what I am requesting above is the least that can be done for the town.

At the same time I would like to thank the Stellenbosch Municipality for all they do for our town. We do appreciate it, but the above will make a massive difference to the town.

I am sending a copy of this to the Mayor's office.

Thanking you in anticipation,

Kind regards,
Alta Malherbe
082 338 5873

Dione Swartz

Resident

Nwabisa Jozana

From: Dione Swartz
Sent: Wednesday, 09 September 2026 10:49
To: Nwabisa Jozana
Cc: Seon Swartz; Catherine Muller
Subject: Request to Include Stormwater Infrastructure Problem in Jooste Street, Kylemore, in the IDP

Good day Ms Jozana

I would like to formally request that the lack of adequate stormwater infrastructure in **Jooste Street, Kylemore**, be included in the Integrated Development Plan (IDP) as a priority infrastructure matter.

There are currently **no proper stormwater pipes in Jooste Street**. At the bottom of the street, there is only **one stormwater drain**, which is insufficient to handle the volume of water during rainy periods.

During heavy rainfall, stormwater accumulates and flows over approximately **half of the street**, making it extremely difficult and, at times, virtually impossible for residents to stop or park their vehicles in the street.

The situation also creates access and safety concerns for residents and pedestrians.

I therefore respectfully request that the municipality:

- Record this matter as a stormwater infrastructure need in the IDP.
- Investigate the current stormwater drainage situation in Jooste Street.
- Consider installing an adequate stormwater drainage system and additional stormwater drains/pipes.
- Address the existing drainage problems and blockages as an interim measure.
- Provide residents with feedback regarding whether and when this project can be considered for implementation.

This is an ongoing problem that significantly affects residents during rainy weather, and I believe it requires proper municipal intervention and long-term infrastructure planning.

I kindly request that this matter be formally recorded and considered as part of the municipality's IDP planning and budgeting process.

Thank you for your attention to this important matter.

Kind regards.

Dione Swartz

Willie du Toit

Milieu Gifts and Flower Shop

Nwabisa Jozana

From: Milieu Gifts <milieu@live.co.za>
Sent: Wednesday, 09 September 2026 13:56
To: Traffic Department; idp
Subject: [EX] Enforcement of short term parking in Stellenbosch CBD.

CAUTION:

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Dear Stellenbosch Municipality,

I am writing as the owner of a retail shop in The Andmar building on the corner of Church and Ryneveld Street. The current parking situation remains deeply problematic for local businesses.

All-day employee parking continues to occupy the majority of street bays, leaving loyal customers with no choice but to drive away to suburban shopping centres where parking is more accessible. This directly impacts foot traffic and sales in the CBD, undermining the sustainability of small businesses like mine.

I respectfully request that the municipality urgently strengthen enforcement of short-term parking regulations in the CBD. Clear action is needed to ensure that street parking serves its intended purpose: providing convenient access for customers.

I urge the municipality to prioritize this issue and communicate a timeline for improved enforcement measures. The vitality of Stellenbosch's CBD depends on it.

Sincerely,
Willie du Toit
082-7056989



Jacques Du Plessis

Resident

Nwabisa Jozana

From: Jacques Du Plessis <jacquesduplessis87@gmail.com>
Sent: Monday, 21 September 2026 11:04
To: idp
Subject: [EX] IDP Written Submission – 6th Generation IDP 2027–2032: Housing, Urban Edge and Traffic

CAUTION:

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Dear IDP Office,

Please accept the following input for consideration in the drafting of the 6th Generation IDP 2027–2032. I recognise that these matters are more complex in practice than they may appear on paper; nevertheless, they require attention.

1:Slow development around traditional school areas
The urban edge is not expanding in line with demand. Areas such as Brandwacht, Paradyskloof, Blaauwklippen and Die Boord have under-utilised development potential. The IDP's own settlement hierarchy for Stellenbosch town calls for broadening residential opportunities for the lower-to-middle housing market and for sensitive infill and compaction. I request that the MSDF review currently under way provide clear direction on these areas, rather than leaving proposals unresolved for years.

2:Housing for young families near schools
Very few houses become available around the established school areas. Older households remain in place, so limited stock opens up for young parents and families who need to live close to schools. The current IDP (4th Review) itself acknowledges that property and land in the municipality are inordinately expensive, locking out lower- and middle-income households, and that little is built that is affordable to ordinary workers. I request that the new IDP include specific targets for family housing in the middle and gap markets within reach of existing schools.

3:Bypass roads
Bypass and link roads should accompany such development to relieve traffic through the town. The Western Bypass has been discussed for decades, and the municipality's own Roads Master Plan modelling indicated it could reduce traffic on Adam Tas Road and the R44 south of the CBD by more than 1,200 vehicles per hour. Yet the Province has indicated that no work has been done on it. The Wildebosch Road extension (the first section of the Eastern Link Road) has been in the environmental approval process since 2024, and its own traffic study states that only the completed link road will make a noticeable difference. I request that the new IDP include funded, time-bound milestones for these roads, with clear allocation of responsibility between the municipality and the Western Cape Department of Infrastructure.

4:Location of new development clusters
New developments are being concentrated outside the town (for example Koelenbosch, Klapmuts and Longlands). Because residents travel into town for school and work, this adds to morning peak-hour traffic. The IDP itself notes that many new developments are low-density and located in

peripheral areas, entrenching dependency on private transport. I request that approvals for such clusters be tied to road-capacity upgrades (see point 3) and the availability of public transport before occupation.

I would appreciate these points being recorded as part of the public participation process.

Met vriendelike groete

Jacques Du Plessis

☏ : 082 613 1257

✉ : jacquesduplessis87@gmail.com

Jacques Pietersen
Techstel SRA (Technopark)

Nwabisa Jozana

From: Chrizelle Kriel
Sent: Wednesday, 23 September 2026 09:39
To: Stiaan Carstens; Bernabe De La Bat; Chantel Hauptfleisch; idp
Cc: jac@winterland.co.za
Subject: Fw: [EX] Fwd: Official Comments on the Draft SM Zoning Scheme - Techno Park IDP Submission from the Technopark SRA
Attachments: Technopark_Manifesto_Ver_3-combined-submitted.pdf

Kollegas, vir jul kennisname.

Vriendelike Groete / Kind Regards

Chrizelle Kriel (Pr. Pln.)
Manager: Land Use Management
Development Management
Planning & Economic Development

T: +27 21 808 8660| Fax: +27 21 886 6899
Email:
Chrizelle.Kriel@stellenbosch.gov.za
1st floor, NPK Building
Cnr Plein and Ryneveld Street
PO Box 17, Stellenbosch, 7599
www.stellenbosch.gov.za

From: Jacques Pietersen <jac@winterland.co.za>
Sent: Monday, September 21, 2026 4:43 PM
To: Chrizelle Kriel <Chrizelle.Kriel@stellenbosch.gov.za>
Subject: [EX] Fwd: Official Comments on the Draft SM Zoning Scheme - Techno Park IDP Submission from the Technopark SRA

CAUTION:

- This email originated from outside the organization.
- Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Chrizelle,

Hoop alles gaan goed.

Ek verstaan ons moet weer die insette tot die IDP instuur. Dis nog steeds dieselfde soos hieronder en soos ons 'n jaar terug bespreek het oor 'n lekker koppie koffie.
Kan jy asb seker maak dit bly ingedien en word opgeneem so dis names die Technopark SRA

Groete en gesels gou weer.

Jacques Pietersen
Director - Techstel SRA (Technopark)
+27 82 77 23456

---------- Forwarded message ---------
From: **Jacques Pietersen** <jac@winterland.co.za>
Date: Mon, Sep 8, 2025 at 4:05 PM
Subject: Official Comments on the Draft SM Zoning Scheme - Techno Park IDP Submission from the Technopark SRA
To: <mm@stellenbosch.gov.za>, municipal.manager@stellenbosch.gov.za <municipal.manager@stellenbosch.gov.za>, Jacques.JansenvanRensburg@stellenbosch.gov.za <Jacques.JansenvanRensburg@stellenbosch.gov.za>
Cc: Jeremy Benjamin <Jeremy.Benjamin@stellenbosch.gov.za>, Anthony Barnes <Anthony.Barnes@stellenbosch.gov.za>, Tammy-Lee Cloete <Tammy-Lee.Cloete@stellenbosch.gov.za>, Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>

Dear Geraldine,

Attached herein the official view and request from Techno Park owners with regards to our vision for the future of the park to be included for discussion in the IDP.

We understand the municipality has other areas that they are focusing on and our request again is for an external planner to be appointed to investigate and report back on our vision as we are confident the municipality and WC government will buy into the concept on all similar business parks.

Best regards,

Jacques Pietersen
Director - Techstel SRA (Technopark)
+27 82 77 23456

A Manifesto for **Stellenbosch Technopark**

An Inclusive and Community Driven Future for Technopark

Overview

1. Technopark will transform into a diverse 24-hour neighborhood that is both attractive and vibrant.
2. Technopark will strengthen its role within the broader urban fabric of Stellenbosch through enhanced physical and programmatic integration.
3. Technopark will remain an icon of innovation in technological research and design.
4. Technopark will invest in functional recreational spaces to enhance the public realm and attract both visitors and nearby residents.
5. Technopark will define incentives to encourage investment in the innovation of business, mobility and public space and thereby attract high level businesses to reside in Technopark.
6. Technopark will remain accessible to all segments of society by opening up public spaces and setting targets for accessibility of both residential and entrepreneurial areas.
7. The sustainable future of Technopark will be driven by a collaborative process between all of the shareholders, that will include the owners and the community, driven by the TechStel SRA and the Stellenbosch Municipality by an urban development team with regular scheduled engagement and feedback to all stakeholders.
8. Technopark will define a clear development path for all vacant land parcels through a precinct planning process, supported by land agreements and appropriate zoning.
9. The future of Technopark will continue to be guided primarily by the interests of all shareholders. The needs of all stakeholders - including existing businesses and tenants - will be regularly assessed through ongoing surveys.
10. Technopark will maintain its strong partnership with Stellenbosch University and the Stellenbosch Municipality to foster ongoing, research-driven innovation.

Why do we need a Manifesto for Technopark?

Since its inception four decades ago, Technopark and the broader Stellenbosch context have undergone significant economic, social and political changes. These shifts require a repositioning of the role and character of Technopark, as well as a reconsideration of how it engages within the environment it functions.

National and international case studies teach us that:

- In order to retain financial sustainability business parks are forced to diversify.
- The integration of residential, commercial, and recreational spaces fosters social interaction, networking and more vibrant places.
- Global and local trends indicate a shift towards collaborative, flexible, and amenity-rich work environments driven by the need for innovation, productivity, and employee satisfaction.
- The workforce is showing an increasing preference for flexible work options and a greater emphasis on work-life balance.
- This implies better access to residential opportunities close to places of employment.
- At the same time there is an emphasis on sustainability and environmental stewardship which prompts the prioritization of eco-friendly design features and green initiatives

The local spatial narrative in Stellenbosch is changing and more efficient use of land in our existing urbanised areas should be seen as the key driver for sustainable change.

Projects like the Adam Tas Corridor and the current review of the Municipal Zoning Scheme are important indications that this is an opportune moment in time to re-think the future of Technopark.

The question is how Technopark is choosing to position itself in this changing landscape and who are the partners in this transition. Technopark is in a fortunate position that there are many opportunities for change which includes both private as well as publicly owned land. A strong partnership and shared vision for the future will create opportunity, confidence and optimisation of opportunities for both Technopark as well as the surrounding area.

Proposed changes to a "Work, Play, Live" concept

The "Work, Play, Live" concept has transformed urban planning and real estate development over recent years. It's a type of mixed-use development based on the idea that residents don't need to leave a given area to access all of their living needs, including residential housing, office complexes, shopping, recreation, restaurants, etc.

These communities are on the rise in the post-pandemic era, as workplace flexibility remains a priority for employees. The concept has been adopted by most business parks around the world since the community as a whole benefit. Property values as well as rates and taxes are protected and increased, new options are provided for residents in an undersupplied residential property market, a vibrant community is created leaving residents with numerous resources that can support a multifaceted lifestyle and the landlords with happy long-term tenants.

The Techstel SRA proposes a fair and inclusive model to all stakeholders where the zoning changes will provide the same opportunities to all title holders, whilst protecting the interests of current landowners and their tenants. We believe this zoning change will also result in the long overdue redevelopment of under-utilised properties in Technopark.

It is important to take into consideration that Technopark was not designed from the beginning with the "Work, Play, Live" concept in mind therefore the interests of current landowners and tenants need to be protected.

Specific matters that need to be addressed in the IDP in the short term

- The development of a Technopark Precinct Plan, which will include:
  - ✓ Adjustments to the Zoning Scheme
  - ✓ Consideration of a Live-Work-Play environment
  - ✓ Development of Public Open Spaces and green areas
  - ✓ Provision and accommodation for parking and/or Park&Ride areas
- Repairs to and maintenance of the Technopark Dams
- Implementation of the Technopark link to the Western Bypass Road
- Integration with the Stellenbosch golf course
- Extension to the NMT routes



Map: Current Erven (blue) and open areas (green) to be considered

Summary

A progressive approach to urban development is required that will cater to the modern lifestyle. Smart urban planning with a focus on accessibility, green spaces and integrated technology (eg security and energy management) is required.

1. Since the Government and Municipalities have not kept up with providing infrastructure (eg roads, water, sewage and electricity) a Technopark zoning change should not result in an unacceptable net increase of the load on the existing infrastructure and traffic increase, sufficient roads and parking as well as the NMT strategy should remain a focal point.
2. This process needs to address Municipal vacant land as it's currently not optimally zoned and leaves the community and surrounding areas with various risks.
3. Some Municipal vacant land portions should be zoned as green areas, some for sports facilities (eg the Municipal bowling facility) and some for developable space.
4. This is a complex discussion and should therefore be addressed in a second or parallel phase to this process with a key focus that the development contributions on any vacant land zoned for commercial use should provide the required increase in infrastructure by means of development contributions.
5. Long outstanding and urgent issues need to be prioritized like maintenance of the current green areas, dedicated parking areas or Park&Ride, extension of the NMT routes, repair and maintenance of the Dams, and security.

Conclusion

Work Live Play promises a future where communities are more connected, environments are sustainable, and individuals can achieve a better work-life balance.

A rezoned Technopark will encourage redevelopment and optimization of office space with elements of health care, hospitality, small scale retail and various residential opportunities within the successful commercial node.

As cities continue to grow and evolve, the integration of living, working, and playing areas could become the cornerstone of the urban planning strategy for Stellenbosch, leading to a more vibrant and resilient community.

Long outstanding matters in Technopark, like improved access, parking, NMT, Repair of the Dams must be urgently addressed in the short term.

Rohan Compion

Ward 19 resident

Nwabisa Jozana

From: Rohan Compion <compionrohan@gmail.com>
Sent: Monday, 21 September 2026 09:49
To: idp; Engineering Services
Subject: [EX] Kromme Rhee Road - Upgrade

CAUTION:

- **This email originated from outside the organization.**
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Good morning,

I am a resident of Nooitgedacht Village Estate and would like to raise concerns regarding the safety of Kromme Rhee Road.

The road carries a high volume of traffic, including trucks, yet it is very narrow and often feels unsafe for motorists, cyclists, and pedestrians. There are no proper sidewalks or shoulders, forcing pedestrians and cyclists to share the road with vehicles. I recently experienced a near miss due to the lack of space for two vehicles and a cyclist to pass safely.

The road is also poorly lit, making it extremely difficult to see pedestrians at night. In addition, there have been numerous accidents on one of the bends due to poor visibility. The intersection where Kromme Rhee Road joins the R44 is another concern, as it creates significant traffic delays and presents safety risks, particularly during peak hours.

With the continued growth of the area, I believe upgrades such as road widening, pedestrian walkways, improved lighting, and improvements to the R44 intersection are urgently needed. I respectfully ask that the Municipality investigate these concerns and prioritise improvements before a serious accident occurs.

Thank you for your time and consideration.

Kind regards,

Rohan Compion

0769267632

Joe Barends
FPSU Stellenbosch

Nwabisa Jozana

From: Gurswin Cain
Sent: Wednesday, 30 September 2026 14:30
To: Nwabisa Jozana
Cc: Catherine Muller; idp
Subject: FW: [EX] Re: FPSU STELLENBOSCH AGRI-HUB FARM 502BH Lynedoch IDP submission
Attachments: FPSU IDP 2627 Submission 26.pdf

FYA

From: Anthony Barnes <Anthony.Barnes@stellenbosch.gov.za>
Sent: Tuesday, 22 September 2026 08:44
To: Gurswin Cain <Gurswin.Cain@stellenbosch.gov.za>
Subject: FW: [EX] Re: FPSU STELLENBOSCH AGRI-HUB FARM 502BH Lynedoch IDP submission

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From: joe barends <joebarends@yahoo.com>
Sent: Monday, 21 September 2026 10:43
To: idp <idp@stellenbosch.gov.za>; Charles Manuel <Charles.Manuel@stellenbosch.gov.za>; JC Anthony <JC.Anthony@stellenbosch.gov.za>; Lesley van Gensen <Lesley.vanGensen@stellenbosch.gov.za>; Jeremy Benjamin <Jeremy.Benjamin@stellenbosch.gov.za>; Anthony Barnes <Anthony.Barnes@stellenbosch.gov.za>; Joseph Joon <Joseph.Joon@stellenbosch.gov.za>
Subject: [EX] Re: FPSU STELLENBOSCH AGRI-HUB FARM 502BH Lynedoch IDP submission

CAUTION:

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Dear Colleagues,

Please find attached FPSU STELLENBOSCH IDP submission 26/27 & 28/29

Many Thanks
Joe Barends
FPSU STELLENBOSCH
CHAIRPERSON
072 883 1772

FPSU Stellenbosch
Reg:2023 / 005230 / 25

Portions 1&2 of Farm 502BH
Annandale Road
Lynedoch
7600

33° 48' 2.87" S
18° 50' 33.61" E
-33.80080 18.84267

Stellenbosch Municipality
Cape Winelands District
Province of the Western Cape
Republic of South Africa

Joe Barends
Chairperson
+27 72 883 1772
joe@fpsustellenbosch.com

Peloyotlhe Gabaraane
Secretary
+27 71 559 0879
pelo@fpsustellenbosch.com

Date: 21 September 2026

Stellenbosch Municipality

IDP Department

We the FPSU Board have worked through the funding notice carefully and structured this as a proper funding proposal framework for the FPSU Stellenbosch cooperatives, rather than simply writing a generic motivation letter.

The important point is that each qualifying cooperative should submit its own application under Category 2, while the applications can all be aligned around the broader FPSU Stellenbosch development model.

The published call for application under the integrated land reform rural development support program, specifically lists cooperatives and smallholder farmers under Category 2, with support including production expansion, mechanisation, irrigation, packhouses, processing, storage, market access and value addition.

What we have prepared

The FPSU Board created a full Master Business & Funding Proposal containing:

1. Executive summary

2. ILRRDSP programme alignment

3. Structure for the individual cooperative applications

4. FPSU Stellenbosch project concept

5. Project objectives

6. Production expansion requirements

7. Agricultural mechanisation requirements

8. Irrigation and water infrastructure

9. Production infrastructure

10. Packhouse and post-harvest facilities

11. Storage and cold-chain requirements

12. Agro-processing and value addition

13. Market access and aggregation

14. Training and extension

15. Alternative energy

16. The proposed 65-hectare Annandale Road Training, Demonstration & Production Hub

17. Ownership and beneficiary participation requirements

18. Three-year business/financial model

19. Performance indicators

20. Complete supporting-document checklist

21. Technical support letters required

22. Implementation timetable

23. Individual cooperative application narrative

24. Individual cooperative information sheet

25. Detailed budget template

26. Risk and mitigation plan

27. Final submission checklist

The FPSU Board have deliberately not invented funding amounts. Each cooperative's requested amount should be built from its actual production plan, infrastructure requirements and supplier quotations.

Very important for the 65 hectares

The FPSU Board have incorporated the 65-hectare Annandale Road municipal land as a proposed Small-Scale Farmer Training, Demonstration and Production Hub, rather than pretending that every cooperative automatically owns or controls the land.

That distinction is important because the ILRRDSP requires proof of land rights or legal access.

The proposal therefore says that any infrastructure proposed on the municipal land should be supported by the appropriate municipal land-access/use agreement or letter.

The concept is also consistent with the established FPSU model, which includes farmer training, mechanisation, inputs, primary collection, weighing, sorting, packaging, storage, processing and market information.

The biggest opportunity

FPSU would structure the overall programme like this:

FPSU Stellenbosch

→ supports the cooperative network

→ each cooperative submits its own ILRRDSP application

→ cooperatives develop their individual enterprises

→ the 65-ha Annandale site becomes the shared training/demonstration/production platform

→ production is aggregated

→ produce is sorted, packed, stored and processed

→ farmers access better markets

→ cooperatives progressively become commercially sustainable.

That gives the individual applications a common development story without incorrectly treating all the cooperatives as one applicant.

Deadline

The current application period is:

Opening: 3 September 2026

Closing: 30 September 2026

The notice says late or incomplete applications will not be considered.

For Western Cape enquiries, the published contact is N. Mgoqi – 076 512 5216.

Application portal: ILRRDSP Application Portal

Your complete working document

Download the FPSU Stellenbosch ILRRDSP Master Proposal 2026–2028

We as the FPSU would use this as the master document, and then create a separate completed proposal for every FPSU Stellenbosch cooperative. The next stage is to take each cooperative one by one and fill in its name, members, commodities, land, current production, exact infrastructure/equipment required, quotations, markets and financial projections.

That will turn this from a master framework into submission-ready individual applications.

STELLENBOSCH MUNICIPALITY IDP & BUDGET SUBMISSION

DEVELOPMENT OF THE 65-HECTARE ANNANDALE ROAD MUNICIPAL LAND FOR SMALL-SCALE FARMER DEVELOPMENT, TRAINING AND FOOD PRODUCTION

Submitted by:

Small-Scale Farmers / Agricultural Cooperatives

Proposed Site:

65-hectare municipal land situated on Annandale Road, Stellenbosch

1. PURPOSE OF THE SUBMISSION

FPSU STELLENBOSCH respectfully request that Stellenbosch Municipality consider the development of the approximately 65-hectare municipal land on Annandale Road as a strategic agricultural development site for small-scale farmers and agricultural cooperatives.

The long-term vision is to develop the land into a Small-Scale Farmer Training, Demonstration and Production Hub.

The land will provide a practical environment where trained and developing cooperatives can:

- Gain practical farming experience.
- Establish and manage agricultural production enterprises.
- Demonstrate different farming methods and technologies.
- Receive further technical and agricultural training.
- Develop business and farm-management skills.
- Produce food for local and regional markets.

- Develop market-ready agricultural enterprises.
- Test production models before expanding to their own land.
- Create employment and income opportunities.
- Support food security and local economic development.

The site should therefore be viewed as a long-term agricultural development asset for Stellenbosch Municipality.

2. LONG-TERM VISION

Our vision is for the full 65 hectares to eventually operate as a Municipal Small-Scale Farmer Training and Demonstration Farm.

The site can become a practical training ground for trained cooperatives and emerging farmers, allowing them to move from theoretical training into real agricultural production.

Different sections of the property could eventually be allocated for:

1. Vegetable production
2. Field crops
3. Seedling production
4. Herb and medicinal plant production
5. Fruit production
6. Agro-processing
7. Demonstration plots
8. Irrigation demonstrations
9. Sustainable agriculture
10. Composting and organic waste utilisation
11. Small livestock, where appropriate and legally permitted
12. Agricultural technology demonstrations
13. Farmer training
14. Cooperative business development
15. Market preparation and packaging

The objective is not simply to divide the 65 hectares into individual plots.

The objective is to create a shared agricultural development platform where cooperatives can learn, produce, develop their businesses and ultimately become sustainable independent agricultural enterprises.

3. INFRASTRUCTURE REQUIRED

A. INTERNAL FARM ROADS

The 65-hectare site requires a properly planned internal road network.

This should include:

- Main internal access road.
- Gravel farm roads.
- Access to individual production areas.
- Tractor and agricultural machinery access.
- Delivery vehicle access.
- Emergency vehicle access.
- Proper stormwater drainage alongside roads.
- Road maintenance programme.

IDP/Budget Request:

We request that the Municipality investigate and budget for the design, construction and phased upgrading of the internal road infrastructure.

4. WATER AND IRRIGATION INFRASTRUCTURE

Water & Sanitation, especially **drinking water** is one of the most important requirements for making the land commercially productive as well as proper sewage system for Global Gap Certification.

The development should include an assessment of:

- Available municipal water sources.
- Existing water infrastructure.
- Borehole potential, subject to applicable approvals.
- Water storage reservoirs.
- Water tanks.
- Pumping infrastructure.
- Main water pipelines.
- Irrigation distribution networks.
- Water meters and management systems.
- Water-efficient irrigation technology.

- Rainwater harvesting where feasible.

The long-term objective should be to establish a reliable agricultural water-distribution system serving the various production and training areas.

IDP/Budget Request:

A technical water feasibility study and agricultural water infrastructure plan should be included as an early priority.

5. ELECTRICITY AND ENERGY / **AGRI-VOLTAICS**

The site will require appropriate electricity infrastructure for:

- Water pumps.
- Irrigation systems.
- Packhouse operations.
- Cold storage.
- Offices.
- Training facilities.
- Security systems.
- Lighting.
- Agricultural equipment.

The feasibility of solar Agri-Voltaics systems and battery storage should also be investigated to reduce long-term operational costs and improve energy resilience and also feeding back to the grid.

6. PERIMETER FENCING AND SECURITY

The full agricultural property should be properly secured.

Infrastructure should include:

- Perimeter fencing.
- Controlled entrance.
- Security gate.
- Access-control system.
- Security lighting.
- CCTV cameras.

- Strategic security points.
- Appropriate farm security infrastructure.

Security is particularly important because the site will contain agricultural equipment, irrigation infrastructure, crops, inputs and other assets.

7. STORMWATER AND DRAINAGE

A proper stormwater-management plan is required before major agricultural infrastructure is constructed.

The plan should address:

- Stormwater channels.
- Roadside drainage.
- Erosion control.
- Water runoff.
- Protection of agricultural soil.
- Drainage around buildings.
- Protection of production areas during heavy rainfall.

8. FARMER TRAINING CENTRE

A central training facility should form part of the long-term development.

The facility could provide:

- Classroom/training space.
- Agricultural workshops.
- Cooperative-management training.
- Business-management training.
- Financial-management training.
- Marketing training.
- Food-safety training.
- Agricultural technology training.
- Meeting facilities.
- Demonstration areas.

This facility could support both theoretical and practical training.

9. DEMONSTRATION AND TRAINING PLOTS

The 65 hectares should include designated demonstration areas.

These can be used to demonstrate:

- Vegetable production.
- Different irrigation methods.
- Soil improvement.
- Composting.
- Seedling production.
- Sustainable farming.
- Crop rotation.
- Protected agriculture.
- Small-scale mechanisation.
- Water-saving technology.
- Climate Smart-resilient farming practices.

The demonstration plots would allow cooperatives to learn by doing, rather than relying only on classroom-based training.

10. NURSERY AND SEEDLING PRODUCTION

A nursery should be considered as part of the development.

The nursery can produce:

- Vegetable seedlings.
- Indigenous plants.
- Fruit trees.
- Herbs.
- Other suitable agricultural plants.

This could reduce input costs for participating cooperatives while also becoming an agricultural enterprise in its own right.

11. PACKHOUSE AND POST-HARVEST FACILITIES

A shared packhouse would allow participating farmers to improve the quality and presentation of their produce.

Facilities could include:

- Produce receiving area.
- Washing area.
- Sorting area.
- Grading area.
- Packing area.
- Storage.
- Dispatch area.
- Food-safety facilities.

12. COLD STORAGE AND COLD CHAIN

Where financially and technically feasible, cold-storage facilities should form part of the long-term development.

This would help participating farmers:

- Reduce post-harvest losses.
- Maintain produce quality.
- Extend shelf life.
- Prepare produce for larger markets.
- Improve market readiness.

13. AGRICULTURAL STORAGE

Secure storage should be provided for:

- Agricultural tools.
- Machinery.
- Irrigation equipment.
- Approved agricultural inputs.
- Packaging material.
- Seed.
- Maintenance equipment.

14. ABLUTION AND WORKER FACILITIES

Appropriate facilities should be provided, including:

- Toilets.
- Handwashing facilities.
- Changing facilities where required.
- Safe drinking-water points.
- Worker welfare facilities.

All facilities should comply with applicable health, safety and municipal requirements.

15. COMPOSTING AND ORGANIC WASTE MANAGEMENT

The site could include a controlled composting and organic-waste management area.

This could support:

- Soil improvement.
- Organic matter production.
- Reduction of agricultural waste.
- Demonstration of circular agricultural practices.
- Training in sustainable farming.

Where appropriate, partnerships with municipal waste-management programmes could be investigated.

16. AGRICULTURAL MACHINERY AND SHARED EQUIPMENT

A long-term objective should be to establish a shared agricultural equipment model.

Potential equipment could include:

- Tractors.
- Trailers.
- Rotary tillers.
- Ploughs.
- Planters.
- Cultivators.
- Sprayers where legally appropriate.
- Irrigation equipment.
- Harvesting equipment.
- Post-harvest equipment.

Shared machinery could reduce the capital burden on individual emerging cooperatives.

17. MARKET ACCESS

The development should not end with production but also should include light industrial zoning area for small factories and agri-business.

The training hub should prepare cooperatives to supply:

- Local markets.
- Fresh-produce markets.
- Retail opportunities.
- Restaurants and hospitality businesses.
- Institutional markets.
- School and community food programmes where appropriate.
- Agricultural wholesalers.

Training should include:

- Product quality.
- Packaging.
- Pricing.
- Invoicing.
- Record keeping.
- Contract requirements.
- Food safety.
- Market negotiations.

18. COOPERATIVE DEVELOPMENT

The 65-hectare site should also become a practical environment for developing sustainable agricultural cooperatives.

Training should cover:

- Cooperative governance.
- Financial management.
- Business planning.
- Production planning.

- Record keeping.
- Procurement.
- Marketing.
- Leadership.
- Compliance.
- Market development.

The intention is to help cooperatives progress from training to production, from production to enterprise development, and from enterprise development to sustainable independent farming operations.

19. PROPOSED PHASED DEVELOPMENT

PHASE 1 — PLANNING AND TECHNICAL ASSESSMENT

Priority requirements:

- Land assessment.
- Agricultural feasibility assessment.
- Water feasibility study.
- Environmental assessment where required.
- Land-use/planning assessment.
- Surveying.
- Infrastructure master plan.
- Agricultural development plan.
- Cost estimates.
- Identification of funding partners.

PHASE 2 — BASIC INFRASTRUCTURE

Priority infrastructure:

- Main access.
- Internal roads.
- Fencing.
- Security gate.
- Water infrastructure.
- Electricity.

- Stormwater management.
- Basic sanitation.

PHASE 3 — AGRICULTURAL PRODUCTION

Development of:

- Demonstration plots.
- Vegetable production.
- Nursery.
- Irrigation systems.
- Composting facilities.
- Agricultural equipment.

PHASE 4 — TRAINING AND ENTERPRISE DEVELOPMENT

Development of:

- Training centre.
- Cooperative development programmes.
- Demonstration farms.
- Farmer business programmes.
- Agricultural technology demonstrations.

PHASE 5 — VALUE ADDITION AND MARKET ACCESS

Development of:

- Packhouse.
- Cold storage.
- Agricultural storage.
- Processing opportunities.
- Market-linkage programmes.
- Branding and packaging.

20. PROPOSED RESPONSIBLE STAKEHOLDERS

The Municipality is requested to coordinate with relevant departments and government partners, including:

Stellenbosch Municipality

- IDP and Budget
- Infrastructure and Engineering Services
- Water Services
- Electricity/Energy Services
- Planning and Development
- Environmental Management
- Economic Development
- Community Services
- Public Safety
- Finance

Provincial and National Partners

Where appropriate, collaboration should also be sought with:

- Western Cape Department of Agriculture
- Department of Land Reform and Rural Development
- Department of Small Business Development
- Other relevant provincial departments
- Agricultural research and training institutions
- Private-sector agricultural partners
- Markets and food-value-chain partners
- Funding and development institutions

21. PROPOSED IDP BUDGET CATEGORIES

We request that the Municipality consider the following categories for inclusion in its planning and budgeting process:

Priority	Budget Category
1	Technical feasibility and master planning
2	Water feasibility and bulk agricultural water infrastructure
3	Internal roads and access
4	Perimeter fencing and security
5	Electricity and energy infrastructure

6 Stormwater and drainage

7 Sanitation and ablution facilities

8 Farmer training centre

9 Agricultural demonstration plots

10 Nursery and seedling facility

11 Shared agricultural equipment

12 Packhouse

13 Cold storage

14 Agricultural storage

15 Composting and waste-management infrastructure

16 Market-access and enterprise-development infrastructure

22. EXPECTED DEVELOPMENT BENEFITS

The development of the 65 hectares has the potential to support:

- Small-scale farmer development.
- Cooperative development.
- Food production.
- Local economic development.
- Agricultural skills development.
- Youth agricultural training.
- Employment opportunities.
- Entrepreneurship.
- Market participation.
- Agricultural innovation.
- Improved food security.
- Practical farmer training.
- Development of future independent farmers.

Most importantly, the site can become a long-term training and development platform for cooperatives, rather than simply being a short-term farming project.

23. KEY REQUEST TO STELLENBOSCH MUNICIPALITY

We respectfully request that Stellenbosch Municipality:

1. Recognise the 65-hectare Annandale Road municipal land as a strategic agricultural development opportunity.

2. Include the project in the appropriate IDP planning process.

3. Assess the infrastructure requirements.

4. Develop a phased infrastructure and agricultural development plan.

5. Identify the municipal departments responsible for each component.

6. Allocate or identify appropriate budget provisions.

7. Engage with provincial and national agricultural stakeholders.

8. Facilitate technical feasibility studies.

9. Develop a long-term model for trained cooperatives to utilise the site.

10. Establish the 65 hectares as a Small-Scale Farmer Training, Demonstration and Production Hub.

24. CONCLUSION

The proposed development of the 65-hectare Annandale Road municipal land represents an opportunity to create more than agricultural plots.

It can become a practical agricultural development centre for Stellenbosch, where emerging farmers and cooperatives receive the infrastructure, practical experience, technical support and enterprise-development opportunities necessary to build sustainable agricultural businesses.

Our long-term objective is to use the full 65 hectares as a training ground for trained cooperatives, allowing farmers to gain practical experience, produce commercially, develop their businesses and prepare themselves for future agricultural land opportunities.

We therefore request that the project be considered as a long-term municipal agricultural development initiative and that the necessary technical assessments, departmental planning and budget considerations be initiated through the IDP process.

Submitted by:

FPSU STELLENBOSCH & Small-Scale Farmers / Agricultural Cooperatives

Proposed Project:

65-Hectare Annandale Road Municipal Agricultural Training, Demonstration and Production AGRI-Hub

Stellenbosch Municipality

STELLENBOSCH MUNICIPALITY

IDP & BUDGET PRIORITY SCHEDULE

65-HECTARE ANNANDALE ROAD MUNICIPAL AGRICULTURAL TRAINING, DEMONSTRATION & PRODUCTION AGRI-HUB

Purpose: Development of municipal agricultural land as a long-term training, demonstration and production facility for small-scale farmers and trained agricultural cooperatives.

Budget note: The amounts below are indicative planning allowances, not quotations. Detailed engineering investigations, designs, site conditions, statutory approvals and procurement processes must determine the final project costs.

1. SUMMARY OF PROPOSED BUDGET

No.	Project / Infrastructure	Indicative Planning Allowance	Priority
1	Feasibility studies, surveying & master planning	R2,500,000	2026/27
2	Water feasibility & bulk agricultural water infrastructure	R12,000,000	2026/27–27/28
3	Internal farm roads & access infrastructure	R10,000,000	2026/27–27/28
4	Perimeter fencing & controlled entrance	R5,000,000	2026/27
5	Electricity & energy infrastructure	R6,000,000	2027/28
6	Stormwater & drainage	R4,000,000	2027/28
7	Sanitation, ablutions & worker facilities	R2,500,000	2027/28
8	Agricultural training centre	R7,500,000	2027/28–28/29
9	Demonstration & production infrastructure	R5,000,000	2027/28
10	Nursery & seedling facility	R2,000,000	2027/28
11	Shared agricultural machinery & equipment	R8,000,000	2027/28–28/29
12	Packhouse & produce handling facility	R8,000,000	2028/29
13	Cold-storage facility	R4,000,000	2028/29
14	Agricultural storage facilities	R2,500,000	2028/29
15	Composting & organic waste facility	R1,500,000	2027/28
16	Security, CCTV & site lighting	R3,000,000	2026/27–27/28

Indicative programme envelope: approximately R85.5 million

This should be treated as a multi-year development programme, rather than a request for R85.5 million in a single municipal financial year.

2. 2026/27 — FOUNDATION PHASE

Proposed priority: Planning, investigations and securing the site

Project	Indicative Allowance	Responsible / Lead
Land survey and site assessment	R500,000	Planning / Engineering
Agricultural feasibility study	R500,000	Agriculture partners
Water feasibility study	R500,000	Water / Engineering
Infrastructure master plan	R750,000	Engineering / Planning
Environmental and statutory assessments	R250,000	Planning / Environmental
Perimeter fencing	R5,000,000	Infrastructure
Controlled entrance	Included/allowance	Infrastructure / Public Safety
Initial security infrastructure	R1,000,000	Public Safety
Indicative Phase 1 total	R8.5 million	

Main outcome

By the end of this phase, the Municipality should have:

- A surveyed site.
- Confirmed development constraints.
- Water assessment.
- Infrastructure master plan.
- Agricultural development plan.
- Preliminary engineering designs.
- Costed implementation programme.
- Secured perimeter.

- Agreed governance and management model.

3. 2027/28 — CORE INFRASTRUCTURE & FARMER DEVELOPMENT

Proposed priority: Make the land operational

Project	Indicative Allowance
Agricultural water infrastructure	R12,000,000
Internal roads — Phase 1	R6,000,000
Electricity infrastructure	R6,000,000
Stormwater/drainage	R4,000,000
Sanitation/ablutions	R2,500,000
Demonstration/production infrastructure	R5,000,000
Nursery	R2,000,000
Composting facility	R1,500,000
Agricultural equipment — initial phase	R4,000,000
Training centre — Phase 1	R4,000,000

Indicative Phase 2 total: R47 million

4. 2028/29 — VALUE ADDITION & MARKET ACCESS

Proposed priority: Move from production to sustainable agricultural enterprises

Project	Indicative Allowance
Internal roads — Phase 2	R4,000,000
Training centre — completion	R3,500,000
Shared machinery — additional equipment	R4,000,000
Packhouse	R8,000,000
Cold storage	R4,000,000
Agricultural storage	R2,500,000

Indicative Phase 3 total R26 million

5. RESPONSIBILITY MATRIX

Requirement	Primary Municipal Department / Stakeholder
IDP inclusion & budget coordination	IDP / Budget Office
Land-use planning	Planning & Development
Roads	Engineering / Infrastructure.
Water	Services / Engineering
Electricity	Electrical Services / relevant utility
Stormwater	Engineering Services
Fencing	Infrastructure / Facilities
Security	Public Safety / Law Enforcement
Waste & sanitation	Community Services
Agricultural development	Municipality + Western Cape Agriculture
Farmer training	Agriculture / training partners
Economic development	Local Economic Development
Packhouse / market infrastructure	Economic Development + agricultural partners
Environmental compliance	Environmental Management
Funding partnerships	Municipality + Provincial/National Government + development partners

6. POTENTIAL FUNDING MODEL

The project should not depend entirely on the municipal capital budget.

A blended funding model should be investigated.

Possible sources:

Stellenbosch Municipality

- Municipal capital budget
- IDP priorities
- Infrastructure programmes
- Economic development programmes

Western Cape Government

- Agriculture support programmes
- Agricultural infrastructure
- Farmer development
- Training and technical support

National Government

- Agricultural infrastructure and farmer-development programmes
- Land and rural-development programmes
- Small-business/cooperative development programmes

Development Finance

- Development finance institutions
- Agricultural finance institutions
- Appropriate grant programmes

Private Sector

- Corporate social investment
- Agricultural companies
- Retailers
- Hospitality sector
- Agri-business partnerships

Training / Research Institutions

- Agricultural colleges
- Universities
- Research organisations
- Skills-development partners

7. **PROPOSED 2026/27 IDP PRIORITY REQUEST**

For the immediate IDP process, we recommend that the first request to Council focus on the enabling infrastructure, rather than asking for every component simultaneously.

Immediate priority:

1. Formal recognition of the 65 ha as an agricultural development site.
2. Appointment/identification of a project coordination team.
3. Technical feasibility study.

4. Water feasibility study.
5. Agricultural master plan.
6. Infrastructure master plan.
7. Land survey.
8. Environmental/statutory assessments.
9. Perimeter fencing and controlled access.
10. Preliminary engineering designs and cost estimates.
11. Identification of external funding partners.
12. Development of a multi-year implementation programme.

8. **STRATEGIC OUTPUTS**

The investment should be measured against practical outcomes.

The proposed hub should ultimately deliver:

Farmer Development

- Training of emerging farmers.
- Practical training for cooperatives.
- Business-development support.
- Farm-management skills.

Production

- Commercial agricultural production.
- Demonstration farming.
- Seedling production.
- Sustainable farming systems.

Employment

- Direct agricultural employment.
- Seasonal employment.
- Agricultural enterprise opportunities.
- Youth skills development.

Economic Development

- Cooperative businesses.

- Market access.
- Agricultural value addition.
- Local procurement opportunities.

Food Security

- Increased local food production.
- Reduced post-harvest losses.
- Improved market supply.

9. **THE LONG-TERM MODEL**

The proposed model is:

TRAIN → PRACTISE → PRODUCE → DEVELOP THE BUSINESS → ACCESS MARKETS → EXPAND → BECOME SUSTAINABLE

The 65 hectares should therefore function as a development pipeline for small-scale farmers and cooperatives.

A cooperative that receives training should be able to use the facility to gain practical experience and demonstrate its ability to operate a sustainable agricultural enterprise.

The ultimate objective is for successful farmers and cooperatives to progress to their own agricultural land and continue expanding their enterprises.

10. **REQUEST TO COUNCIL / MUNICIPAL ADMINISTRATION**

We respectfully request that the 65-hectare Annandale Road municipal land be incorporated into the Municipality's long-term IDP and capital planning as a strategic agricultural development project.

We further request that the Municipality consider establishing a multi-year capital programme for the site, beginning with feasibility studies, planning, water, access, security and core infrastructure.

The project should be developed in partnership with the relevant agricultural stakeholders and should provide a structured platform for the development of trained small-scale farmers and agricultural cooperatives.

Proposed project name:

ANNANDALE 65 — STELLENBOSCH SMALL-SCALE FARMER TRAINING, DEMONSTRATION & PRODUCTION HUB

PROPOSED IDP PRIORITY STATEMENT

"Development of the 65-hectare Annandale Road municipal agricultural property as a Small-Scale Farmer Training, Demonstration and Production Hub, providing infrastructure, practical training, agricultural production, cooperative development, value addition and market-access opportunities for emerging farmers and agricultural cooperatives."

Requested planning period: 2026/27–2028/29 and beyond.

Indicative multi-year programme envelope: R85.5 million, subject to technical investigation, detailed design, procurement and funding availability.

Yours sincerely
Joe Barends
FPSU STELLENBOSCH
CHAIRPERSON
0728831772

Bonita Daniels

The Early Education Centre's

Nwabisa Jozana

From: TEEC <info@teec.org.za>
Sent: Wednesday, 23 September 2026 16:10
To: idp
Subject: FW: [EX] RE: IDP Public Participation Schedule: September 2026
Attachments: IDP WRITTEN SUBMISSTION 2027 TO2032.pdf

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Dear Ms Jozana / IDP Team

I trust that you are well.

Herewith please find The Early Education Centre's written submission on the second page for the 6th Generation IDP 2027–2032.

Warm regards and God bless

the early education centre

Bonita Daniels

Tel(1): (021) 492 6296
Tel(2): (021) 492 6297
Web: www.teec.org.za

31 Rhode Street, Cloetesville
Stellenbosch 7600, Western Cape
South Africa

From: TEEC <info@teec.org.za>
Sent: Monday, 14 September 2026 11:06
To: 'idp' <idp@stellenbosch.gov.za>
Subject: RE: [EX] RE: IDP Public Participation Schedule: September 2026

Dear Ms Jozana

Thank you for your swift response and acknowledge receipt of the written submission form for the 6th Generation IDP 2027–2032.

Warm regards and God bless

Bonita Daniels

Tel(1): (021) 492 6296
Tel(2): (021) 492 6297
Web: www.teec.org.za

31 Rhode Street, Cloetesville
Stellenbosch 7600, Western Cape
South Africa

From: idp <idp@stellenbosch.gov.za>
Sent: Monday, 14 September 2026 08:47
To: TEEC <info@teec.org.za>
Subject: RE: [EX] RE: IDP Public Participation Schedule: September 2026

Dear Ms Daniels,

I acknowledge receipt of your confirmation to attend the IDP stakeholder engagement on 14 October 2026.

Please find attached the written submission form as requested.

Kind regards,
IDP Team.

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

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From: TEEC <info@teec.org.za>
Sent: Friday, 11 September 2026 13:18
To: idp <idp@stellenbosch.gov.za>
Subject: [EX] RE: IDP Public Participation Schedule: September 2026

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Dear Ms Jozana

I trust that you are well and looking forward to the weekend.

I would like to confirm The Early Education Centre (TEEC)'s attendance at the IDP Stakeholder Engagement on 14 October 2026.

In addition, could you kindly forward us the IDP forms so that we can provide written input for consideration in preparation for the drafting of the 6th Generation IDP 2027–2032.

Thank you for your assistance.

Warm regards and God bless

the early education centre

Bonita Daniels

Tel(1): (021) 492 6296
Tel(2): (021) 492 6297
Web: www.teec.org.za

31 Rhode Street, Cloetesville
Stellenbosch 7600, Western Cape
South Africa

From: idp <idp@stellenbosch.gov.za>
Sent: Tuesday, 18 August 2026 08:54
Subject: IDP Public Participation Schedule: September 2026

Dear Stakeholders,

Please see herewith the attached Stellenbosch Municipality's IDP public participation schedule for September 2026 in preparation for the drafting of the **6th Generation IDP 2027-2032**.

Kind regards,
IDP Team.

STELLENBOS
STELLENBOSCH • PNIEL • FRANSC
MUNISIPALITEIT • UMASIPALA • MU

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

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WRITTEN SUBMISSION

INPUT FOR THE DRAFTING OF THE 6TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) SEPTEMBER 2026

Date:	14 September 2026	
Name and Surname:	Bonita Daniels	
Ward:	16 & 17	
Town/area:	Whole of Stellenbosch area	
Ward Cllr:	Mr Jeremy Fasser	
Contact details:	**Cel/Tell: 021- 492 6296 / 7**	**Email: info@teec.org.za**

List the ward priority / need	Describe the ward priority / need
Suitable land, vacant buildings and secure lease agreements for ECD facilities in Stellenbosch area	The Early Education Centre (TEEC) has raised the need for **land and suitable premises for ECD facilities at several IDP and community meetings over the years.** Communities such as **Kayamandi**, **Klapmuts, Langrug and Lynedoch are growing**, with more families and young children. However, there is still a shortage of suitable land and buildings for ECD facilities to operate. The **Constitution, the Municipal Systems Act No. 32 of 2000 and the Children's Act No. 38 of 2005** recognise the importance of municipal planning, suitable land and safe spaces for children. ECD needs should therefore be considered in municipal planning and the IDP. Some existing ECD facilities also **do not have secure lease agreements**, which makes it difficult for them to meet registration requirements and grow their business and create employment opportunities for the community. We therefore request that the Municipality: • Identify suitable municipal land or vacant buildings for ECD. • Make land or buildings available through **affordable long-term leases**. • Assist existing ECD facilities on municipal property to obtain **formal lease agreements**. • Identify land that can be **rezoned for ECD use** where needed. This will help ECD facilities provide **safe and suitable spaces for children** and meet the required registration and health and safety standards as per the Children's of 2005 amended 2020 **We request that ECD land, vacant buildings and secure leases be included as a clear priority in the 6th Generation IDP 2027–2032.**
Municipal land for an Enrichment Centre serving children and families in Wards 16 and 17.	For a number of years, **TEEC has been engaging with the Municipality regarding the purchase or long-term lease of suitable land for an Enrichment Centre** to serve children and families. The Centre will provide a **safe and positive space for children and families throughout the day**, with opportunities for play, learning, family support, parenting programmes, training and other community activities. Wards 16 and 17 face **serious socio-economic challenges**, including various forms of abuse, unemployment and increasing gangsterism. Children and families need safe places where they can spend time, learn, play and receive support. The Centre can also bring organisations and community services together to **strengthen children, families and the wider community.** This type of Centre can also **serve as a model that can be replicated in other communities** where there is a similar need. **We request that suitable municipal land for a Community Enrichment Centre be included as a specific priority in the 6th Generation IDP 2027–2032.**

Thomas Hitchcock

Ward 19 resident

Nwabisa Jozana

From: Thomas Hitchcock <jthitchcock@gmail.com>
Sent: Monday, 28 September 2026 22:25
To: idp
Subject: [EX] Input on the 6th Generation IDP 2027–2032: road safety at the Kromme Rhee Road / R44 intersection and upgrade of Kromme Rhee Road (Ward 19)

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Dear IDP Office,

I live in Nooitgedacht Village, Koelenhof, and use Kromme Rhee Road and the R44 every day. I am writing about two linked road safety priorities that I ask to be included in the 6th Generation IDP 2027–2032 and in the ward priorities for Ward 19.

1. Kromme Rhee Road / R44 intersection

Joining the R44 from Kromme Rhee Road is dangerous. Traffic on the R44 moves at high speed and there is no signal or roundabout to create safe gaps, so drivers pulling out are forced to take risks. There have been many accidents at this intersection, including a serious one within the past two weeks.

Request: That the intersection be listed as a priority safety project, and that the Municipality formally engage the Western Cape Department of Infrastructure to install traffic signals or a roundabout, with interim measures (a reduced speed limit, speed enforcement and warning signage) in the meantime.

2. Upgrade of Kromme Rhee Road

Kromme Rhee Road has no shoulder and no street lighting, yet many people walk along it, including after dark. Pedestrians share the road with fast-moving vehicles and have nowhere safe to walk.

Request: That Kromme Rhee Road be included for upgrading, including shoulders or a separate walkway, street lighting, and pedestrian crossings where needed, whether funded by the Municipality or jointly with the Province.

Both items are about preventing serious injury and loss of life, and I ask that they be treated with urgency. Please acknowledge receipt of this submission.

Yours faithfully,

Thomas Hitchcock
38 Pinotage Close, Nooitgedacht Village, Stellenbosch
068 625 8376
jthitchcock@gmail.com

Shelley Fawcett

Ward 1 resident

Nwabisa Jozana

From: Shelley Fawcett <shelleyfawcett@gmail.com>
Sent: Tuesday, 29 September 2026 11:13
To: idp
Subject: [EX] IDP Franschhoek

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Dear Sir

I am a resident of Franschhoek. I would appreciate if you could address my concerns.

We have a number of pedestrian crossings on Huguenot Street as well as side streets leading from Huguenot Street. As a motorist this can be dangerous as any right turn from Huguenot Street can result in a vehicle being stuck on the main road while padestrians cross the side street. Sometimes the whole road becomes blocked while someone walks slowly across the side street. These streets are narrow and really do not require a padestrian crossings. Please consider removing them.
The other issue is the placement of the padestrian crossings on Huguenot Street. People get confused as to the difference between a padestrian crossing and a chevron to indicate a traffic calming speed hump. Please relocate the padestrian crossings to a location away from the speed hump so that people understand the difference. As we are a tourist town would it be possible to make the signage very visible to all where the padestrian crossings are. Perhaps they could be painted a different colour. The colours of Franschhoek are red, blue and white.

Thank you for your attention

Regards
Shelley Fawcett

Eben November

Ward 4 resident

Nwabisa Jozana

From: Eben November <eben11th@gmail.com>
Sent: Thursday, 01 October 2026 13:34
To: idp
Subject: [EX] IDP comment - Pniel Safety

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To whom it may concern:

Herewith my IDP comments regarding Pniel:

FIRST PRIORITY:

Due to the upsurge in burglaries and attempted burglaries in Riverside Street, Pastorie Avenue, Middle Street, and Main Street in Pniel perpetrated by loiterers from Languedoc, I would propose the following remedies:

1. The building and installation of a high fence along the river running the length of East End Crescent, Riverside Street and extending all the way to cemetery. There should be no gate or break in this fence. If parts of the proposed fence borders land belonging to Rhodes Food Group, then the municipality must request that RFG construct or fund part of the fence bordering their land (or at the very least not object). Currently, the criminal element from Languedoc gains access to the aforementioned streets in Pniel via a convenient open gate in an existing partial fence surrounding an ill-located unsafe "Pniel River Park" playground. There should be no direct access to Pniel residential streets from Languedoc.
2. The municipality should cut down the bushes alongside the river running the length of Riverside Street and East End Crescent. Again, criminals use this as hiding places from which they watch properties and residents.
3. The Law Enforcement division of Stellenbosch Municipality should conduct regular nighttime patrols (random between midnight, 02h00 am and 04h00 am) and daytime patrols in the aforementioned streets.
4. The Law Enforcement division of Stellenbosch Municipality should perform "Truant Officer" duties in the aforementioned streets, because during the day some of the Languedoc loiterers are juveniles and should be in school at those times.

PRIORITY: HIGH

Please note that this is third time that I have made similar IDP comments regarding Safety issues in Pniel, but to date no action from Stellenbosch Municipality has been undertaken.

Regards,
Eben November

Eben November

Ward 4 resident

Nwabisa Jozana

From: Eben November <eben11th@gmail.com>
Sent: Monday, 05 October 2026 08:28
To: idp
Subject: [EX] IDP additional comment - Pniel Safety

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To whom it may concern:

Herewith my additional IDP comments regarding safety in Pniel:

SECOND PRIORITY:
There is an informal settlement called "Die Ghif"(Afrikaans pronunciation) located next to Pniel's cemetery. Stellenbosch Municipality is well aware of the settlement as its Fire department and Disaster Management often bring water and respond when these people start fires to clear more land.

As many residents of Pniel had already predicted, those living in "Die Ghif" engage in criminal activity (e.g. theft, street harassment, vandalism) in the Pniel/Johannesdal area.

However, there is also a clear timeline of their escalating criminal activities relating to the cemetery itself:

TIME 1 (right when the "Die Ghif' was first established):
They started to steal flowers from graves as soon as the visitors (who had placed the flowers there) left.

TIME 2:
The theft of flowers soon expanded to include the theft of vases.

TIME 3 (approximately two to three years ago):
Many residents responded by replacing stolen unmarked vases with vases marked with written names (essentially reducing much of the resale value that thieves might hope to get). However, the theft of flowers and vases continued.

TIME 4 (The Present):
Many residents have started to replace their stolen vases with cleaned glass coffee jars. Other residents simply stopped bringing flowers and replacing vases, because these items would simply be stolen by Ghif thieves. In response, these entitled criminals from Die Ghif have engaged in horrific acts of vandalism: They have smashed the aforementioned coffee jars and have even pushed over tombstones.

My proposals:

1. I repeat my previous calls for those residing in "Die Ghif" to be relocated away from Pniel to Stellenbosch where there is economic activity (and the possibility of employment) and social services. This was accomplished promptly in the case of the informal settlement located opposite Meerlust forestry village and next to the train tracks (when Franschhoek Wine Tram was established and wealthy wine estate owners stood to benefit). Why can't this be done in this case?
2. There is a bush of trees located across the road from the main entrance of the cemetery (see attached photos). The Ghif criminal element use it to watch when visitors to graves bring flowers or new vases and then steal these items when they leave. The municipality should cut down these trees.

PRIORITY: High

Regards,
Eben November

Kari Vemer

Resident

Nwabisa Jozana

From: Kari Vemer <Kari.Vemer@mweb.co.za>
Sent: Wednesday, 07 October 2026 13:36
To: idp
Cc: 'FHRPA EXCO'
Subject: [EX] Input to IDP Process 2026-2027
Attachments: FHRPA IDP Input October 2026.pdf

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To whom it may concern

Attached herewith please find input to the 2026-2027 IDP input. I trust that this will be positively received and look forward to further constructive engagement.

Yours sincerely
Kari Vemer
24 Dirkie Uys
House 3 Riverside Oaks
Franschhoek 7690

Description	**Further information**	**Applicable Ward** (note that I am not that familiar with needs in Ward 2, so am unable to comment on this)	**Comments**
Additional Traffic Calming Measures to be constructed in Dirkie Uys section	Dirkie Uys street between Fleur de Lis and Louis Botha. One speedbump close to Louis Botha is insufficient to slow vehicles along this section	Ward 1	Remains an unsafe zone in the heart of the historical Village with highspeed cards, trucks, motorbikes creating a hazardous environment for elderly people, scholars, parents with prams and/or young children, church goers, working people, pedestrians and dog walkers, tourists and others who frequent this section of road. Currently NOT user/tourism friendly See attached email trail.
Establish one-way sections of roads in Dirkie Uys and Akademie	Between Louis Botha and south-east towards R45	Ward 1	See above. Need to reduce traffic in this section and implement additional traffic calming measures
Additional signs along Dirkie Uys to re-enforce traffic rules	No traffic >3,5 tonnes These roads are not to be used for thoroughfare		See above. Need to reduce traffic in this section and implement measures for additional traffic calming. Currently used by double flat trucks transporting various heavy equipment.
Repair/level paving/sidewalks in Franschhoek Village AND make them traversable for disability access.	Not completed as stated in IDP feedback.	Ward 1	Centre Village needs to be *safely* accessible for disabled and elderly. Currently NOT user/tourism friendly
Upgrade and/or establish sidewalks in Dirkie Uys street around NGK to Fleur de Lis	Not completed as stated in IDP feedback.	Ward 1	Around NGK area, including Dirkie Uys, where many pedestrians use the street. Sidewalks and streets needs to be *safely* accessible for disabled and elderly.

AND make them traversable for disability access.			Currently NOT user/tourism friendly
Ensure sidewalks in main road is open and accessible to pedestrians. Ensure that transgression onto the sidewalk does not take place.	Very difficult to actually walk on any sidewalk when this is totally blocked by restaurants, street vendors, etc. The sidewalk is meant for pedestrians and a safe section needs to be made available for them	Ward 1	Sidewalks needs to be easily and *safely* accessible for all, but in particular for the disabled and elderly. Currently NOT user/tourism friendly
Additional public toilets in central Village	Need to be able to serve any visitor. Currently an embarrassing situation where limited facilities are available.	Ward 1	Currently NOT user/tourism friendly
Check all streetlights in Franschhoek Village on a regular basis to ensure in working order	Many found to be out of service. Creating a dark and unsafe environment. Possible trip and fall hazard when dark, unsafe and unwelcome feeling. Creates a negative view on how Franschhoek Municipality operates.	Ward 1	
Additional cleaning bins to be set up during festival weekends	Currently a disgusting mess with paper and other rubbish all over streets and sidewalks. Apart from looking unsightly, it is also a health and safety hazard. Creates a negative impression on how Franschhoek Municipality operates.	Ward 1 Ward 2	
Additional cleaning service in central Village, especially during and after a festival weekend.	Specifically on a Saturday afternoon, Sunday morning, and again on a Monday morning. See above for additional comments.	Ward 1	
Regular street cleaning to take place of secondary side roads in the Village.	It is noticeable that regular cleaning takes place in the main road, but as soon as one uses a side road, it is evident that these are ignored and regularly littered with rubbish.		
Implementation of a policy and effective mechanism to limit and control formula restaurants in the historical areas of Franschhoek.		Ward 1 and along R45	

Marike Bolz

ARCH Town Planners

Nwabisa Jozana

From: Marike Bolz <marike@archtownplanners.co.za>
Sent: Wednesday, 07 October 2026 12:42
To: idp
Cc: Chantel Hauptfleisch; 'Steven Tripney'; 'Alex Tripney'
Subject: [EX] Hazendal Tourism Node Motivation SDF
Attachments: Hazendal SDF Motivation.pdf

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Dear Sir/Madam

Herewith attached, please find our formal request for the inclusion of Hazendal as a Tourism Node in terms of the Municipal SDF and IDP review.

Kind regards

Marike Bolz (Director)

ARCH TOWN PLANNERS

Address I 2nd Floor, Bakkershuis,
152 Dorp Street, Stellenbosch, 7600
M I: +27 (0) 72 480 5838
E I: marike@archtownplanners.co.za
W I: www.archtownplanners.co.za

HAZENDAL WINE ESTATE

MOTIVATION FOR CLASSIFICATION AS TOURISM NODE

(AS PART OF THE REVIEW OF THE STELLENBOSCH SDF)





SUBMITTED TO: STELLENBOSCH MUNICIPALITY, SEPTEMBER 2026

SUBMITTED BY:

ARCH TOWN PLANNERS

ON BEHALF OF:

HAZENDAL
ANNO 1699

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MOTIVATION : FOR THE CLASSIFICATION OF HAZENDAL AS A TOURISM NODE IN THE AMENDED STELLENBOSCH MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

For purposes of this document, Hazendal refers to: Remainder Farm 222, Portion 11 of Farm 214 and Portion 13 of Farm 214, Stellenbosch Municipality

1. Introduction and Purpose

This motivation is submitted to Stellenbosch Municipality on behalf of Hazendal Wine Estate ("Hazendal"), in response to the Municipality's invitation, made in the course of the current review of the Stellenbosch Municipal Spatial Development Framework (MSDF, 2023), to submit a formal motivation for the classification of Hazendal as a Tourism Node within the amended MSDF.

Hazendal, comprising the Remainder of Farm 222 (Hazendal Farm), holds land use approvals for an established range of tourist facilities. The property lies outside the urban edge and is zoned Agricultural and Rural. Within this zoning, Hazendal has exhausted the additional consent uses available to it to accommodate further tourist facilities. Classification of Hazendal within the settlement hierarchy of the amended MSDF, in a manner comparable to the treatment already afforded to Spier, is accordingly sought.

Hazendal has recently acquired Portion 11 of Farm 214, and Portion 13 of Farm 214, Stellenbosch which, for purposes of this document forms part of Hazendal and forms part of this submission.

It is important to record the precise scope of this motivation at the outset. This document motivates only for the spatial planning identification and classification of Hazendal as a Tourism Node within the amended MSDF. It does not motivate for, and should not be read as seeking, any specific additional land use right, built form, or development quantum. Any future development proposal arising from such classification will remain subject to its own land use application, and to all applicable environmental, heritage, and other statutory approvals, in the same manner as any other application.

2. The Property and Existing Tourism Function

Hazendal is an established wine estate comprising the Remainder of Farm 222, together with the recently acquired Portion 11 and Portion 13 of Farm 214, all situated within Stellenbosch Municipality, outside and directly south the City of Cape Town (CoCT) urban edge, and zoned Agricultural and Rural zone. Please refer to Figures 1 and 2 below for the regional and the Municipal context.

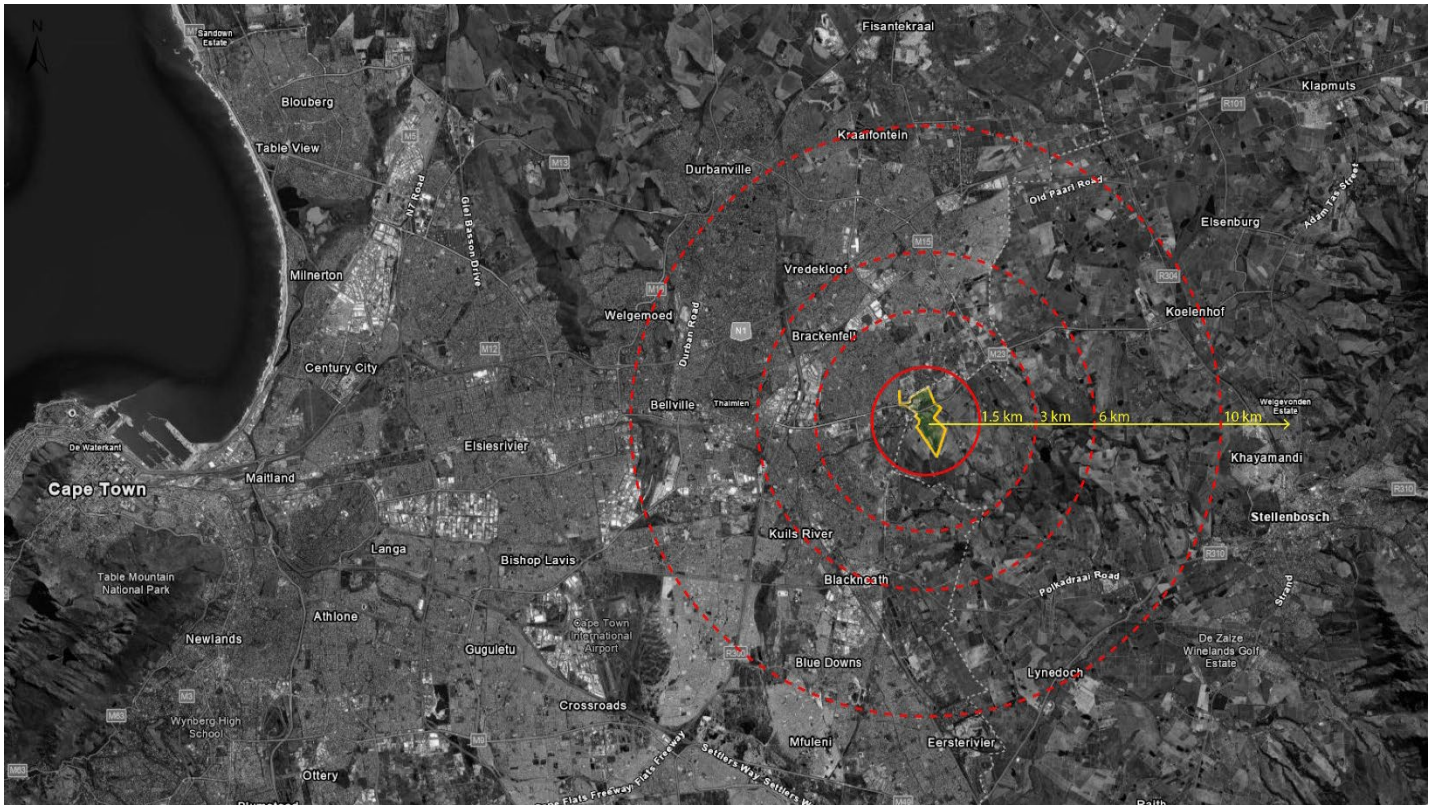


Figure 1: Locality: Regional Context

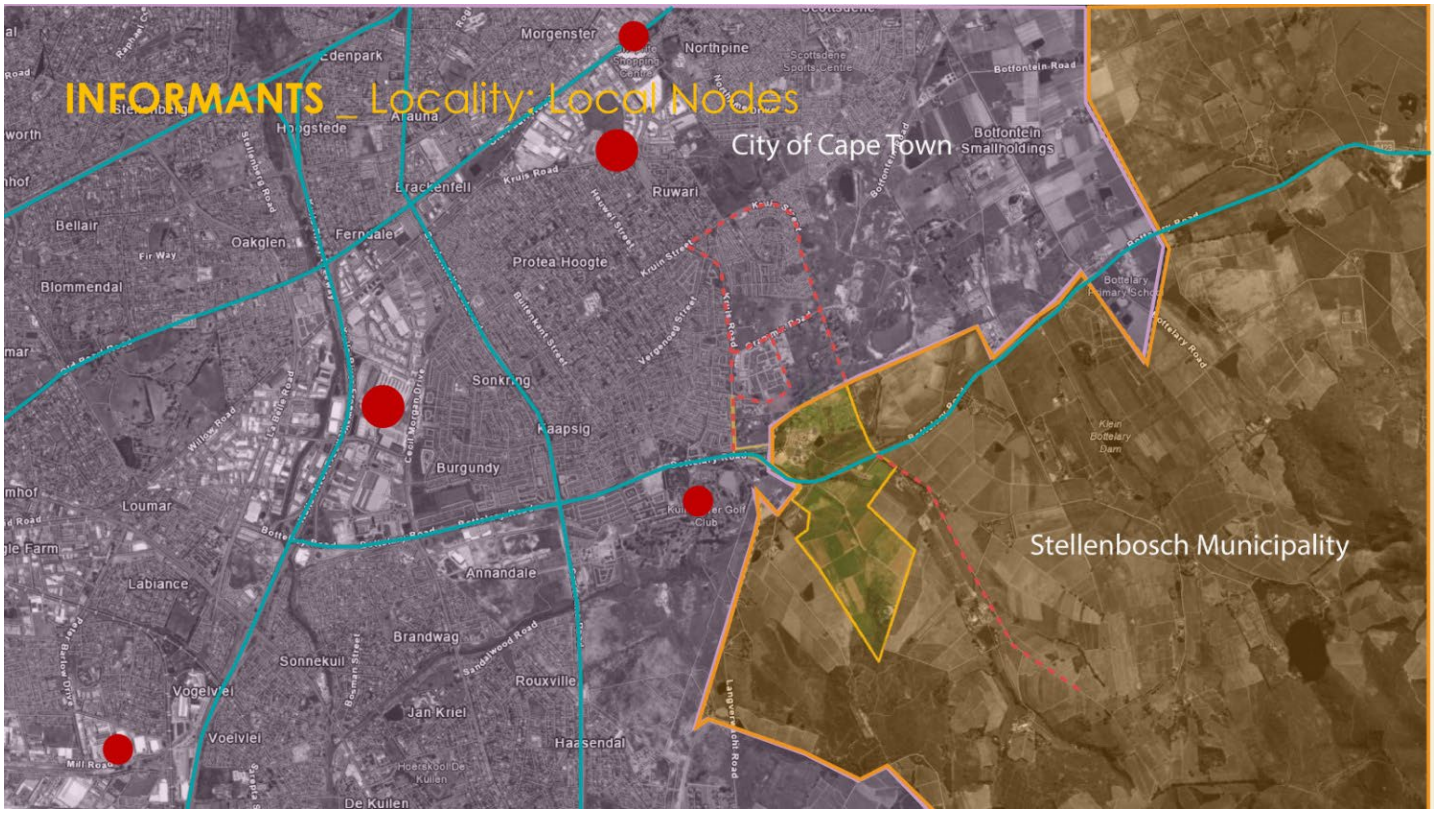


Figure 2: Municipal Context

The Bottelary Road divides Hazendal Farm(Re/222) in a northern and a southern portion, the northern area, referred to as the Hazendal Estate and the southern area, referred to as Hazendal Agricultural as indicated in in Figure 3 below. The proposed Tourism Node includes the northern portion of Hazendal Farm (situated between the City of Cape Town Urban edge and the Bottelary Road) and Portions 11 and 13 of Farm 214

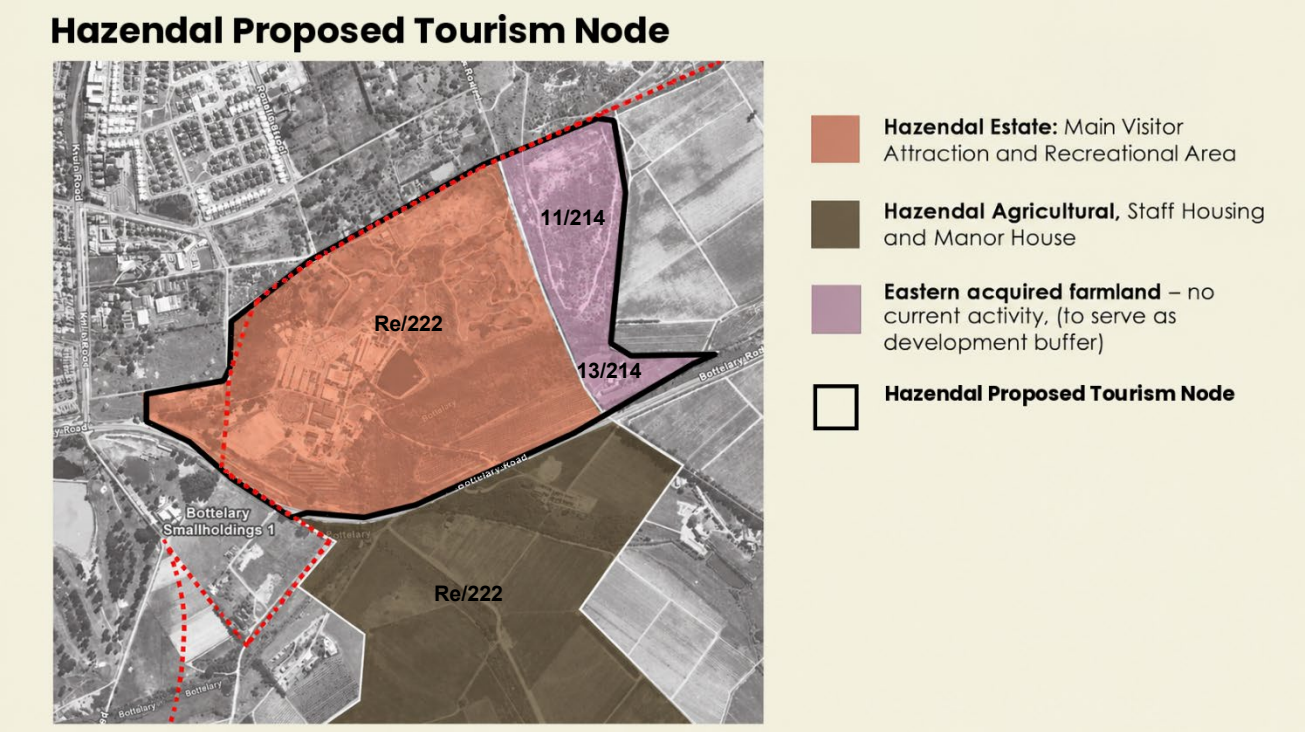


Figure 3: Proposed Hazendal Tourism Node

Over time, and through the consent use provisions available under the Agricultural and Rural zone, Hazendal has developed a range of approved tourist and hospitality facilities, including a hotel, conference centre, cellar, wine lounge, restaurant, golf course, driving range, and mini-golf, together with the necessary supporting infrastructure and staff accommodation. Taken together, these facilities have already established Hazendal, in function and in character, as a fully-fledged tourism and hospitality destination, and not merely as a single incidental farm-based tourism use.

Having regard to this existing function, and to the extent of consent use rights already utilised, the current zoning affords no further mechanism by which Hazendal can accommodate additional tourist facilities. A change in the property's spatial planning classification, of the kind motivated for in this document, is accordingly the appropriate and necessary first step to enable Hazendal to be considered for any further tourism-related development in future.

3. Strategic Location: The Urban Edge Transition

Hazendal occupies a distinctive and strategically important position directly on the CoCT Urban Edge, with the City of Cape Town municipal area towards the north, east and west of the farm and Stellenbosch Municipality to the south. The land directly north and west of Hazendal, within the City of Cape Town, has been earmarked for further urban densification.

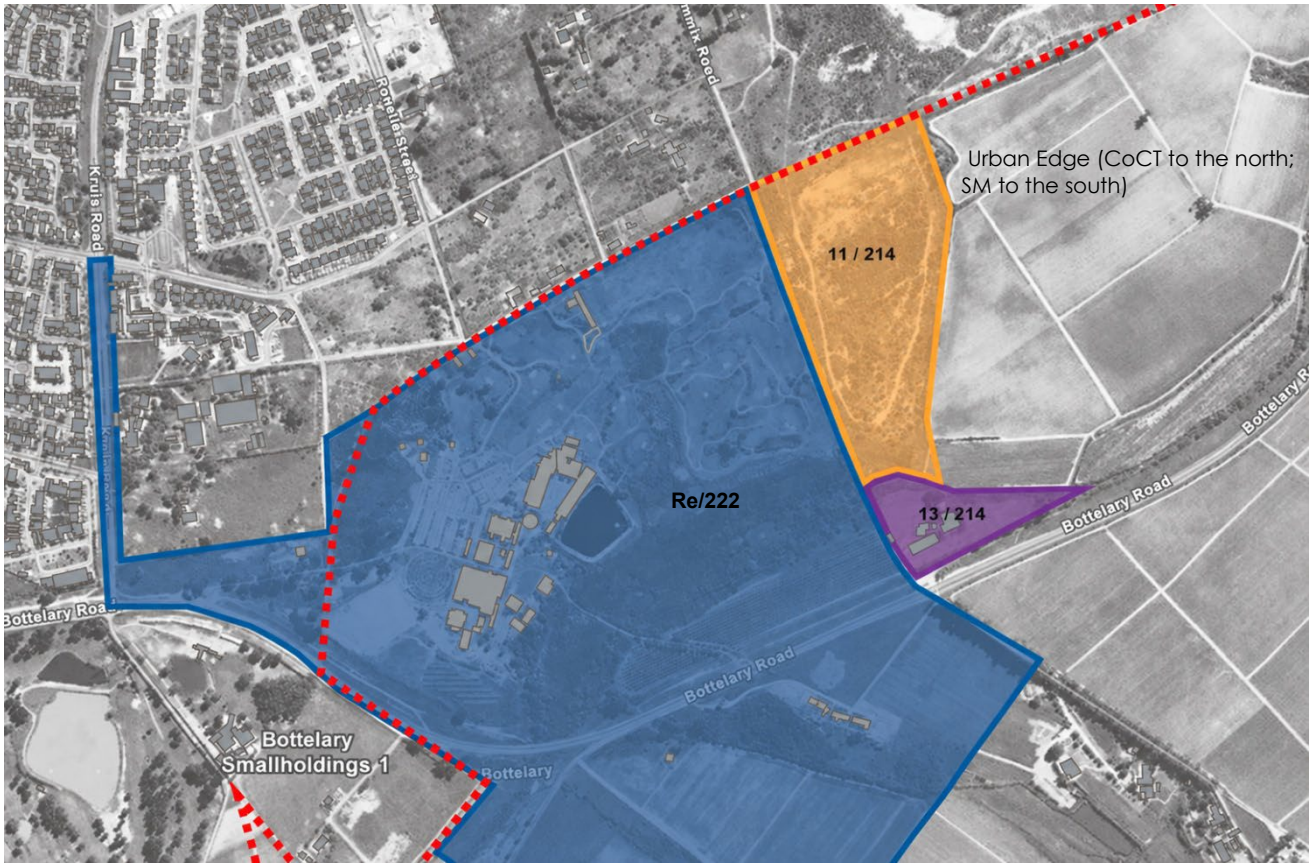


Figure 4: City of Cape Town Urban Edge

In recognition of this pressure, the owner has proactively acquired erven along its eastern boundary (Portion 11 and Portion 13 of Farm 214), specifically to hold them as a buffer against encroaching urban densification.

The Stellenbosch MSDF itself already recognises the precise pressure this location is exposed to. In its discussion of the Zevenwacht / Bottelary Hills area, the MSDF records:

"There is a threat to the visual amenity of the Bottelary Hills within the eastern visual envelope of the metro area... Close proximity to world-renowned vineyards and wineries (Zevenwacht, Hazendal)... Such urban growth is eroding the visual amenity of the Bottelary Hills, impacting on the agricultural working landscape and prompting demand for developments within adjacent areas in the Stellenbosch municipal area enjoying similar locational advantages. Accordingly, cross-boundary urban growth management collaboration is required between the CoCT and Stellenbosch Municipality to ensure that the visual, natural and agricultural integrity of the Bottelary Hills is maintained." (Stellenbosch MSDF, June 2023, Zevenwacht / Bottelary Hills)

The MSDF's own policy framework commits the Municipality to give effect to precisely this concern. Under Strategy 1 of its policy framework (Table 30), the MSDF commits to:

"Actively engage with adjoining municipalities and provincial government to ensure that the integrity of SM's natural environment is maintained (specifically in relation to land use management in adjoining municipal areas)... Support compatible and sustainable rural activities outside the urban edge (including tourism) if these activities are of a nature and form appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment, agricultural sustainability, or the ability of the municipality to deliver on its mandate." (Stellenbosch MSDF, June 2023, Table 30, Strategy 1)

Formal classification of Hazendal as a Tourism Node gives direct spatial effect to this stated policy objective. It allows the transition between the intensifying CoCT and the agricultural and scenic heartland of Stellenbosch to be defined and managed as an intact, tourism-oriented rural landscape and buffer, rather than being left exposed to ad hoc residential or industrial encroachment from either side of the municipal boundary. Hazendal's own planning already anticipates this role, as set out in section 6 below.

4. Precedent: Spier's Treatment in the MSDF (2023)

The current MSDF already contains a directly comparable precedent for the classification sought for Hazendal. Spier, a 620ha historic farm outside the urban edge, in the Agricultural and Rural zone, and housing a 150-room hotel, conference centre, restaurants, and winery, is recognised in the MSDF's Proposed Settlement Hierarchy (Table 29) in its own right, distinct from the surrounding agricultural landscape, and separately from the neighbouring settlements of Vlottenburg and Lynedoch.

> *"The village at Spier, abutting the R310, is part of the 620ha historic Spier Farm. Housing a 150-room hotel, conference centre, restaurants, and winery, the village component has become a centre for the arts, recreation, and tourist destination."* (Stellenbosch MSDF, June 2023, Section 5.12.2)

Spier's settlement role is recorded in the MSDF as a "Contained tourism and cultural centre", with a development and land use management focus of "Containment and limited expansion of existing offering". This is precisely the kind of designation sought for Hazendal: recognition of an existing, large-scale tourism and hospitality use on agricultural land outside the urban edge, managed on a containment basis, without any accompanying urban edge amendment or rezoning.

The table below sets out the direct correspondence between Spier's existing treatment and the classification proposed for Hazendal.

	Spier (current MSDF)	Hazendal (proposed)
Settlement hierarchy role	Contained tourism and cultural centre	Proposed: Tourism Node
Development focus	Containment and limited expansion of existing offering	Same principle: containment, no urban edge amendment sought
Location	620ha farm outside the urban edge, Agricultural / Rural zone	Outside the urban edge, Agricultural / Rural zone, on the CoCT / SM boundary
Existing facilities	150-room hotel, conference centre, restaurants, winery	Hotel, conference centre, cellar, wine lounge, restaurant, golf course
MSDF description	“Centre for the arts, recreation, and tourist destination”	Existing tourism and hospitality estate of comparable profile and scale

Table 1: Correspondence of Spier's existing classification and Hazendal proposed classification

Hazendal's existing facilities place it in a directly comparable position to Spier, both in profile and in scale. The classification sought mirrors, rather than exceeds, the treatment already afforded to Spier within the same MSDF.

5. Policy Alignment

5.1 Western Cape Land Use Planning: Rural Guidelines

The Western Cape Land Use Planning: Rural Guidelines identify SDF recognition as a precondition for the consideration of resort and tourism-related development outside the urban edge. The Guidelines record:

> *"Resort applications outside urban areas can only be considered if linked to a unique resource, unless the area in question has already been demarcated for resort development in terms of an approved SDF or overlay zone."* (Western Cape Land Use Planning: Rural Guidelines, Chapter 10)

This is the precise precondition that this motivation seeks to satisfy. Hazendal is not, through this document, applying for any resort or tourism land use rights. It is asking that the amended MSDF demarcate Hazendal for tourism-related development, as the Rural Guidelines contemplate, so that any future application of that kind may properly be considered on its merits. The Guidelines further recognise tourism as a legitimate and encouraged rural diversification strategy, and specifically record that “rural resorts should be compact and clustered in nodes”, consistent with Hazendal's existing, consolidated development footprint.

5.2 The MSDF's Own Spatial Planning Category for Tourism Nodes

The MSDF's Spatial Planning Categories (SPC) already include a category designed for precisely this purpose. Category D.Q, “Resorts and Tourism Related Areas”, is described as:

"Tourism-related nodes and amenities that form part of a designated hospitality corridor."
(Stellenbosch MSDF, June 2023, Table 38, SPC D.Q)

The MSDF therefore already anticipates and provides a category for the classification sought. Hazendal's inclusion as a Tourism Node in the amended MSDF would give practical effect to this existing category, rather than requiring the creation of a new planning mechanism.

5.3 Provincial Policy Support for Rural Tourism

Both the MSDF and the Department of Rural Development's SDF guideline identify tourism, alongside agriculture, as a principal pillar of the rural economy, and support the protection and expansion of tourism assets and the diversification of the rural economy into tourism and recreation, provided that such development is appropriately located, of a scale and form suited to its rural context, and does not compromise agricultural production or environmental integrity. The classification sought for Hazendal is fully consistent with, and gives effect to, this provincial and municipal policy direction.

6. Alignment with Hazendal’s Vision

The classification motivated for in this document is not a departure from, but a direct extension of the long-term vision for the estate.

As indicated in Figure 4 below, there are numerous constrains on the northern portion of Hazendal farm, which limits the expansion of agricultural activities on this portion of the Estate. The main constraints relate to the overhead powerlines (and accompanying servitudes), heritage classification of the historic buildings and werf area and environmentally sensitive areas on the eastern and southern boundaries of the site, which include areas of critically endangered plant species, 100m buffer areas required around these species and the required setback lines from the watercourses and waterbodies on site, all of this resulting in these areas being classified as Critical Biodiversity Areas.

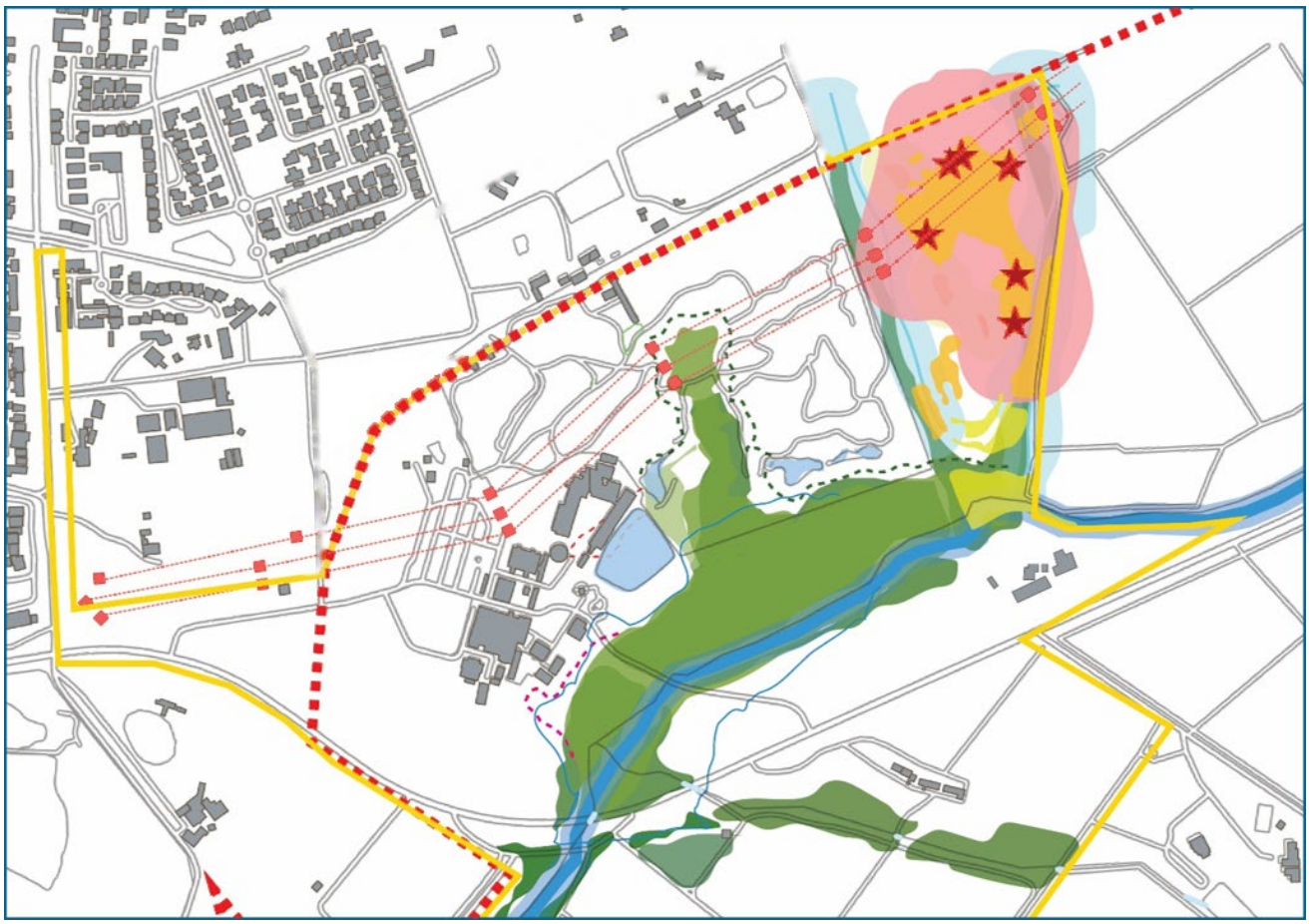


Figure 4: Environmental Constraints

These limitations helped to guide the long-term spatial vision and strategic role of Hazendal, which correspond precisely to the classification sought here, describing Hazendal as a:

- Tourism Gateway Precinct;
- Step down and transition between the urban densification in the CoCT and Stellenbosch Winelands; and
- Destination that is “both a destination and municipal spatial element”,

with one of the “big ideas” being to buffer the estate against densification pressure, and one of its guiding principles being to provide a green buffer to the urban edge and urban sprawl.

This vision is articulated by the estate's own Managing Director in the Framework:

"To transform Hazendal into an Estate which reflects the brand’s values of: Ubuntu, Quality, Beauty, Joy, and Curiosity. The Estate aims to offer a premium, design-led and culturally enriching collection of world-class hospitality experiences centred around family leisure, luxury events, executive retreats, wellness, golf, and wine tourism. Each development should be designed to strengthen the estate's commercial performance while delivering exceptional guest experiences and ensuring every precinct works seamlessly together as one destination."

(Maxim Voloshin, Managing Director, Hazendal Wine Estate, Hazendal Framework)

The guiding philosophy and inspiration for Hazendal vision is summarized as follows:

- **Ubuntu:** Spaces that bring people together, celebrating community, hospitality and shared experiences.
- **Quality:** Timeless architecture and craft, designed and made with care, built to last.
- **Beauty:** Rooted in nature and place, where landscape, architecture and seasonal change inspire.
- **Joy**: Places that uplift and delight, creating memorable moments for all ages.
- **Sustainable and Meaningful:** Thoughtful design that respects the land, enhances heritage and secures a thriving future for generations to come.
- **One Estate, One Destination**: Connected precincts that work together seamlessly to create a cohesive, enriching and effortless guest experience.



Figure 5: Visual Interpretation of Hazendal guiding philosophy and vision

Every element of this vision is tourism related, and consistent with the scope of the classification motivated for here. The supportive spatial designation would mean that it would provide “direct and immediate policy alignment” and “formal status and acknowledgement”, while confirming that “all approvals, sensitivities, etc.” and “land use approvals” would still be required for any future development. That framing is consistent with, and is adopted by, this motivation: classification now, specific land use rights applications, with all required approvals, later.

The recently acquired eastern erven have deliberately been acquired to serve as an environmental and visual buffer to urban development. This is a direct, voluntary contribution by the estate to the protection of the surrounding rural and scenic landscape, and to the cross-boundary integrity that the MSDF itself seeks to secure, rather than a basis for further building footprint.

It is further important to note that the southern portion of Hazendal Estate (situated south of the Bottelary Road) is and will be kept as a working farm in which substantial investment has been made in the recent years to strengthen Hazendal’s wine brand. Hazendal is embarking on a new approach to viticulture committed to biodiversity, habitat restoration and regeneration. The Estate is transitioning from conventional farming practices towards organic viticulture with the objective of achieving certified organic status by 2030. This involves cultivating new varieties with a focus on varieties that are drought resistant, planting indigenous fynbos corridors between the vineyards, clearing alien vegetation, and restoring endangered renosterveld habitats. In support of this, 2026 marks the planting of 2.8 hectares of a White Field Blend comprising 13 different varieties.

The case for Hazendal's classification as a Tourism Node cannot be separated from the substantial financial investment the estate represents, nor from the employment and community benefit that investment already sustains, and stands to sustain further.

Hazendal's owners have committed significant capital to the estate across both its agricultural and tourism operations. This investment underpins a substantial and diverse workforce, drawn largely from the surrounding community, and engaged across farming, hospitality, and estate management.

This existing base of investment and employment cannot be viewed in isolation from the ongoing, successful operation of the estate as a going concern. The historic werf and associated heritage buildings that anchor Hazendal's identity require sustained and costly maintenance, a cost that is met, in material part, from income generated by the estate's tourism operations, without compromising the agricultural potential of the farm. A financially sustainable tourism offering is accordingly not incidental to Hazendal's heritage function, it is part of the mechanism by which that heritage is kept in good repair and remains accessible to the public.

The nature of the employment Hazendal generates is also directly relevant to the Municipality's own economic development objectives, and points to a further reason to support the estate's tourism function specifically. Agricultural employment on the estate, tied to the vineyard and the annual harvest and pruning cycle, is inherently seasonal, and fluctuates according to the demands of the farming calendar. Tourism and hospitality employment, by contrast, is labour intensive and sustained throughout the year, providing stable, year round income to employees and their households, independent of season. A Tourism Node classification, by enabling

Hazendal to grow this side of its operation, without having any impact on the agricultural potential of the farm, accordingly supports not only the volume of employment the estate can sustain, but its consistency and reliability, a benefit less readily achieved through agricultural activity alone.

This diversification is directly consistent with, and gives effect to, the MSDF's own supportive policy objectives for the rural economy, which commit the Municipality to "assist in initiatives to diversify, strengthen, and open up new opportunities and jobs in the rural economy. Hazendal's continued growth as a tourism destination is one clear, evidenced pathway by which that objective is being met in practice within Stellenbosch Municipality.

7. Scope of the Request and Safeguards

To avoid any doubt, this motivation seeks only the following from Stellenbosch Municipality:

- The identification and classification of Hazendal, comprising the northern portion of Remainder of Farm 222, Portion 11 of Farm 214, and Portion 13 of Farm 214, as a Tourism Node, within the settlement hierarchy of the amended MSDF, in a manner comparable to the existing treatment of Spier.

- Recognition, in the amended MSDF, of Hazendal's role in the urban edge transition zone between the City of Cape Town and Stellenbosch Municipality, consistent with the MSDF's own stated policy objectives for this area.

This motivation does not seek, and should not be read as seeking:

- Inclusion of any portion of Hazendal within the urban edge;
- Any rezoning of the property;
- Approval of any specific additional land use right, building, or development quantum; or
- Any diminution of the environmental, heritage, or other statutory approvals that will apply to any future development proposal on the property.

All land uses arising from the classification sought will remain tourism related, consistent with the existing character and approved use of the estate, and with the vision recorded in the Hazendal Framework.

8. Conclusion

Hazendal is an established tourism and hospitality destination, comparable in profile and scale to Spier, occupying a strategically significant position on the boundary between the City of Cape Town and Stellenbosch Municipality. It has exhausted the consent uses available to it under its current Agricultural and Rural zoning, and the MSDF's own Rural Guidelines identify SDF recognition as the necessary precondition for any further tourism-related development to be considered outside the urban edge.

Stellenbosch Municipality is accordingly respectfully requested to identify and classify Hazendal, comprising the northern portion of Remainder of Farm 222, Portion 11 of Farm 214, and Portion 13 of Farm 214, as a Tourism

Node within the settlement hierarchy of the amended Stellenbosch Municipal Spatial Development Framework, in recognition of its existing tourism function, its role in the urban edge transition, and its direct alignment with the precedent already established for Spier and with the Municipality's own stated spatial and tourism policy objectives.

Juanita Brown

Ward 1 resident

Nwabisa Jozana

From: Juanita Brown <juanitaofgowrie@gmail.com>
Sent: Thursday, 08 October 2026 17:22
To: idp
Cc: files@fhrpa.co.za
Subject: [EX] Municipal budget...Franschoek

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sirs
The deterioration in the maintenance of Franschoek is very obvious and most unfortunate The main road into Franschoek is unkept and the worker/scholars/ residents using the roadside paths throw litter into drains and long grasses. The budget should include increased maintenance along the roads into this high tourist area, that is in need of income generating visitors, to sustain jobs and revenue for the area.
The parks are not maintained on a regular basis The popular stream walk to the Resevoir dam and the surrounds of the dam are often littered and overgrowth is not regularly maintained. The stream/river is still polluted with plastic and branches etc The electric substation on the edge of Le Afrik housing estate onto the river walk, is semi dug up and abandoned. Complaints have been ignored over the past months.
These attract snake, rodent etc into these highly used areas for pedestrians and social walkers with dogs.
The roads in the suburban areas of town are often neglected with weeds growing on curbs and pavements. Even the historic church boundary walls have weeds and often litter, which is a disgrace for this tourist town and proud residents who support the community and have to pay compulsory rates.
The car guards are a nuisance to locals and litter policing would be more beneficial.
This town used to be a well managed place to be proud of and now seems neglected.
Regards
J B Brown,
Resident in Calais street Franschoek

Alfreda Demorney

Ward 1 resident

Nwabisa Jozana

From: alfredadm@xsinet.co.za
Sent: Thursday, 08 October 2026 13:10
To: idp
Subject: [EX] IDP PUBLIC PARTICIPATION

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_____

Good Day

I am the owner of the following property:

Erf 350 (10 Stiebeuel Str, Groendal, Franschhoek).

Municipal Acc Nr: 109852384

My input for consideration as follows:

Tar of pavement in Stiebeuel Street.

Robots at both entrances/exits in Groendal.

Fence around the Library and open land next to the library in Groendal.

Regards

Mrs Alfreda Demorney

0828759251

Nwabisa Jozana

From: alfredadm@xsinet.co.za
Sent: Sunday, 11 October 2026 07:31
To: idp
Subject: Re: [EX] IDP PUBLIC PARTICIPATION

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Good day

Thank you.

One more input for consideration:

Upgrading/building fence at the Groendal Graveyard.

Kind regards

On 2026-10-09 12:40, idp wrote:

> Dear Mrs Demorney
>
> We hereby confirm receipt of your input submission for consideration in the planning and drafting of the 6th Generation Integrated Development Plan (IDP) 2027 - 2032.
>
> Kind regards,
>
> IDP Team.

STELLENBOS
STELLENBOSCH • PNIEL • FRANSC
MUNISIPALITEIT • UMASIPALA • MU

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

Disclaimer:
The information contained in this communication from idp@stellenbosch.gov.za sent at 2026-10-09 12:41:03 is confidential and may be legally privileged. It is intended solely for use by alfredadm@xsinet.co.za and others authorized to receive it. If you are not alfredadm@xsinet.co.za you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful. Powered by IOCO

From: alfredadm@xsinet.co.za <alfredadm@xsinet.co.za>
Sent: Thursday, 08 October 2026 13:10
To: idp <idp@stellenbosch.gov.za>
Subject: [EX] IDP PUBLIC PARTICIPATION

CAUTION:

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Good Day

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Fence around the Library and open land next to the library in Groendal.

Regards

Mrs Alfreda Demorney

0828759251

Anton Lotz

Anton Lotz Town and Regional Planning

Nwabisa Jozana

From: Anton Lotz <alotz@iafrica.com>
Sent: Friday, 09 October 2026 11:11
To: idp
Cc: Chantel Hauptfleisch; 'Lorne Dawson'
Subject: [EX] Klapmuts Urban Edge
Attachments: 2024-10-17_170154.pdf; Stellenbosch Bridge Site with urban edge adjustment.jpg

CAUTION:

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Good morning.

My discussion with Chantel Hauptfleisch with regards to the Klapmuts urban edge at it relates to our development, The Bridge refers.

As per the approval of the Department of Agriculture dated 2024 – 09 -17, the area excluded from the provisions of Act 70 of 1970 has been based on the current development edge indicated in The Bridge Development Framework. The land units excluded from the Act are:

- A portion of Remainder of Farm 742
- Portion 2 of Farm 744
- Portion 5 of Farm 742
- A portion of Farm 1515

Of these land units, Portion 2 of Farm 744 and Portion 5 of Farm 742 have received land use approvals. We are currently busy with the preparation of an updated development plan to apply for land use rights for the portions of Remainder Portion 742 and the Farm 1515 in terms of the approved Development Framework.

We request that the IDP reflect to Klapmuts urban edge as per the Department of Agriculture exclusion approval.

Regards
Anton



AntonLotz
TOWN & REGIONAL PLANNING

083 4877 869

agriculture, land reform & rural development
Department:
Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA

Private Bag X120, Pretoria, 0001
Agriculture Place, 20 Steve Biko Street, Arcadia, Pretoria, 0002

From: Directorate Land and Soil Management
Tel: 012-319-7583 **Fax:** 012-329-5938 **Email:** Motsei@dalrrd.gov.za/MulaloMo@dalrrd.gov.za
Website:www.dalrrd.gov.za
Enquiries: Helpdesk **Ref:** 2024_06_0149

CK Rumboll & Partners
P. O. Box 211
MALMESBURY
7299

Email: reception@rumboll.co.za Tel: 022 482 1845

Attention: Anelia Coetzee

APPLICATION IN TERMS OF THE SUBDIVISION OF AGRICULTURAL LAND ACT, ACT 70 OF 1970: REMAINDER OF FARM NO. 742, REMAINDER OF PORTION 2 OF FARM NO. 744, PORTION 5 OF FARM NO. 742 AND FARM NO. 1515, ALL DIVISION PAARL, WESTERN CAPE PROVINCE

Your letter bearing reference KLA/11593/IV dated 21 June 2024 refers.

With reference to the above-mentioned subject, the Department wishes to inform you that the application has been granted.

Consent No. 58021 issued in terms of section 4 of the Act is enclosed.

The Conveyancer must lodge the signed copy of the Consent with the Registrar of Deeds together with the documents for registration.

Yours faithfully

DIPEPENENENG SERAGE
DEPUTY DIRECTOR GENERAL:
AGRICULTURAL PRODUCTION, BIOSECURITY AND NATURAL RESOURCES MANAGEMENT
DELEGATE OF THE MINISTER
DATE: 2024 -09- 17

CC: The Surveyor-General Private Bag X 9028 **CAPE TOWN** 8000
CC: Mr Brandon Layman LandUse Management Department of Agriculture: Western Cape Private Bag x 1 **ELSENBURG** 7607

agriculture, land reform & rural development

Department:
Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA

REF.

2024_06_0149

CONSENT
IN TERMS OF THE SUBDIVISION OF AGRICULTURAL LAND ACT, 1970

58021

By virtue of the powers delegated to me by the Minister of Agriculture, Land Reform & Rural Development consent is hereby granted in terms of section 4(2) of the Subdivision of Agricultural Land Act, 1970, to utilize a portion of the agricultural land described in paragraph 1 to enlarge the development area of a local authority, as indicated in paragraph 2, subject to the conditions set out in paragraph 3.

PARAGRAPH 1: THE AGRICULTURAL LAND TO WHICH THIS CONSENT APPLIES

1.1 REMAINDER OF FARM NO. 742, IN EXTENT 66,3966 HECTARES,
1.2 REMAINDER OF PORTION 2 OF FARM NO. 744, IN EXTENT 21,1299 HECTARES,
1.3 PORTION 5 OF FARM NO. 742, IN EXTENT 107,9147 HECTARES; AND
1.4 FARM NO. 1515, IN EXTENT 144,5837 HECTARES, ALL DIVISION PAARL, WESTERN CAPE PROVINCE

PARAGRAPH 2: CONSENT GRANTED

To enlarge the development area of Stellenbosch Municipality by incorporating therein the agricultural land mentioned in paragraph 1.

PARAGRAPH 3: CONDITIONS PERTAINING TO THIS CONSENT

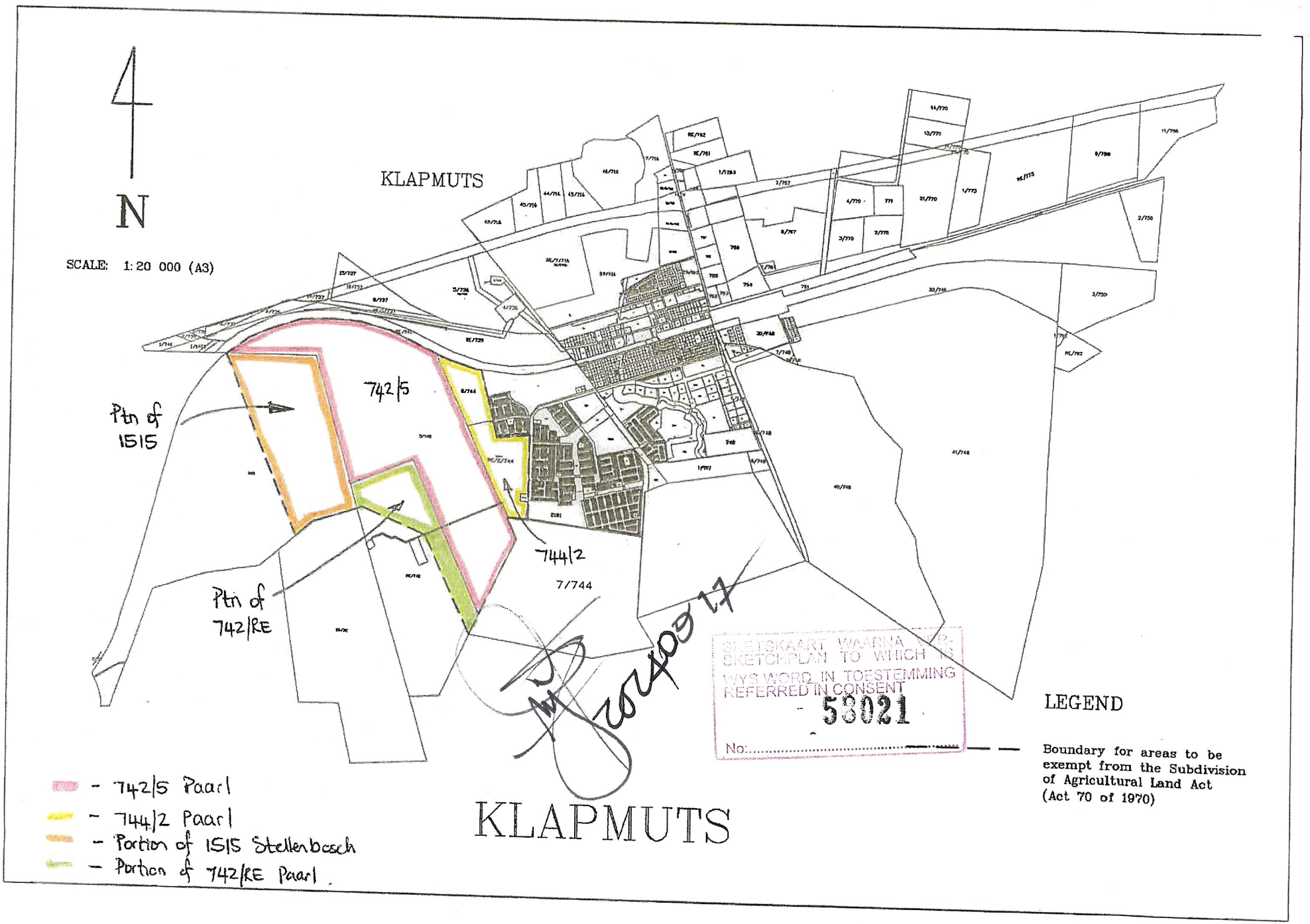
3.1 Simultaneously with registration of transfer, written proof must be submitted that all the conditions imposed by the Stellenbosch Municipality: Planning and Economic Development have been complied with.

3.2 This consent does not imply that the above-mentioned subdivisions are assured of a permanent water supply.

3.3 This consent does not exempt the property from the provisions of any other law and does not purport to interfere with the rights of any person who may have an interest in the agricultural land.

2024 -09- 17
DATE

DIPEPENENENG SERAGE
DEPUTY DIRECTOR GENERAL:
AGRICULTURAL PRODUCTION, BIOSECURITY AND NATURAL RESOURCES MANAGEMENT
DELEGATE OF THE MINISTER:


N
SCALE: 1:20 000 (A3)
KLAPMUTS
742/5
Ptn of 1515
744/2
7/744
Ptn of 742/RE
- 742/5 Paarl
- 744/2 Paarl
- Portion of 1515 Stellenbosch
- Portion of 742/RE Paarl
KLAPMUTS
SKETSKAART WAARNA VERWYS WORD IN TOESTEMMING REFERRED IN CONSENT
- 53021
No:
LEGEND
Boundary for areas to be exempt from the Subdivision of Agricultural Land Act (Act 70 of 1970)

ck rumboll and partners (our ref.: 11593)

versio

KLAPMUTS

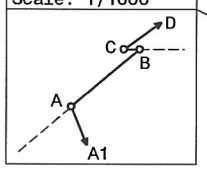
DIAGRAM OF AREA EXCLUDED FROM THE PROVISIONS OF THE SUBDIVISION OF AGRICULTURAL LAND ACT, ACT 70 OF 1970

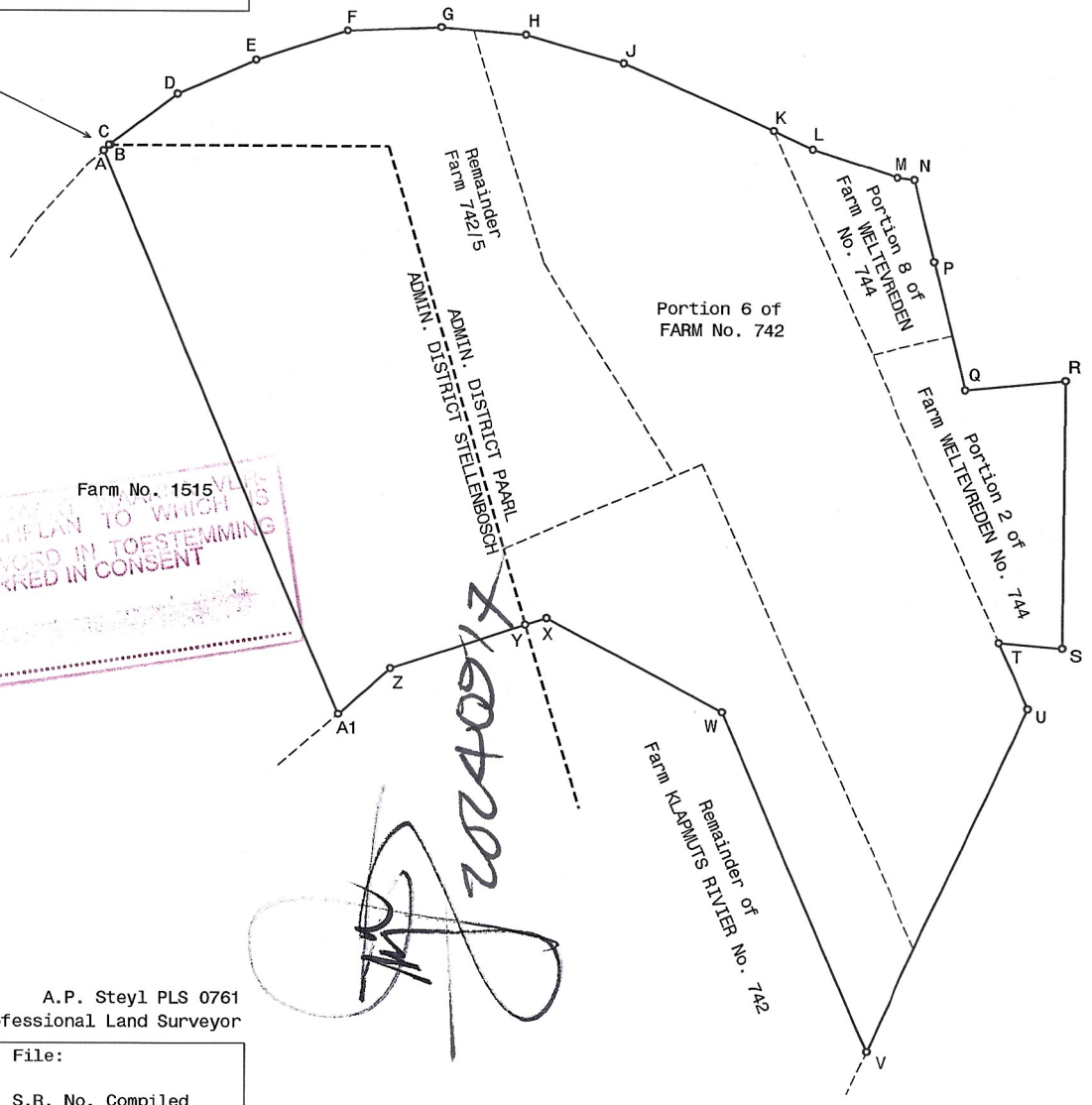
Being the figure A B C D E F G H J K L M N P Q R S T U V W X Y Z A1
representing 206,6748 hectares of land

SHEET INDEX
Sheet 1 - Figure
Sheet 2 - Coordinate data

Sheet 1 of 2 Sheets

Inset 1
Scale: 1/1000





Scale: 1/ 10000

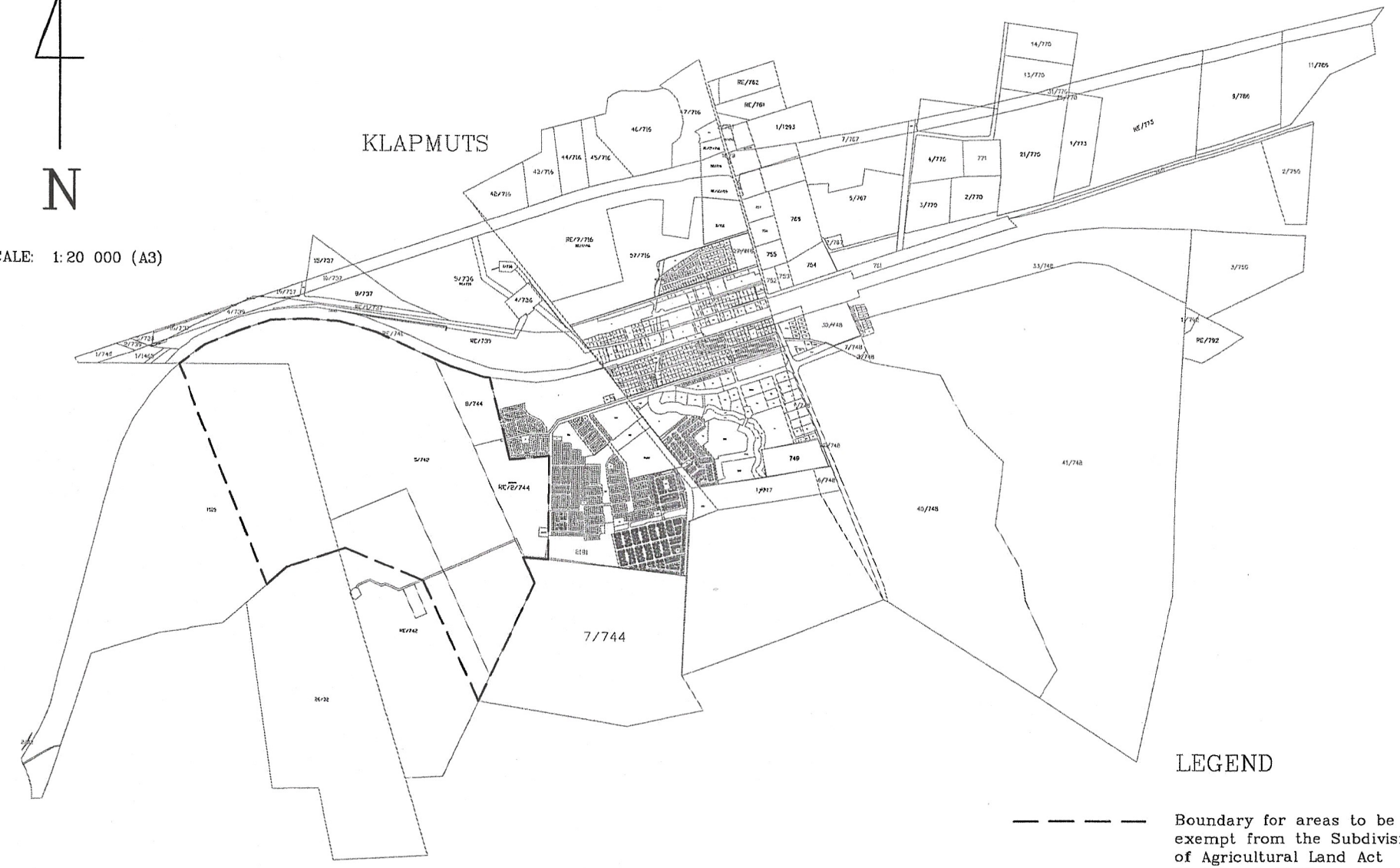
Situated in the Stellenbosch Municipality
Administrative District of Paarl and Stellenbosch
Western Cape Province
Compiled in May 2021 by me

A.P. Steyl PLS 0761
Professional Land Surveyor

		File: S.R. No. Compiled LPI C0460000

N

SCALE: 1:20 000 (A3)



LEGEND

— — — — Boundary for areas to be exempt from the Subdivision of Agricultural Land Act (Act 70 of 1970)

KLAPMUTS

Jacqui Samson

Ward 20 resident

Nwabisa Jozana

From: Jacqui Samson <jacqui@jsamsonconsultancy.com>
Sent: Friday, 09 October 2026 20:34
To: idp; Bernabe De La Bat; Catherine Muller
Subject: [EX] Input into IDP / review of MSDF: Phased growth framework for Lynedoch Node.

CAUTION:

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FOR ATTENTION:
Manager: IDP
Manager: Spatial Planning

Good day

Please find link below, which serves as input into the 6th Generation Stellenbosch Municipality IDP (2027/2028) and the review of the Stellenbosch Municipal Spatial Development Framework (2023). The proposal is for a phased urban growth framework for the Lynedoch Node.

Please note that a hard copy was submitted to the office of the IDP Manager and received by Ms Catherine Muller on 06 October 2026.

Portion 28 Farm No. 468 Phased Urban Growth Framework SMSDF binder.pdf

KINDLY ACKNOWLEDGE RECEIPT.

Thank you

A PHASED URBAN GROWTH FRAMEWORK FOR THE LYNEDOCH NODE

Input into the 6th Generation Stellenbosch Municipality Integrated Development Plan (IDP) 2027/28 and the review of the Stellenbosch Municipal Spatial Development Framework (SMSDF), 2023

Proposed Amendment to the Stellenbosch Municipal Spatial Development Framework
Portion 28 of the Farm Welmoed Estate No. 468, Stellenbosch

Proponent:
Uniqon Developers (Pty) Ltd, Reg. No. 1997/021737/07
Represented by: Mr Etienne Coetzer
Phone: +27 12 809 0262 | Mobile: +27 83 442 5799
E-mail: etienne@uniqon.co.za
Address: 17 Catherine Road, Shere, Pretoria East, 0084

Consultant:
J Samson Consultancy, Town Planning Consultants
Represented by: Ms Jacqui Samson
Mobile: +27 (0)82 467 3748 | E-mail: Jacqui@jsamsonconsultancy.com
Address: 17 St Thomas Road, Claremont, 7708

28 September 2026

This document, together with its annexures, serves as a request for the amendment of the Stellenbosch Municipality Spatial Development Framework, 2023 (SMSDF) and as input into the Integrated Development Plan (IDP) review process, in keeping with the provisions of Chapter II of the Stellenbosch Municipality Bylaw on Municipal Land Use Planning, 2023.

Section 26(d) of the Local Government: Municipal Systems Act, 2000 (MSA) provides that an SDF form one of the core components of the IDP and must set out basic guidelines for a land use management system. Regulation 2(4)(b) and (c) of the Local Government Municipal Planning and Performance Management Regulations (GNR 796 of 2001) require that an SDF set out objectives that reflect and direct the spatial form of the municipality, and strategies and policies for achieving that spatial form. Section 12(1) of the Spatial Planning and Land Use Management Act, 2013 (SPLUMA) requires that municipal spatial development frameworks guide planning and development decisions and provide clear, accessible direction for investment purposes. To this end, this document is narrowly focussed in the Lynedoch urban node.

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Executive Summary

Uniqon Developers (Pty) Ltd ("the Proponent"), together with the registered landowner, the Billy Visser Trust, requests the amendment of the Stellenbosch Municipality Spatial Development Framework, 2023 ("the SMSDF") during the forthcoming IDP 2026/27 review cycle, in respect of Portion 28 of the Farm Welmoed Estate No. 468, Stellenbosch ("the property"), 45,5 ha in extent, located at Lynedoch on the Baden Powell Drive corridor.

The property's agricultural function has become unproductive over time. Its vineyards, the only agriculture related activity on the property, yield an average of 5,5 tonnes per hectare against the approximately 15 tonnes per hectare required for viability, and specialist financial modelling shows that re-establishing the vineyards would carry a negative net present value even under optimistic price and yield assumptions. The property has been included within the Lynedoch urban edge and earmarked for urban development since at least 2010, which has itself discouraged reinvestment in the vineyards.

The entire property already falls within the designated urban edge. The current SMSDF nonetheless designates only approximately 6 ha of the property for low-density urban settlement (in the order of 100 residential units), with the remaining approximately 39 ha indicated as "Green Areas Retained". This outcome serves neither purpose well: the retained land is not commercially viable for agriculture, and the permitted settlement footprint is too small to generate the threshold population the SMSDF itself identifies as a precondition for viable public transport at the node.

Rather than request that the entire property be redesignated for urban development in a single step, this submission proposes a phased growth framework, comprising:

- **An immediate, moderate expansion** of the designated urban settlement footprint from approximately 6 ha to approximately 27 ha that is a little more than half the property, to establish a Village Square anchored by education, community and limited commercial uses as promoted in the current SMSDF, and a meaningful residential threshold population, including a substantially increased inclusionary housing contribution;
- **A permanent green, agricultural and scenic buffer** of approximately 13 ha, retained in every phase, protecting the R310 Scenic Route foreground and the cultural landscape character of the node regardless of how the remainder of the property is ultimately developed; and
- **A clearly defined future growth reserve** of approximately 8 ha, which is not requested for immediate development. It would be released only once objective, measurable triggers, namely: public transport threshold population, confirmed bulk services capacity, and updated heritage and agricultural monitoring, are satisfied and confirmed through a future SDF review.

This approach takes the SMSDF's own qualifying condition for growth at Lynedoch, namely that expanded settlements "should not grow significantly unless parallel public transport arrangements can be provided" and turns it into an actionable staging mechanism rather than a blanket constraint that keeps the node permanently below the threshold the policy itself requires. It gives the Municipality a phased, self-funded, evidence-based pathway toward the long-term nodal vision the SMSDF already sets out for Lynedoch, without pre-committing it to the full build-out of the property in this review cycle.

Development Alternatives at a Glance

Alternative	Urban footprint	Indicative units	Indicative inclusionary units
No development (status quo agriculture)	0 ha	0	0
Current SMSDF designation	6 ha	100	20

Alternative	Urban footprint	Indicative units	Indicative inclusionary units
Proposed Phase 1 (this submission)	27 ha	550–600	110–120
Full framework incl. Phase 2 reserve (long-term, trigger-based)	32 ha	860+	160

The permanent 13 ha green, agricultural and scenic buffer is retained under every alternative above and is additional to the urban footprint figures shown.

The Proponent's objective is to develop a commercially viable, appropriately scaled and phased settlement that responds to Stellenbosch's documented housing and land need, makes a measurable and self-funded contribution to public transport viability and municipal infrastructure, and does so without foreclosing the Municipality's ability to manage the pace, scale and character of growth at Lynedoch over time.

1. Background

1.1 Process

Section 34 of the MSA requires the Municipality to review its IDP, and therefore its SDF, annually "to the extent that changing circumstances so demand". This review process allows stakeholders to submit proposals and make input so that the medium- and long-term strategic objectives of the Municipality respond appropriately to a changing environment. To this end the Municipality recently approved and published its "SDF / IDP / BUDGET TIME SCHEDULE FOR 2027/28", in response to which this submission is made.

Since the SMSDF was last substantively considered, a substantial body of site-specific specialist evidence has been generated in respect of the property, spanning agricultural, heritage, archaeological, palaeontological, ecological, engineering, traffic, socio-economic and market analysis. This evidence as summarised in Section 2 and Section 4 below constitutes new, site-specific information to be put properly before the Council for purposes of this SDF review. It updates and refines the case first put to the Municipality in 2025.

This submission is made for the forthcoming IDP review cycle. It proposes a materially different, more incremental request than a prior version of this submission: rather than seeking redesignation of the entire property in a single step, it proposes a phased growth framework, as set out in Section 3.5.

1.2 Introduction

The 45,5 ha property contains a main dwelling and farmyard, together with labourers' dwellings, but no significant agricultural infrastructure. Of the property, approximately 32,5 ha is potentially arable, of which approximately 28,9 ha is presently under vines, many of which are at or beyond the end of their productive lifespan. The property is not effectively maintained or productively used for agricultural purposes and the owner has indicated that the 2026 grape crop was the last it would produce in view of the risk of losses it will incur yet again in the coming years.

Three broad alternatives therefore exist for the future of the property:

- retention with no development beyond the status quo and accordingly no economic value;
- development limited to the current SMSDF designation of approximately 6 ha; or
- a phased growth framework that expands the immediate footprint moderately while holding the balance of the property in a defined, criteria-based reserve.

As set out below, the phased growth framework is the only alternative that meaningfully addresses the property's agricultural non-viability, Stellenbosch's documented housing need, and the SMSDF's own public transport threshold condition, while remaining proportionate and evidence-led.

2. Context

2.1 Spatial context

The property is located adjacent to the Lynedoch EcoVillage, described as the first ecologically designed, socially mixed intentional community in South Africa, established around the historic Drie Gewels Hotel site in the early 2000s. The Village accommodates the Sustainability Institute, the Lynedoch Primary School (serving up to 500 children, mostly from farm-worker families), a pre-school and other community facilities, but only 35 dwelling units, and does not receive full municipal services.

The property lies within 750 m of Lynedoch railway station and the Baden Powell Drive / Annandale Road intersection, which is the reason the node was historically identified as one of the "string of pearls" settlements along the Stellenbosch municipal area's transport corridors. The 2013 SMSDF designated the Lynedoch Node for urban settlement on both sides of Baden Powell Drive, including the entire property. In 2019 the node was reduced to the land west of Baden Powell Drive, with the settlement designation on the property reduced to approximately 6 ha; the 2023 SMSDF carried this reduction forward without revisiting it against updated site-specific evidence.

The current SMSDF policy for the node envisages "the gradual expansion of [a] unique development model based on sustainable living and education" but adds that expanded settlements "should not grow significantly unless parallel public transport arrangements can be provided." Three public transport services presently operate through the node:

- Metrorail's Lynedoch Station,
- the Mitchell's Plain–Stellenbosch bus service along Baden Powell Drive, and
- minibus taxi route 663.

Ridership on each remains low, amongst others a function of the very small threshold population the current SMSDF designation permits.

2.2 Agriculture sector context

The Agricultural Agro-Ecosystem Specialist Assessment prepared for the property concludes that its overall agricultural potential is low and unviable unless an additional source of irrigation water can be secured, and that the property has access to groundwater sufficient to irrigate less than 3 ha of vines – not a viable farming option. Current vineyard yields average 5,5 t/ha (2022 season) against a breakeven requirement of approximately 15 t/ha; a specialist financial analysis of re-establishing dry-land vineyards shows a negative net present value even at an optimistic wine grape price of R12 000/tonne and yield of 9 t/ha. In 2023, 12,3 ha of the existing vineyards were already yielding below the historic average, indicating further uprooting is likely regardless of any development decision.

The property does not contribute meaningfully to food security, and the specialist assessment concludes that development of the site would encourage the retention of higher-value agricultural resources elsewhere in the Stellenbosch district, rather than displacing productive agricultural capacity.

The farm does not have an irrigation supply to maintain any commercial crop. Previously there was a partially usable irrigation water supply from the Eerste River through an allocation from Wineland Water over Portion 27. This supply is registered to Portion 27. However, this supply has been stopped since Portion 27 was sold to a different party, and it is being developed. The only remaining water supply to Portion 28 is a single borehole with limited capacity that is not a viable supply for agricultural use.

2.3 Socio-economic context

The Demacon Socio-Economic and Fiscal Impact Report finds that the property's current agricultural use generates approximately R2,6 million in operational expenditure, stimulating approximately R4,8 million in business sales, contributing R2,0 million to regional GDP, and supporting only eight jobs. At full build-out, the proposed development represents a capital investment in the order of R1,5 billion, expected to generate between R1,5 billion and R3,5 billion in additional GDP and business sales during construction and create approximately 5 300 temporary jobs; on an operational basis it is estimated to generate approximately R301 million in annual household and operational expenditure, approximately R317 million in additional annual GDP, approximately 888 sustained jobs, approximately R101,3 million in additional annual employee compensation, and approximately R62,4 million in additional annual tax revenue. A phased delivery would realise these benefits incrementally, with Phase 1 delivering a first, smaller tranche and the balance following only once the Phase 2 growth reserve is released (see Section 3.5).

Stellenbosch's population is forecast to grow from 209 831 (57 520 households) in 2024 to 231 712 by 2029, an annual growth rate of 1,7%, with households growing faster still (2,4% p.a.) as household sizes fall. This implies annual residential demand in excess of 1 100 units, in addition to an existing shortfall in commuter accommodation documented in the Municipality's own Comprehensive Integrated Transport Plan (CITP).

2.4 Heritage and scenic landscape context

The property and the surrounding Lynedoch area are mapped within the Baden Powell Road scenic route corridor and the Eerste River Valley landscape character unit in the Stellenbosch Municipality Heritage Inventory, and are graded IIIb in heritage significance, falling within the R310 Scenic Route Conservation System. Under the Municipality's scenic route visibility methodology, the foreground zone (0–500 m of the route) carries the greatest sensitivity, and the property falls substantially within this zone.

This sensitivity has been directly assessed, not merely asserted. The Cultural Landscape and Visual Impact Study concludes that further development of the property can be supported in principle and, if developed in accordance with the heritage indicators and design guidelines it sets out, would be visually acceptable and would not compromise the area's scenic, cultural or heritage values. The Phase 2 Heritage Impact Assessment confirms that appropriate development can be accommodated within the precinct with an insignificant negative effect on the node's heritage character, while the Archaeological Impact Assessment finds the anticipated impact on archaeological resources to be low, given the already heavily transformed, centuries-farmed character of the landscape. The Municipality's own Heritage Survey identifies the existing rail network as an opportunity for "a new typology of integrated development around stations" consistent with the historic "string of pearls" settlement pattern.

The phased growth framework proposed in Section 3.5 is specifically designed to respond to this evidence: a permanent buffer protects the scenic route foreground regardless of phase, the Phase 1 footprint is modest relative to the total property, and development is guided throughout by the heritage indicators set out in the Cultural Landscape Study and the Welmoed Urban Design Framework prepared in direct response to it.

2.5 Environmental and biodiversity context

The property lies inside the designated urban edge but outside the "urban area" as defined in the EIA Regulations made under the National Environmental Management Act, 1998, and any development will accordingly remain subject to environmental authorisation. A Basic Assessment and Site Sensitivity Verification Report, prepared by a registered natural scientist, confirms that the area of the property mapped as Critical Biodiversity Area 1 (CBA1) Swartland Granite Renosterveld has been completely

transformed by historic agricultural use, and that no remnant of that vegetation type remains on the property. There is accordingly no material biophysical basis for retaining the bulk of the property as undeveloped green space on biodiversity grounds; the case for the permanent buffer proposed in Section 3.5 rests instead on its scenic, agricultural-transition and amenity functions.

2.6 Transport and public-transport context

The property lies along the Baden Powell Drive transport corridor at its intersection with Annandale Road, a location the Municipality's approved CITP identifies as important from an integrated transport perspective. The CITP records that existing public transport services through the Lynedoch node are not functioning optimally, precisely because the population along the corridor remains too small to sustain viable service frequencies; a textbook instance of the threshold-population problem that transit-oriented development is designed to solve. Non-motorised transport infrastructure already exists along Baden Powell Drive as a result of its dualling, and the Cape Winelands District Municipality's NMT Transport Masterplan specifically provides for improved non-motorised transport facilities serving Lynedoch Village. A specialist Traffic Impact Assessment, together with a subsequent addendum, concludes that the proposed development can be adequately served by the surrounding road network.

3. Planning Case

3.1 Assumptions

This submission assumes that the national, regional and local economies will not grow materially faster over the coming five years than at present, and that demand for housing, land and employment opportunities will accordingly remain firm rather than accelerate. It further assumes that the medium-term performance of the Western Cape and Stellenbosch property markets will continue to be shaped by broader South African and global economic conditions, with GDP growth in the order of 1,6% to 1,8% underpinning reasonably strong demand for well-located development.

3.2 Purpose of the SDF and the applicable development principles

The SMSDF itself records that spatial development frameworks are "guiding and informing documents" that "are not rigid or prescriptive plans that predetermine or try to deal with all eventualities", and that they "should, however, contain sufficient clarity and direction to provide guidance to land use management decisions while still allowing some flexibility and discretion." The SMSDF further cautions that no single policy or guideline should be applied in isolation: "initiatives or proposals should be evaluated in terms of the policy framework as a whole." This submission is framed accordingly as a proposal to be weighed against the SMSDF's policy framework and the statutory development principles as a whole, not against a single spatial designation in isolation.

Section 7 of SPLUMA, echoed in Section 59 of the Western Cape Land Use Planning Act, 2014 (LUPA), establishes five development principles binding on the preparation and implementation of any spatial development framework. Applied to the proposed phased growth framework:

- **Spatial Justice:** the property lies entirely within the urban edge, within 750 m of a railway station and on a primary public transport corridor. The current SMSDF designation generates approximately 20 inclusionary housing opportunities; the proposed Phase 1 alone generates approximately 50–60, with substantially more available through the Phase 2 reserve. A designation that suppresses the supply of well-located, affordable housing on land already inside the urban edge does not advance spatial justice.
- **Spatial Sustainability:** the specialist agricultural evidence confirms the property does not constitute prime or unique agricultural land requiring protection. Phasing keeps bulk infrastructure commitments proportionate to demonstrated need at each stage, while the developer's commitment to self-fund and install that infrastructure at no capital cost to the Municipality keeps the proposal within the fiscal and institutional means of government.
- **Efficiency:** a phased settlement within walking distance of a railway station, served by three existing public transport modes, on land already inside the urban edge, is the efficient outcome the principle is designed to produce. The current SMSDF alternative, requiring full bulk infrastructure for a sub-threshold population, produces the opposite.
- **Spatial Resilience:** holding approximately 39 ha as nominal "green areas retained", most of which has no confirmed agricultural or biodiversity value, does not advance resilience. The phased framework converts part of that land to productive urban use in a measured way while permanently protecting a genuine, defined buffer.
- **Good Administration:** the 2019 reduction of the node's settlement designation to approximately 6 ha was not supported by site-specific specialist evidence; the 2023 SMSDF carried that reduction forward without revisiting it. Good administration requires that the designation now be reconciled with the substantial body of site-specific evidence this submission places before the Municipality.

Section 22(2) of SPLUMA further confirms that a spatial development framework is not intended to operate as an inflexible bar: a decision-maker may depart from an SDF where site-specific circumstances justify it. The phased growth framework is designed so that no departure is ultimately necessary in

consideration of land development application that must follow for the land in question in view of its urban designation and complete lack of economically viable agricultural potential. It proposes that the SMSDF designation be amended, on the evidence now available, in a proportionate and staged manner.

3.3 Economic considerations

Stellenbosch's local economy has grown more slowly than most other municipalities in the Cape Winelands District, in part reflecting pressure on the wine industry from global economic conditions and climate change. The socio-economic evidence summarised in Section 2.3 indicates that the proposed development would generate a considerable net benefit to the local economy relative to the declining economic value of the property's current agricultural use, including materially increased rates and tax revenue, while the developer bears the cost of internal infrastructure through a property owners' association. These benefits, however, depend on a rational, evidenced spatial policy for the node, which is precisely what this submission requests.

3.4 Administrative and policy consistency

The Municipality has, under the current SMSDF, approved comparable greenfield mixed-use nodal developments elsewhere in the municipal area, including the Northern Extension at Kayamandi and the development south of Jamestown, both on actively farmed land within Grade IIIb cultural landscapes and without existing public transport services. The Municipality's own Conservation Management Plan for Tangible Heritage Resources (Phase 4, January 2019) assessed the Northern Extension site as more heritage-sensitive than the property that is the subject of this submission. This confirms that there is administrative precedent, and policy latitude within the current SMSDF framework, for well-motivated, appropriately mitigated development of this kind at Lynedoch, provided it is properly staged and evidenced, which is what the phased growth framework offers.

3.5 A phased growth framework for the Lynedoch node

3.5.1 Concept and rationale

The central obstacle to growth at Lynedoch, as recorded in the Municipality's own CITP, is a chicken-and-egg problem: public transport along the corridor is not viable without a threshold population, and a threshold population cannot be reached under a designation capped at approximately 6 ha. The SMSDF's own qualifying condition that expanded settlements "should not grow significantly unless parallel public transport arrangements can be provided", is best read not as a permanent ceiling, but as a condition capable of being satisfied through staged development: growth first establishes the threshold population that then supports viable, scaled-up public transport.

Rather than ask the Municipality to resolve this in a single step by redesignating the entire 45,5 ha property already designated as an urban area (within the urban edge), this submission proposes a three-part framework:

- an immediate Phase 1 expansion sized to meaningfully move the node toward a viable threshold population;
- a permanent buffer that protects the property's genuine scenic and heritage sensitivities regardless of what happens thereafter; and
- a Phase 2 reserve that remains undeveloped until specific, objective conditions are met and confirmed by the Municipality through a future SDF review.

3.5.2 Phase 1: Immediate SDF designation

It is proposed that the SMSDF designation for the property be amended, with immediate effect, to indicate approximately 27 ha for urban settlement, an increase of approximately 21 ha on the current designation, and slightly more than half of the total property. This would accommodate a Village Square anchored by education, community and limited commercial facilities (building on the existing Sustainability Institute model), together with residential development in the order of 550–600 units at a density gradient from higher densities near the station and Village Square to lower densities at the perimeter, consistent with the Welmoed Urban Design Framework. A substantially increased inclusionary housing contribution, in the order of 110–120 units, would form part of this footprint. The Demacon Mixed Use Market Study Report finds that a development of this scale will take seven to eight years to conclusion, in line with the Municipality's vision of growth over time.

The developer commits to designing, installing and funding all bulk and link infrastructure required to service Phase 1, including external sewer, water, electrical and stormwater systems, at no capital cost to the Municipality, sized to the long-term node-wide capacity contemplated herein rather than only the immediate 6ha SMSDF requirements. The cost of such installations may, under Chapter 9 of the Municipality's Development Charges Policy, be deducted from development charges payable, ensuring the arrangement remains fair to both parties. The Municipality need not incur any capital outlay and the developer recoups the cost of the bulk and external infrastructure over time as development charges become payable to the Municipality.

3.5.3 Permanent green, agricultural and scenic buffer

Approximately 13 ha of the property would be retained in every phase as a permanent green, agricultural and scenic buffer, positioned to protect the R310 Scenic Route foreground zone and the transition between agriculture and settlement that the SMSDF identifies as important to the character of the small settlements along Baden Powell Drive. This buffer is not contingent on the release of the Phase 2 reserve, and would be secured through appropriate title conditions, servitudes or open space zoning at the time Phase 1 is approved.

3.5.4 Phase 2: Future growth reserve and release triggers

The balance of the property's developable potential, approximately 8 ha, bringing the total developable footprint to the approximately 32 ha identified in the Welmoed Urban Design Framework and not all of which is intended for building development, as it includes a substantial open space network, as the property's full development concept, would be held as a defined future growth reserve. This reserve is not requested for development in this submission and is not an automatic entitlement. It is proposed that its release be considered only once the following triggers have been satisfied and confirmed by the Municipality, through a future SDF review:

- Phase 1 is substantially built out (in the order of 70% of approved units occupied) and has established a resident and worker population sufficient to support a defined, improved minimum service frequency on at least one of the node's three existing public transport modes, verified by the relevant transport authority or an updated CITP assessment;
- the relevant service authorities confirm that bulk engineering services have available capacity for Phase 2, with any required augmentation funded and installed by the developer at no capital cost to the Municipality, on the same basis as Phase 1;
- an updated heritage and visual impact monitoring review confirms that Phase 1 development has not resulted in unacceptable cumulative visual, or heritage impacts on the R310 Scenic Route or the node's cultural landscape, incorporating any mitigation lessons learned; and
- the Municipal Planning Tribunal resolves, through the applicable land development application process, to approve of the Phase 2 reserve development, on conditions it considers appropriate at that time.

3.5.5 Governance: Recording the framework as SDF policy

It is proposed that the SMSDF text for the Lynedoch node (including Table 26 and the associated nodal plan) be amended to record the Phase 1 designation, the permanent buffer, the Phase 2 reserve and the release triggers set out above explicitly as adopted SDF policy, rather than only as a map change. This ensures that any future consideration of the Phase 2 reserve is a technical and administrative confirmation against pre-agreed, Council-adopted criteria, rather than a contested rezoning-style process repeated at each review cycle, giving both the Municipality and the Proponent a clear, predictable basis for the node's long-term development.

4. Supporting Specialist Studies

The following specialist studies accompany this submission in support of the Municipality's consideration of the phased growth framework. The same documents accompanied the land development application with reference LU17211. For this reason and to avoid unnecessary duplication, all the reports are not attached herewith again. Those deemed most crucial are included herewith under the annexure as listed. The principle of Good Administration (SPLUMA Section 7(e)) requires integrated, transparent, and rational policy- and decision-making. The SMSDF needs to consider the specialist evidence, hence inclusion of the most important such evidence that is static and highly unlikely to change over time.

4.1 Agricultural and financial viability

Study	Status
Agricultural Agro-Ecosystem Specialist Assessment	Attached (June 2023)
Financial Viability of Grape Production Report	Attached (September 2024)
Agricultural Specialist Comments (addressing Municipal Initial Assessment)	Attached (March 2025)

4.2 Heritage, cultural landscape and visual

Study	Status
Cultural Landscape and Visual Impact Study	Attached (August 2023)
Heritage Impact Assessment, Phase 2	Attached (May 2024)
Archaeological Impact Assessment	Attached (August 2023)
Palaeontological Impact Assessment	Attached (August 2023)

4.3 Ecology and environmental

Study	Status
Basic Assessment Site Sensitivity Verification Report	Attached (May 2024)

4.4 Engineering services, stormwater and mobility

Study	Status
Engineering Services (Civil) Report	Attached (April 2024)
Stormwater Management Plan	Attached (April 2024)
Infrastructure Report (Electrical Services)	Attached (April 2024)
Traffic Impact Assessment, with addendum	Attached (March 2025)

4.5 Socio-economic, market and design

Study	Status
Market Study	Available on request (September 2023)
Socio-Economic and Fiscal Impact Report	Available on request (March 2025)
Welmoed Urban Design Framework	Attached (May 2024)

Study	Status
Welmoed Village Landscape Strategy and Master Plan	Attached (April 2024)

All figures and specialist findings referenced in this submission are preliminary and indicative pending finalisation of the studies listed above, and remain subject to independent technical, environmental and financial validation.

5. Conclusion and Request

The property at Lynedoch is not delivering value under its current designation. It cannot be farmed viably, and the approximately 6 ha currently designated for settlement is too small to establish the threshold population the SMSDF's own policy identifies as a precondition for viable public transport at the node. The result is a designation that satisfies neither the agricultural nor the developmental objectives the SMSDF sets for itself.

This submission does not ask the Municipality to resolve that outcome by redesignating the entire property in a single step. It proposes instead a phased growth framework: an immediate, moderate expansion of the settlement footprint to approximately 27 ha; a permanent approximately 13 ha buffer protecting the node's genuine scenic and heritage sensitivities; and a defined approximately 8 ha future growth reserve, released only once specific, measurable triggers relating to public transport, infrastructure capacity, and heritage and agricultural monitoring have been met and confirmed by the Municipality.

The Proponent respectfully requests that the Municipality:

- amend the SMSDF designation for the Lynedoch node to reflect the Phase 1 settlement footprint (27 ha), the permanent buffer (13 ha) and the Phase 2 growth reserve (8 ha) described in Section 3.5;
- record the release triggers for the Phase 2 reserve explicitly as adopted SDF policy, so that their future satisfaction can be confirmed administratively rather than re-contested at each review cycle; and
- engage with the Proponent and its consultants, including through a joint site inspection, to refine the precise Phase 1 footprint, buffer alignment and release triggers collaboratively during the current IDP review process.

The Proponent is prepared to fund the detailed design, engineering and infrastructure development associated with Phase 1 in full, and to work with the Municipality to establish a durable, evidence-based framework for the long-term development of the Lynedoch node that serves the interests of both the Municipality and the surrounding community.

Yours faithfully,

_____

Etienne Coetzer
Director, Uniqon Developers (Pty) Ltd
Together with J Samson Consultancy, Town Planning Consultants

Annexure

- Annexure A: Agricultural and financial viability studies (Section 4.1);

- Annexure B: Heritage, cultural landscape and visual studies (Section 4.2);

- Annexure C: Ecology and environmental studies (Section 4.3);

- Annexure D: Engineering services, stormwater and mobility studies (Section 4.4);

- Annexure E: Urban design studies (Section 4.5).

Annexure

- Annexure A: Agricultural and financial viability studies (Section 4.1);



AGRICULTURAL IMPACT ASSESSMENT

EXTENTION OF THE LYNEDOCH URBAN NODE ON PORTION 28 OF FARM 468 STELLENBOSCH REGIONAL DIVISION

Prepared for:

UNiQON Developers (Pty) Ltd

FINAL: 5 June 2023

AGRIinformatics NATURAL RESOURCE SPECIALISTS

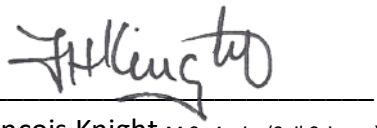
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Experience and Declaration of Independence

This report was compiled by François H Knight, principal consultant at Agri Informatics. Mr. Knight holds a B.Sc.Agric.Hons degree in Soil Science from the Free State University, a post graduate diploma in Terrain Evaluation from Potchefstroom University and a M.Sc.Agric.*cum laude* degree in Soil Science from the University of Stellenbosch. He has more than 35 years' experience in natural agricultural resource assessments, which stems from his work as a senior researcher at the Department of Agriculture and, for the past 21 years, as an independent consultant.

Mr. Knight has no business, financial, personal or other interests in the proposed development, other than fair remuneration for work performed in connection with this study and there are no circumstances that may compromise the objectivity of his work.



Francois Knight M.Sc.Agric. (Soil Science)

5 June 2023
Date

Indemnity
The information contained in this report and the digital data provided, were compiled using the best available information, knowledge, technology and experience. Great effort was made to ensure the highest levels of accuracy possible. However, Agri Informatics Development Trust or any individual or any other company who have contributed towards the compilation of this information cannot be held responsible for any loss or damage incurred as a direct or indirect result of the use thereof. All recommendations were made in good will, but the risks associated with the implementation thereof, resides with the implementor.

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1 Introduction

Lynedoch – also known as Lynedoch Eco Village – is a settlement, situated on Baden Powell Drive (R310) at the intersection with Annandale Road, in the Stellenbosch Municipal area. It is home to the Sustainability Institute, which offers tertiary training programmes in partnership with the University of Stellenbosch and other organisations.

The approved Stellenbosch Municipality Spatial Development Framework (MSDF, 2019) includes Portion 28 of Farm 468 in the urban edge of the Lynedoch precinct and proposes "mixed use and residential infill" on a portion thereof, while the remainder is indicated as "green areas retained" (Figure 1). The MSDF also mentions "*Further growth of the Sustainability Institute and its partners' education focus and offer, through expanded and new programmes, and further accommodation for students and staff within a compact, pedestrian oriented, child friendly community, appears appropriate.*"

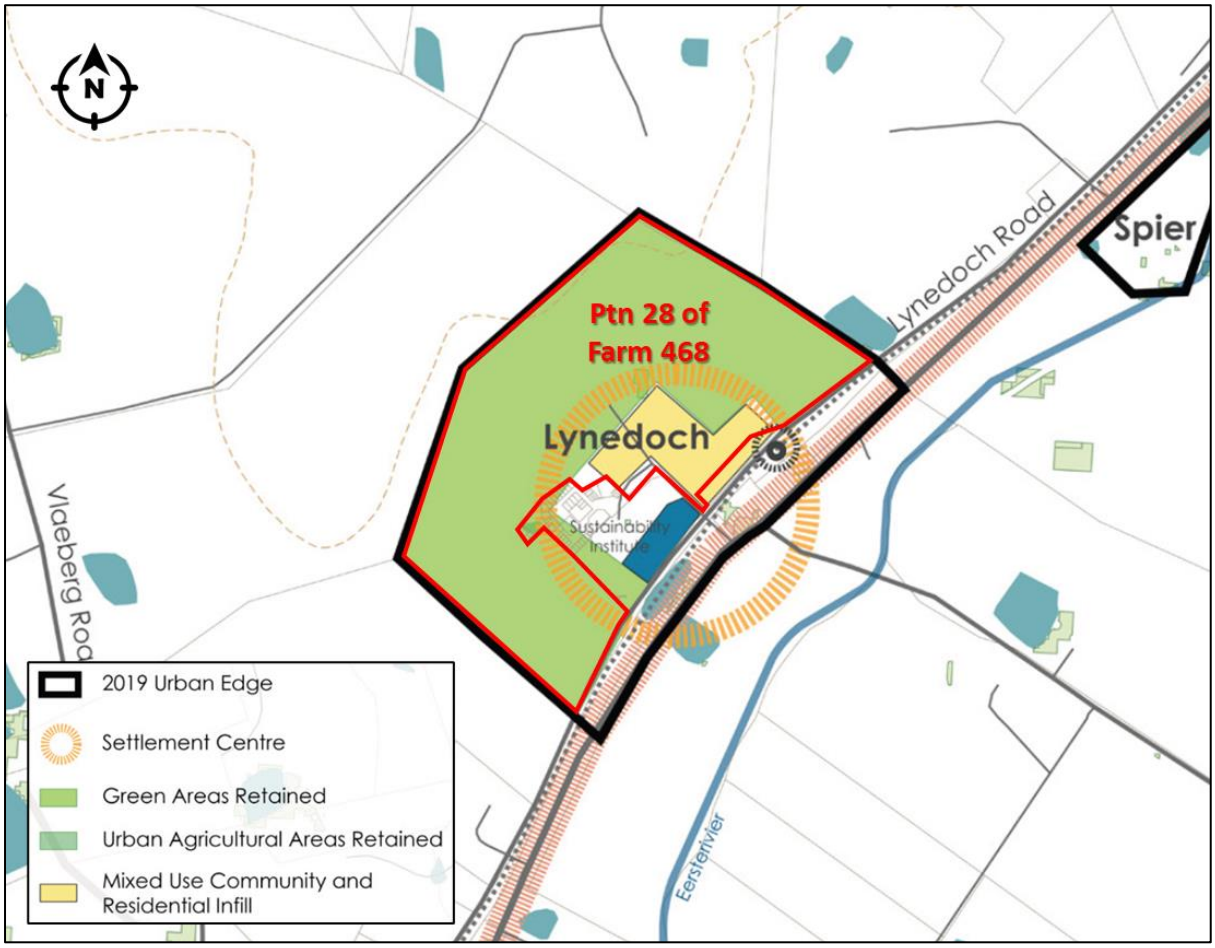


Figure 1: Extract from the Stellenbosch MSDF (2019), with the subject property indicated by the red line.

Uniqon Developers (Pty) Ltd is the proponent for a residential and multi-use development on Portion 28 of Farm 468, currently zoned as *Agriculture*.

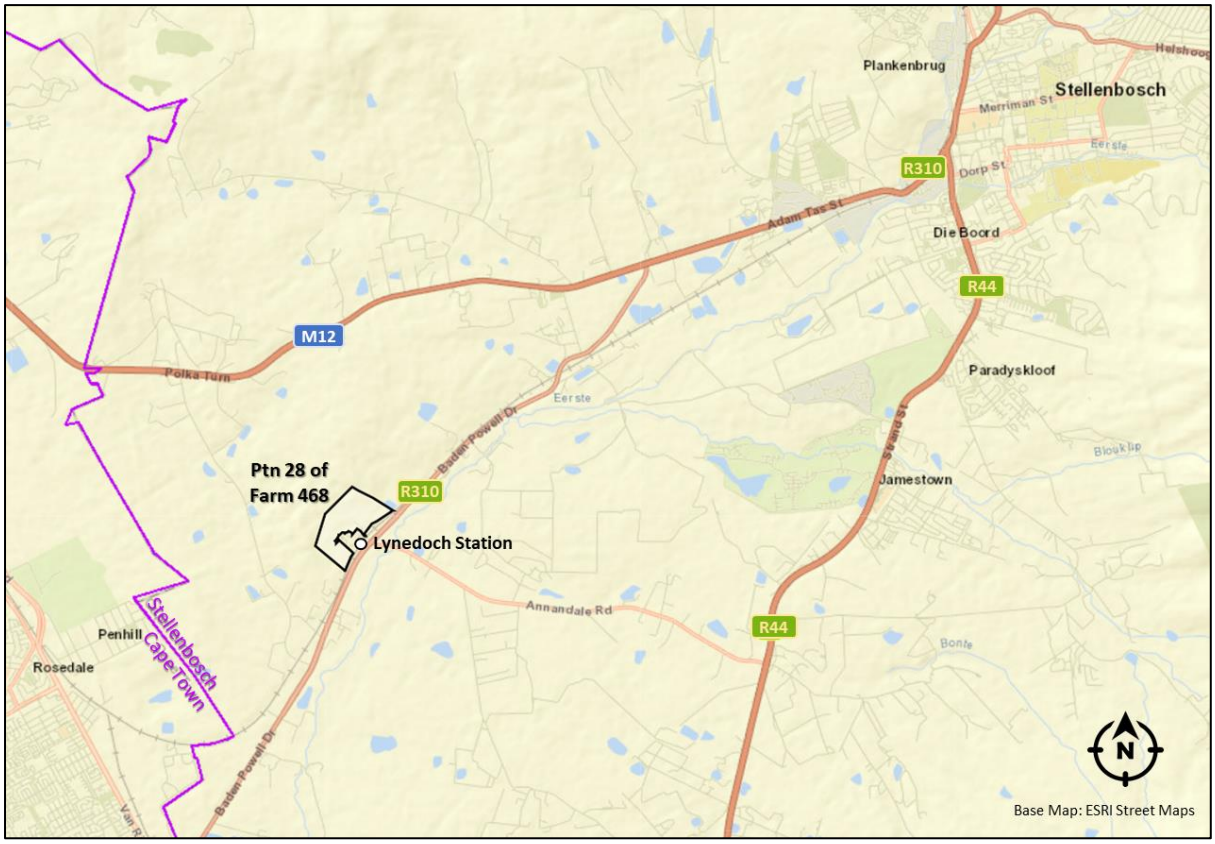


Figure 2: The study area is situated west of the R310, at the intersection with Annandale Road, in the Stellenbosch Municipal area.

An application in terms of the Subdivision of Agricultural Land Act (SALA – Act 70 of 1970) are being prepared for the inclusion of Portion 28 in the area of jurisdiction of Stellenbosch Municipality for urban development purposes. The purpose of this study is to inform the applicant and the statutory authorities about the agricultural potential of the said property and the possible impact of the proposed development on the agricultural resource base, food security and job opportunities of the Western Cape and the RSA.

Further to the SALA application the medium term development plan for the property, will include the transformation of agricultural land and may also trigger several other listed activities under NEMA (National Environmental Management Act EIA Regulations 2014 - as amended). A Scoping and Environmental Impact Assessment will therefore be required to apply for Environmental Authorisation (EA) of such proposed development at a subsequent stage. The NEMA guidelines prescribe a Site Sensitivity Verification, followed by an Agricultural Agro-Ecosystems Specialist Assessment where applicable, as part of the Scoping and EIA procedure.

Therefore, in anticipation of these future possible applications and to assist the deciding and commenting authorities in their evaluation of the applications, a Site Sensitivity Verification and Agricultural Agro-Ecosystems Specialist Assessment was requested by the applicant to inform and support their submission.

2 Terms of Reference

Agri Informatics was requested by Mr. Dupré Lombard of Virdus Works, lead consultant for the authorisation process for the proposed rezoning and development on the identified land, to conduct an Agricultural Agro-Ecosystems Specialist Assessment of Portion 28 of Farm 468, Stellenbosch RD. The assessment had to include:

- Site Sensitivity Verification
- Description of the Agricultural Land Use
- Soil Survey at a reconnaissance scale
- Topographic Assessment
- Climatological Assessment
- Assessment of Water Resources
- Description of the Grazing Capacity
- Agricultural Potential Assessment
- Assessment of the potential Impact of the proposed development
- Presentation of findings in relevant Report format

The findings and conclusions presented in this report are predominantly based on (i) own observations and surveys and (ii) independent third party data and information (e.g. climate data). Where information from the client, land owner or related parties are used, it will be clearly referenced.

3 The Study Area

The study area is situated ±8 km southwest of Stellenbosch in the Western Cape (Figure 2) and consists of a single farm portion, spanning an area of ±45.41 ha. The property detail is listed in Table 1.

Table 1: Cadastral units (properties) affected by the proposed development.

ID	Portion Nr	Farm Nr	Farm Name	District	Area* (ha)	GIS Area (ha)
1	28	468	Welmoed Estate	Stellenbosch RD	45.41	45.41
Total GIS area of cadastral units						**45.41**
* Areas as indicated by the Surveyor General Farm Portion data						

4 Site Sensitivity Verification

4.1 Protocol

This study needs to inform the future environmental authorisation process in terms of the NEMA EIA Regulations of 2014 - as amended, to obtain approval for the proposed development activities on the farm.

The procedure for the study is formally guided by the *Protocol for the Specialist Assessment and minimum report content requirements for Environmental Impacts on Agricultural Resources*, as published in Government Notice No 320 (March 2020). This Protocol makes use of the web-based Environmental Screening Tool of the Department of Forestry, Fisheries and Environment (DFFE), which identifies the general agricultural sensitivity of the study area and then prescribes either (i) an Agricultural Agro-Ecosystem Specialist Assessment (for areas with High or Very High sensitivity) or (ii) an Agricultural Compliance Statement for areas with Medium or Low sensitivity.

The first prescribed step is to conduct a **Site Sensitivity Verification** through the use of:
(a) a desk top analysis, using satellite imagery;
(b) a preliminary on-site inspection; and
(c) any other available and relevant information.
The aim of the site sensitivity verification is to confirm or amend the sensitivity classification of the site as indicated by the Screening Tool and thus determine the protocol for the rest of the study.



Figure 3: Agricultural Sensitivity as indicated by the Screening Tool of DFFE.

4.2 Findings

The Screening Tool of DFFE indicates most parts of the property as Very High or High agricultural sensitivity with only smaller parts as Medium or Low agricultural sensitivity (Figure 3). The areas mapped as Very High and High sensitivity corresponds to areas indicated by the Land Capability map (DAFF, 2016) as Moderate to Moderate-High land capability or areas mapped as irrigated wine grapes or dryland planted pastures (DAFF, Crop Census 2013, 2017/18).

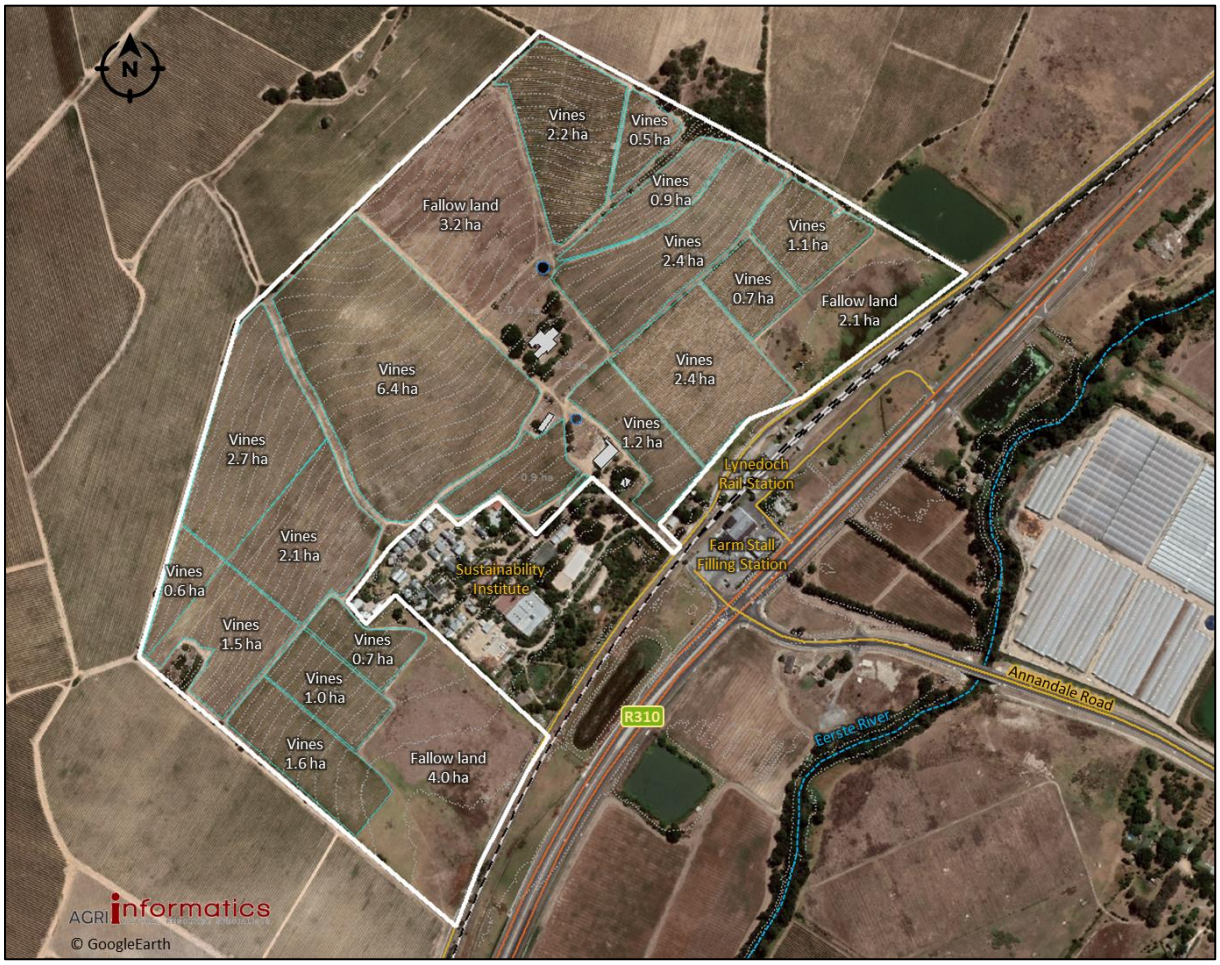


Figure 4: Recent GoogleEarth image indicating vineyards, fallow land and other infrastructure of Portion 28 of Farm 468.

At the time of the site visit (25 April 2023) the only agricultural activity on the property was dryland (rainfed) wine grape blocks with a total area of 28.9 ha, managed under contract by a neighbouring farmer. While two houses on the farm are occupied, the other farm infrastructure (mainly sheds) were unused while two cement dams were empty, without any sign of recent irrigation activity. The farm has some irrigation infrastructure in the form of main lines with water hydrants for moveable sprinkler systems. An assessment of historic aerial imagery confirmed that supplementary irrigation was applied to some vineyards. The extent and irrigation frequency is unkown, but the only source of irrigation water is a borehole

with an unconfirmed supply. No record of water use registration could be obtained. As the supply is expected to be limited, only supplementary irrigation of selected blocks is presumed.



Aerial imagery indicating overhead irrigation of sections of vineyard blocks (LEFT: Nov '21 & RIGHT: Dec '22)

Most of the current vineyards were planted before 2005, as indicated by aerial imagery, while at least one block were planted in 1987. The current production footprint is 2.6 ha smaller than the footprint of circa 2008 as some blocks have been uprooted, but not replanted.

Given the current and historic cultivation of wine grapes and the fact that some supplementary irrigation did take place, the site sensitivity has to be regarded as High and thus an Agricultural Agro-Ecosystems Specialist Assessment is prescribed to inform any future environmental or other authorisation for activities that will transform the land from agriculture to another land use.

5 Agricultural Agro-Ecosystem Assessment

5.1 Methodology

A desktop study was augmented by a site visit and a reconnaissance scale soil survey, to compile an agricultural potential assessment of the farm.

5.1.1 Desktop Assessment

Land Capability

The term "land capability" is often used to refer to the suitability of land for agricultural activities. Various independent but similar Land Capability classification systems have been developed or used internationally to classify land. Most systems put strong emphasis on soil properties, but other factors such as climate and topography can also play a role. In an attempt to provide more detailed input to the Preservation and Development of Agricultural Land Bill (PDALB), the former National Department of Agriculture, Forestry and Fisheries (DAFF), expanded the earlier 8-class Land Capability classification of the RSA, to a 15-class Land Capability Map, based on national datasets on Soil, Climate and Terrain capability. The

dataset was subsequently incorporated in the national web-based Environmental Screening Tool which re-classified and interpreted the Land Capability Map as follows:

Table 2: Land Capability interpretation as used in the Environmental Screening Tool.

Land Capability		Associated Land Use Types
Value	Class	
01	Very low	Natural veld with low grazing capacity; marginal dryland cultivated areas
02	Very low	
03	Low-Very low	
04	Low-Very low	
05	Low	
06	Low-Moderate	Some extensive dryland cultivated areas; natural veld with high grazing capacity
07	Low-Moderate	
08	Moderate	All productive cultivated areas including sugarcane; high value agricultural areas with a priority rating C or D
09	Moderate-High	
10	Moderate-High	
11	High	Irrigation, horticulture/viticulture, shade net; high value agricultural areas with priority rating A or B
12	High-Very high	
13	High-Very high	
14	Very high	
15	Very high	

Soils

Soil information was extracted from the South African Land Type Dataset, as obtained from the Institute for Soil Climate and Water (ISCW) of the Agricultural Research Council (ARC), augmented by *in situ* observations made during the site visit and soil survey.

Climate

Climate information was abstracted from the South African Atlas of Agrohydrology and -Climatology (Schulze & Maharaj, 1997), Agromet data (ARC ISCW) and NASA Power data.

Topography

The topography of the study area was derived and analysed, making use of the elevation survey provided by the client. An elevation model was constructed at a grid size of 5 m. This DEM was used to conduct a slope gradient analysis and assessment of the surface hydrology.

Irrigation Water

The availability of irrigation water was based on the existing lawful water use volumes as described in documentation issued by Department of Water and Sanitation (DWS) or the Wynland Water User's Association.

Agricultural Land Use

Current and earlier farming activities was noted during the site visit and from satellite image analysis to determine the extent and history of cultivation and other agricultural land use activity.

Agricultural Potential

Agricultural potential is firstly the combined result of the quality of the natural resources, soil, climate and water – as discussed above – whilst some degree of sustainability is also incorporated with respect to both environmental and financial sustainability.

Medium or high agricultural potential therefore implies an above average possibility to conduct agricultural activities that will be sustainable and financially viable under normal market conditions.

Site Sensitivity

Agro-ecosystem sensitivity is related to the intensity of current or potential farming activities, which in turn, is related to the *agricultural potential*.

5.1.2 Site Visit

A site visit was conducted on 5 April 2023 and followed by a soil survey on 25 April 2023 to support and augment the findings of the desktop assessment.

5.2 Findings

5.2.1 Land Capability

The Land Capability dataset (Figure 5) indicates land capability classes between 5 (low) to 10 (moderate-high) for the farm, with the lower values on the lower foot slopes or crest areas.

The soil survey and discussions on irrigation water availability in the following paragraphs will further confirm or dispute the capability of the land as suggested by this data.

5.2.2 Soils and Geology

The geology of the study area is shown in Figure 6, below. It consists of mainly coarse grained porphyritic granite of the Kuilsriver-Helderberg Pluton of the Malmesbury Group on the upper slopes and Quaternary Alluvium on the lower slopes.

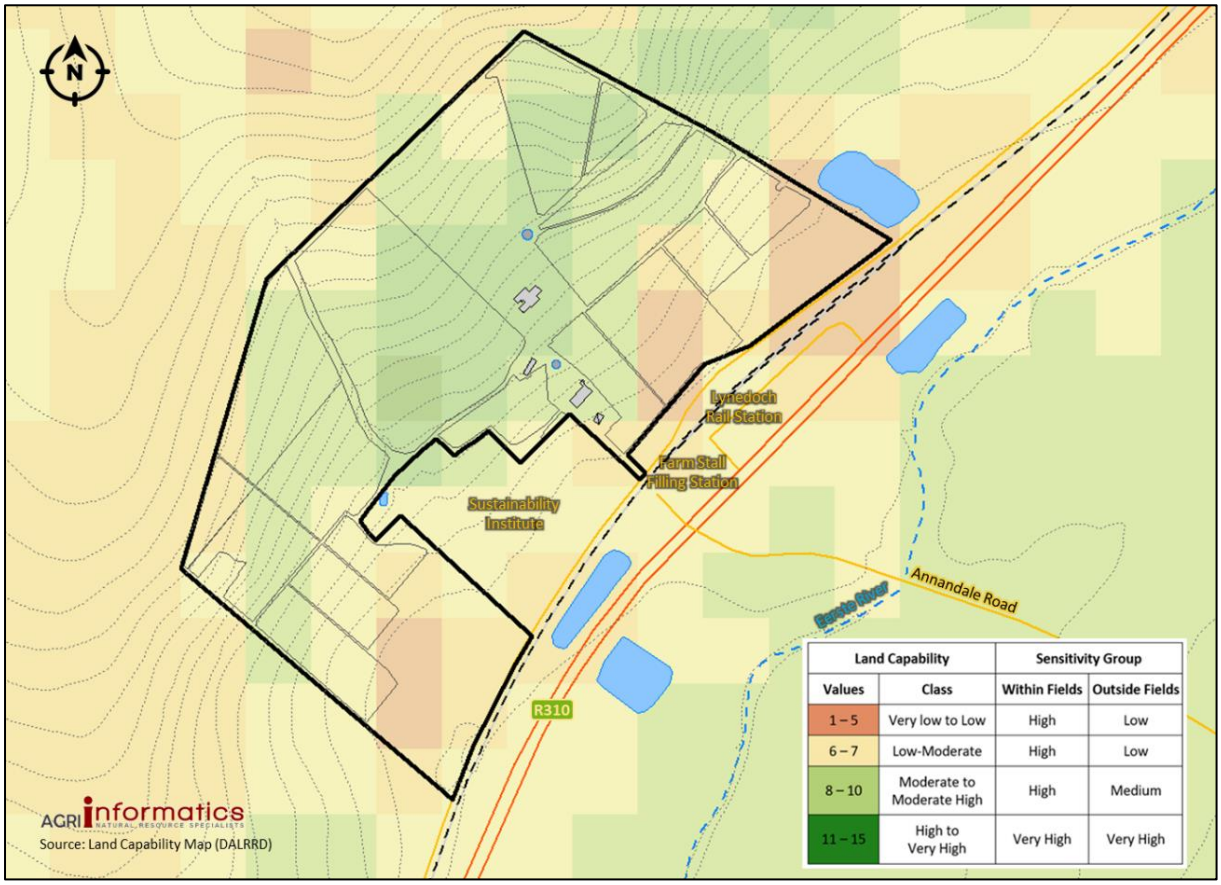


Figure 5: Land capability map of Portion 28 of Farm 468 (DALRRD).

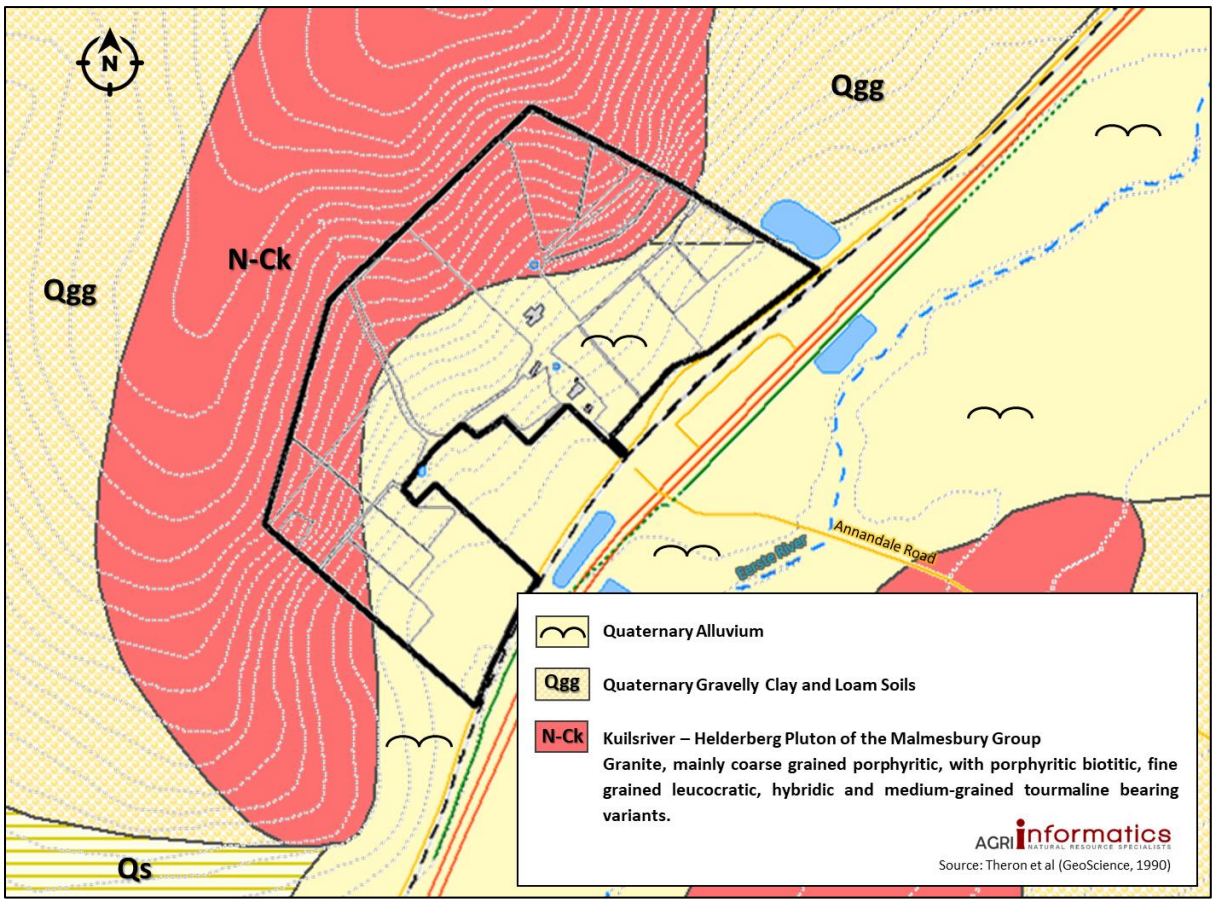


Figure 6: Geology of the study area (Theron et al 1990 - GeoScience).

The Land Type map (Figure 7) indicates correlation between Land Type Ac24 with the granite and Ca27 and Ca28 with the alluvial material. The dominant soil types on the mid slopes of Land Type Ac24 are moderately deep to deep soils of the Hutton and Clovelly soil forms (50%) and shallow rocky soils on 35% of the Land Type. Soils of the Kroonstad, Wasbank and Longlands soil forms are dominant on the foot slopes of Land Types Ca27 and Ca28.

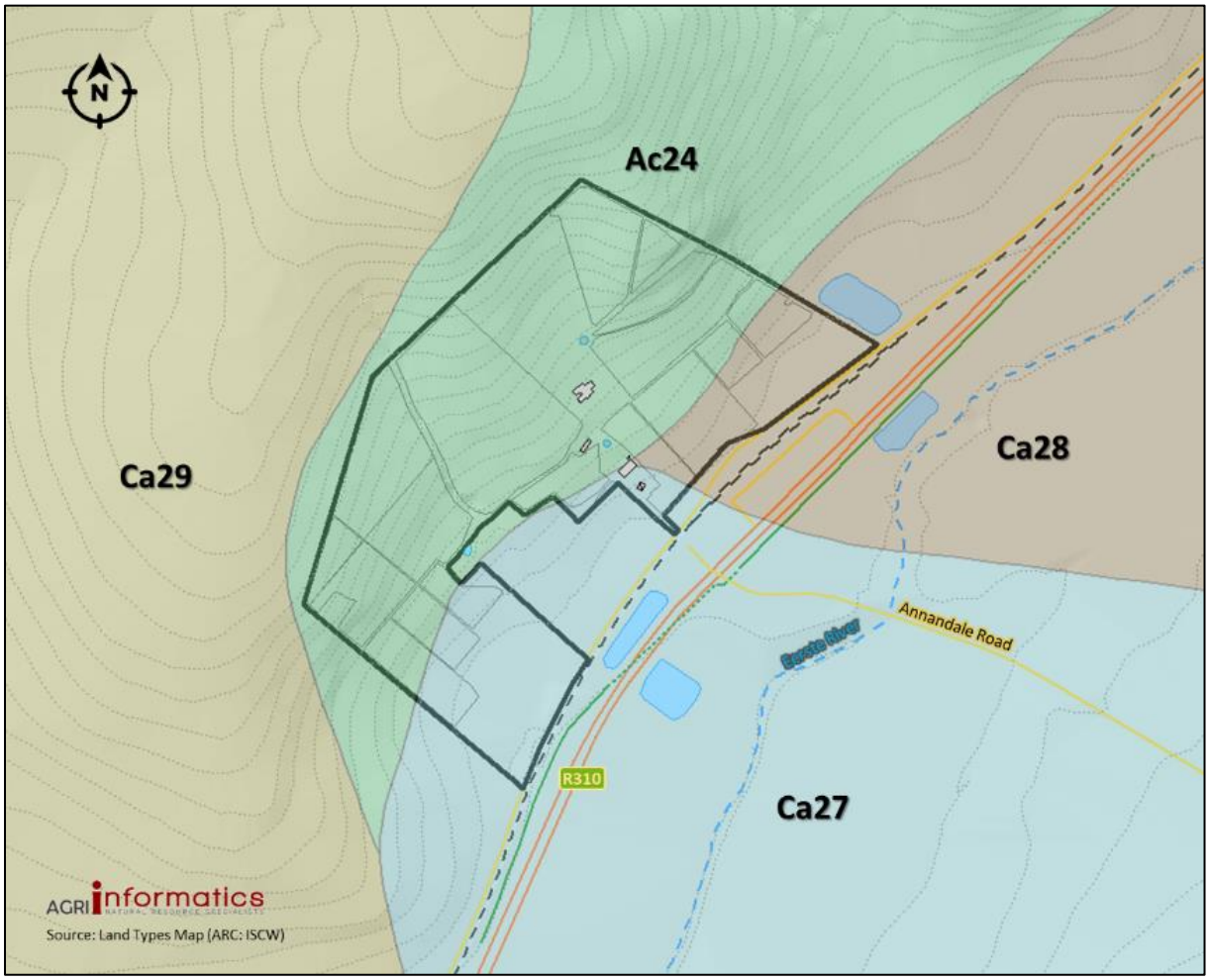


Figure 7: Land Types of the study area (ARC: ISCW).

A reconnaissance scale soil survey was conducted as part of this study. A total of 21 freshly prepared profile pits, excavated by a TLB was classified. The vineyard blocks limited access to some parts of the property, while steep slopes also prevented the distribution of profile pits on an ideal grid spacing. However, the variation in soil properties was mostly along the slope direction and it is believed that the different soil properties were sufficiently observed and captured to compile an adequate presentation of the soil types for the purpose of this study. Figure 8 below indicates the profile pit positions and soil forms as mapped during the survey.

The soil information on depth, clay content, porosity, permeability, water retention capacity and general morphological characteristics were interpreted to derive an indication of the soil potential for the production of crops under dryland (rainfed) or irrigated conditions. The soil potential of the various soil types further differs according to crop types (i.e. annual or perennial crops) and therefore three maps (Figure 9) were compiled to depict the soil

potential for (i) irrigated perennial crops, including wine grapes, (ii) dryland wine grapes and (iii) dryland perennial crops.

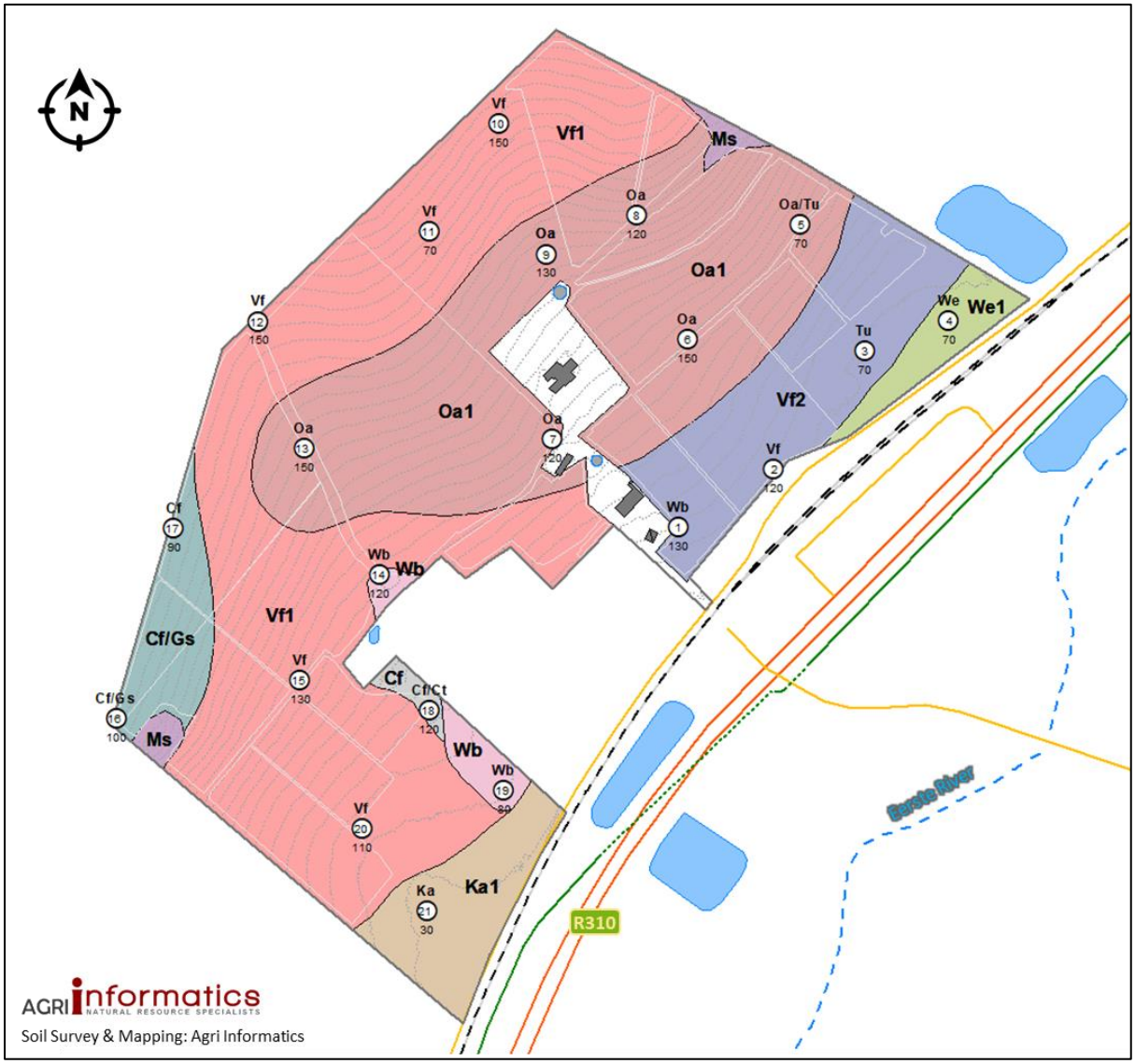


Figure 8: Soil profiles and map units as classified during the soil survey.

A fourth category, namely annual dryland crops (i.e. winter cereals) is not regarded as a viable option, given the steep slopes of the terrain (see paragraph 5.4), while the terrain will also limit the production of annual irrigated crops (e.g. vegetables).

The seasonality of the rainfall - ±80% during the winter months - and high summer evaporation of the study area, has a severe limitation on the production of summer crops (annual or perennial) without full irrigation. The water requirement of wine grapes is lower than most other perennial crops and soils with high water retention capacity are capable of storing sufficient water to sustain wine grape production, but at reduced yield levels.

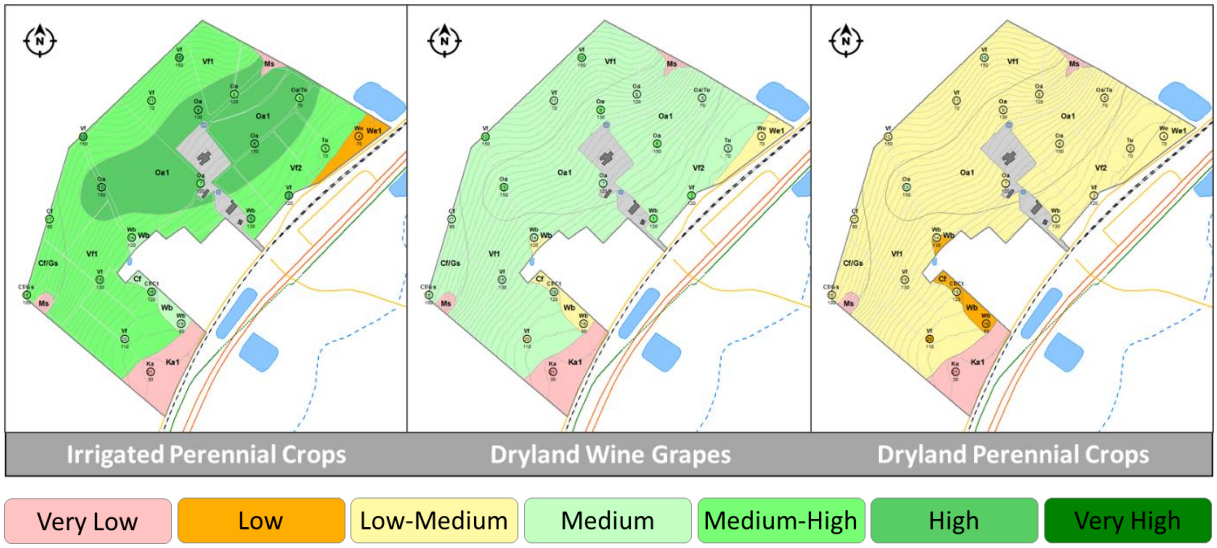


Figure 9: Soil potential for perennial crops and wine grapes under irrigation or dryland (rainfed) conditions.

5.3 Climate

5.3.1 Köppen-Geiger

The study area has a Köppen-Geiger climate classification of Csb – a temperate, dry warm summer Mediterranean climate. The average temperature of the coldest month is above 0°C, all months have an average temperature below 22°C and at least four months have an average temperature above 10°C. This region receives at least three times as much precipitation in the wettest month of winter as in the driest month of summer and the driest summer month receives less than 30 mm of rain.

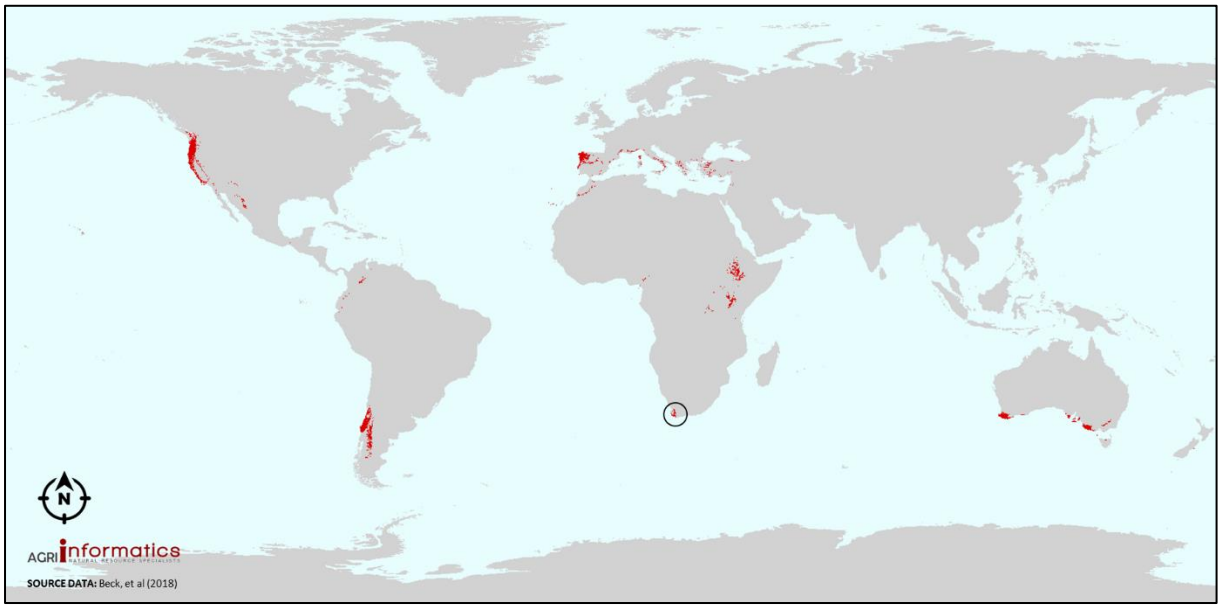


Figure 10: Köppen-Geiger Csb climate zones of the world (Data source: Beck, et al, 2018).

Based on the rainfall and ET_0 values in Table 4, the irrigation requirement of wine grapes amounts to 370 mm per annum, while citrus or stone fruit will require 670 mm/a and 700 mm/a respectively. The irrigation requirement for planted pastures is calculated at >900 mm/a.

5.3.2 Climate parameters

Table 4: Summary of key climate parameters of the study area (2001-2021) (NASA POWER Climatologies).

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Rel. Humidity %	66	66	68	71	77	80	82	83	81	77	72	67	**74**
Wind Direction °	163	161	161	174	264	293	286	293	223	178	167	170	**176**
Wind Speed Max m/s	12.0	9.7	10.4	13.3	11.8	13.7	11.9	11.9	10.9	11.0	11.2	11.2	**13.7**
Wind Speed Min m/s	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	**0.0**
Wind Speed Ave m/s	4.4	4.1	3.7	3.3	3.1	3.2	3.1	3.3	3.3	3.6	4.0	4.2	**3.6**
Rainfall mm	20	15	25	48	72	134	124	121	62	47	46	20	**733**
Mean Temp. °C	20.9	21.2	20.0	17.9	15.9	13.9	13.1	13.4	14.8	16.7	18.3	20.1	**17.2**
Ave. Max.T °C	23.1	22.4	21.4	19.2	17.7	15.3	14.9	15.0	16.7	18.4	21.0	22.5	**19.0**
Ave. Min.T °C	19.8	19.8	18.3	16.8	14.5	12.8	11.9	12.2	13.3	15.7	16.3	18.6	**15.8**
Highest Max. T. °C	35.6	35.4	34.6	33.9	30.1	26.9	25.0	27.4	29.2	37.1	37.0	36.2	**32.4**
Lowest Min. T. °C	13.0	12.9	12.0	8.9	7.6	6.1	4.8	5.5	6.9	7.8	10.2	11.7	**8.9**
Frost Days / month	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
PAR MJ/m²/day	13.5	12.2	9.8	7.1	4.9	4.1	4.6	5.8	7.9	10.5	12.5	13.6	**8.9**
ET_0 mm/month	217	185	166	115	82	68	70	87	107	152	180	210	**1639**

At an elevation of approximately 70 m amsl and <22 km from the False Bay coastlines the climate is maritime, i.e. mean temperature difference between hottest and coldest month is <10°C, at 8.1°C. The average annual rainfall is 773 mm, of which 561 mm (73%) is winter rain between April to September. The warmest months are October to February when maximum temperatures can reach 35.0°C. The coldest month is July with an average minimum temperature of 11.9°C and coldest recorded temperature of 4.8°C. The site is considered to be frost free. The mean annual wind speed is 3.6 m/s (NASA Power, 2022).

Despite the relatively mild minimum winter temperatures the positive chill units, calculated by the Linsey-Noakes model (10°C base temperature) are moderately high at 640 degree-hours (Schulze, 2009).

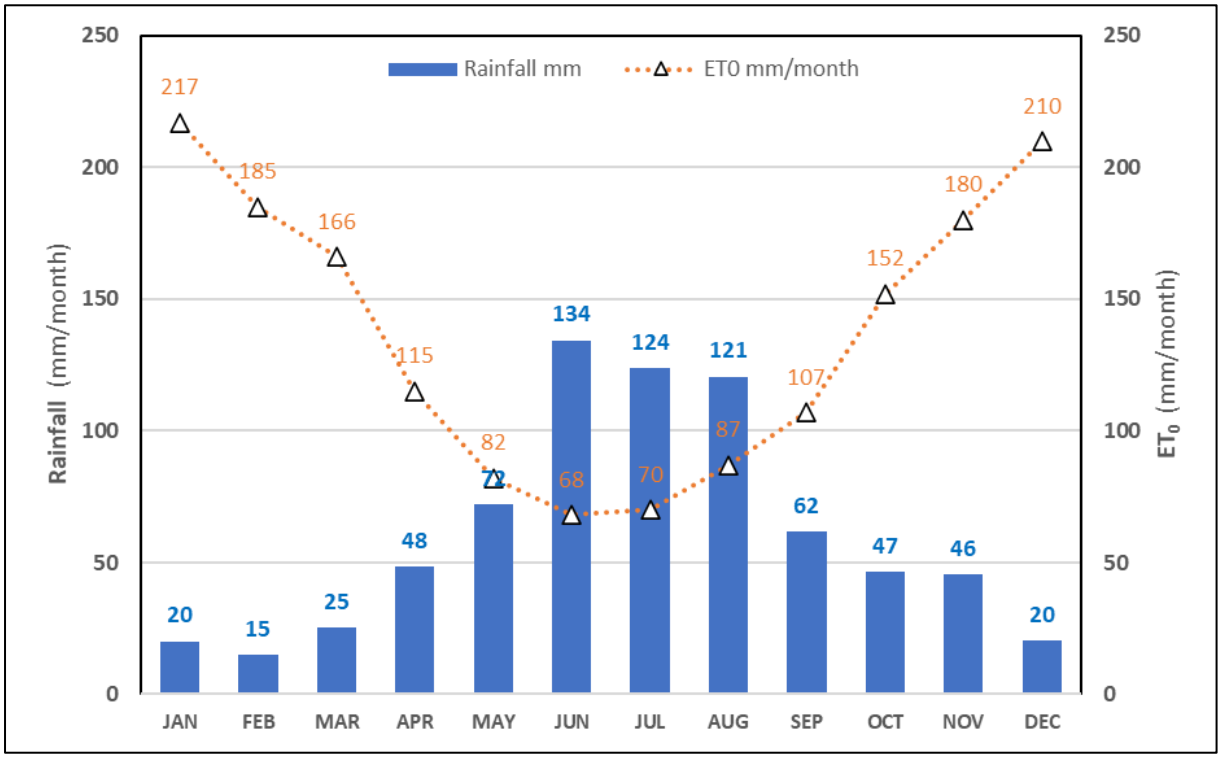


Figure 11: Relationship between monthly rainfall and ET_0.

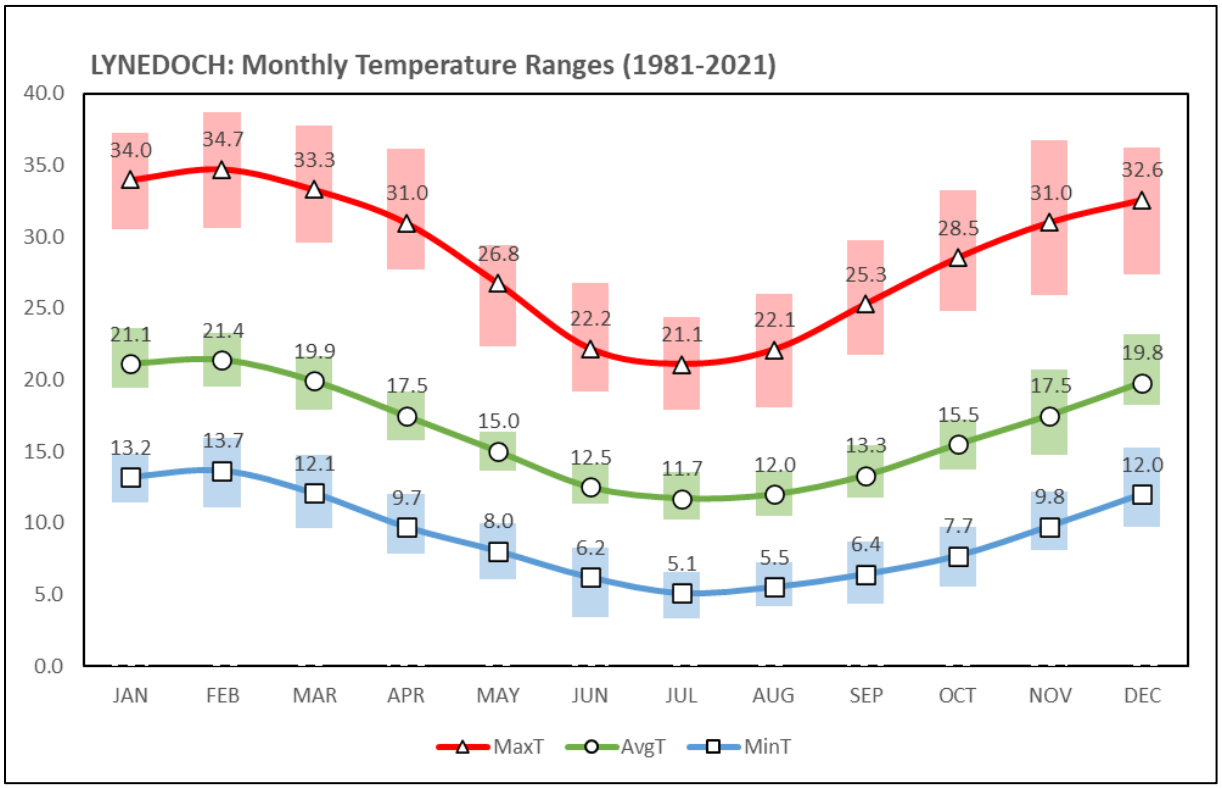


Figure 12: Long term temperature ranges at Lynedoch.

5.4 Topography and surface hydrology

An elevation model of the farm (Figure 13) has been compiled from 0.5 m contour lines, obtained from a detail elevation survey that was commissioned by the developer. The topography of Portion 28 of Farm 468 is characterised by steep slopes in the northwestern half of the farm, transitioning to flat areas along the southeastern boundaries, being the valley floor of the Eerste River. The highest point on the farm is in the northern corner at ±110 m amsl. The lowest point of the farm is at ±26 m amsl in the southern corner of the property. Many embankments and terraces had been constructed during the establishment of the vineyards, especially in the areas where the slope gradients exceed 15%.

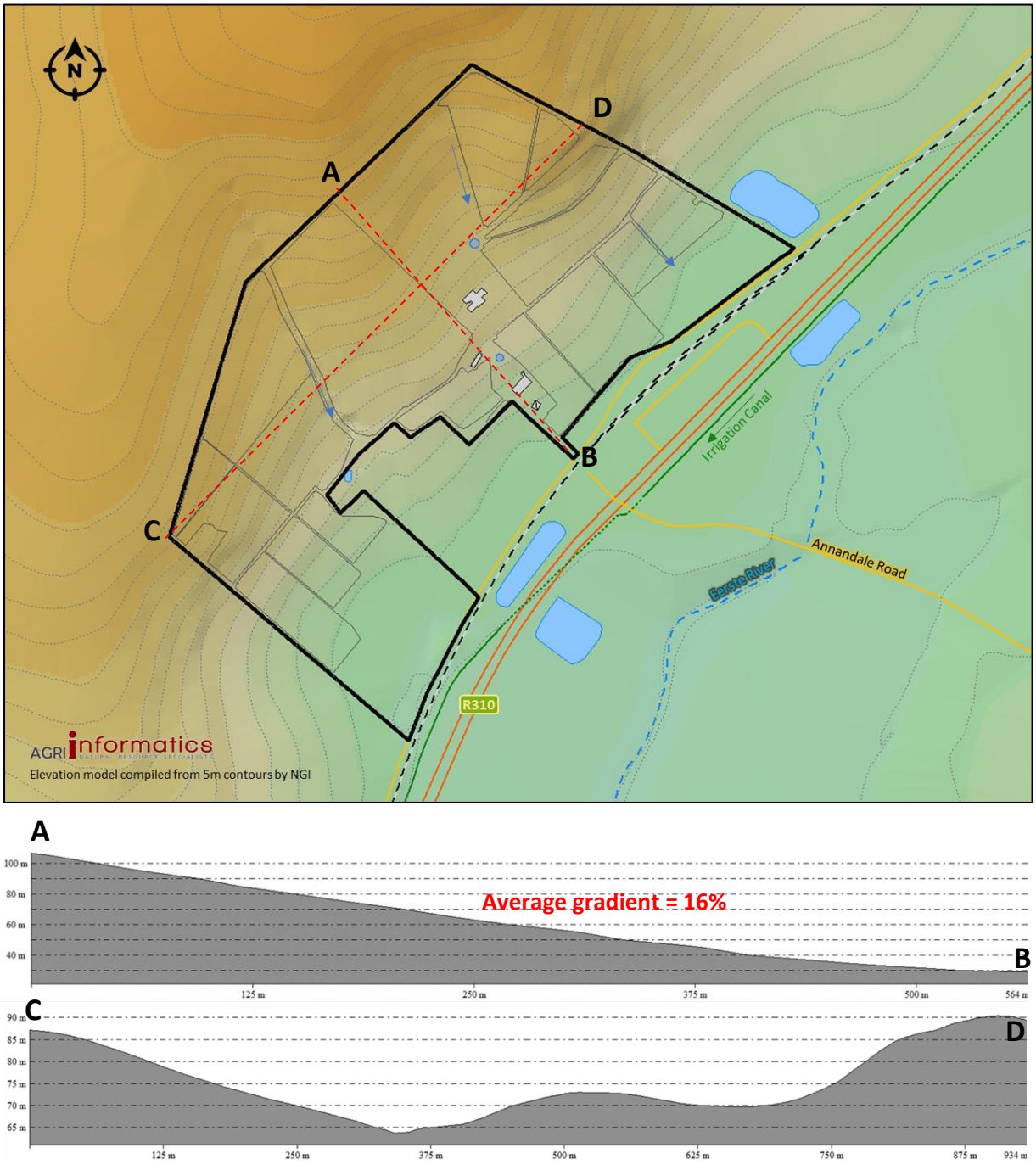


Figure 13: Map of the topography and relief cross-sections along lines A-B and C-D.

A slope gradient map was also compiled from the elevation model, which indicates a large portion of the farm with slope gradients steeper than 15% (Figure 14) and some smaller areas with gradients up to 30%. Surface drainage on the steeper slopes is controlled by vineyards row directions along the contour lines and runoff furrows. Surface water is expected to accumulate on the flat areas, although hydromorphic soils were limited to the lowest area in the south. Despite some very steep slope gradients, soil erosion is limited by terracing, vineyard row directions along the contour lines and the presence of cover crops – mostly volunteer grasses and weeds.

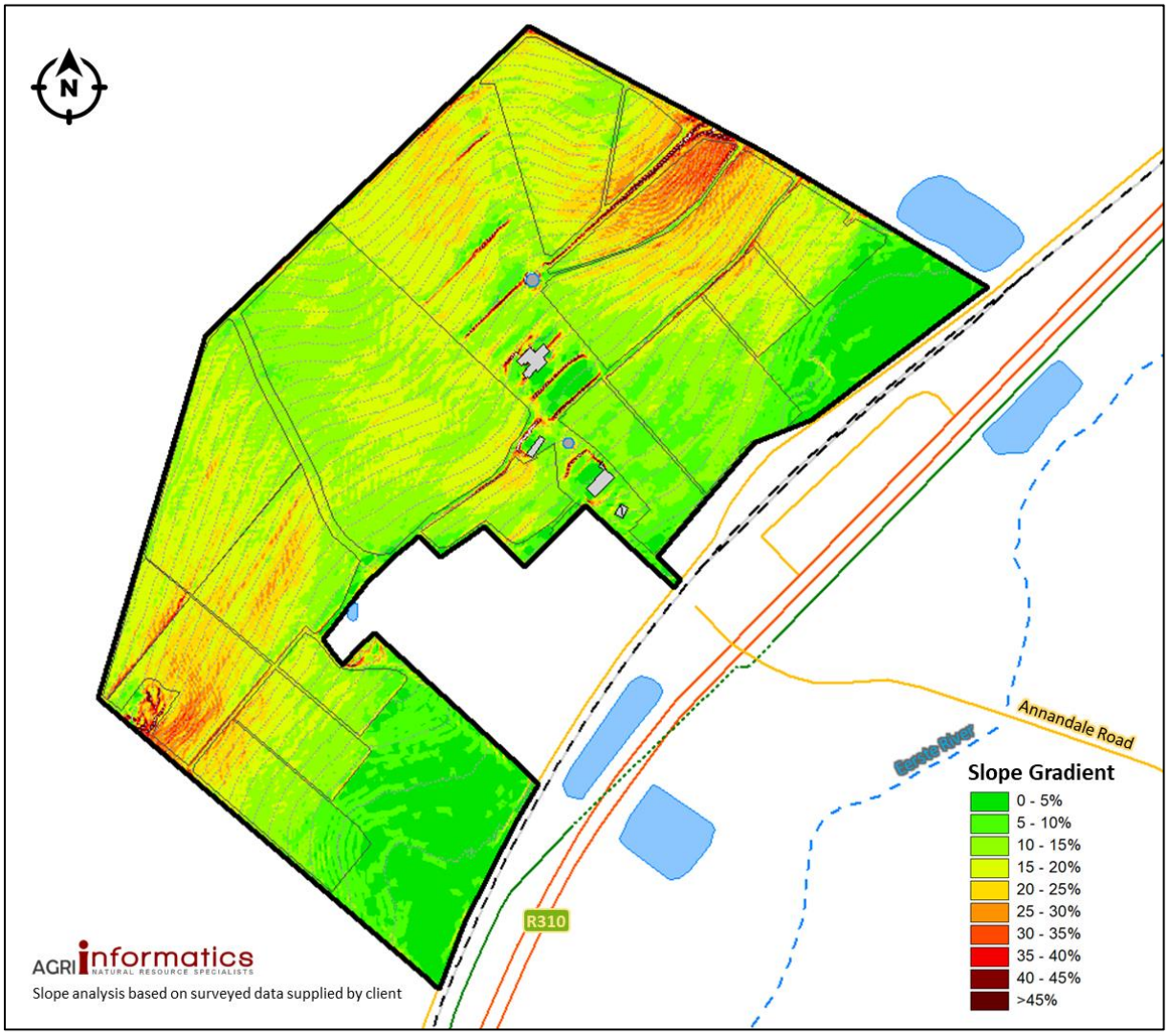


Figure 14: Slope gradient map of the study area.

5.5 Irrigation water

The potential groundwater yield of the study area is indicated as 0.1 – 0.5 liter/sec (<2.0 m³/h) and of good to moderate quality at 70 – 150 mS/m. Recharge is at 58 mm/a and the depth to groundwater is <10 m below ground level (DWS, 2005).

Despite signs of limited supplementary irrigation that was done in the past, the Wynland Water User's Association has no record of water allocation or registration for Portion 28 of Farm 468.

At the theoretical yield of 2.0 m³/h, abstracted for 20 hours per day from two boreholes, the groundwater can yield 80 m³/day. During the period of peak water demand (Dec – Jan) winegrapes in this area will require about 20 mm per week or up to 3 mm/day. This equals 30 m³/ha/day. The groundwater yield is therefore sufficient to irrigate less than 3 ha. While this calculation is crude and rather speculative, it does provide a clear indication of the very limited contribution that groundwater can make towards the water requirement of any irrigated crop.

5.6 Recent agricultural activity

A landuse map (Figure 15) has been compiled from aerial imagery (Google Earth) and personal ground observations, to indicate the extent of the current and previously cultivated areas. Table 5, provides a summary of the results.

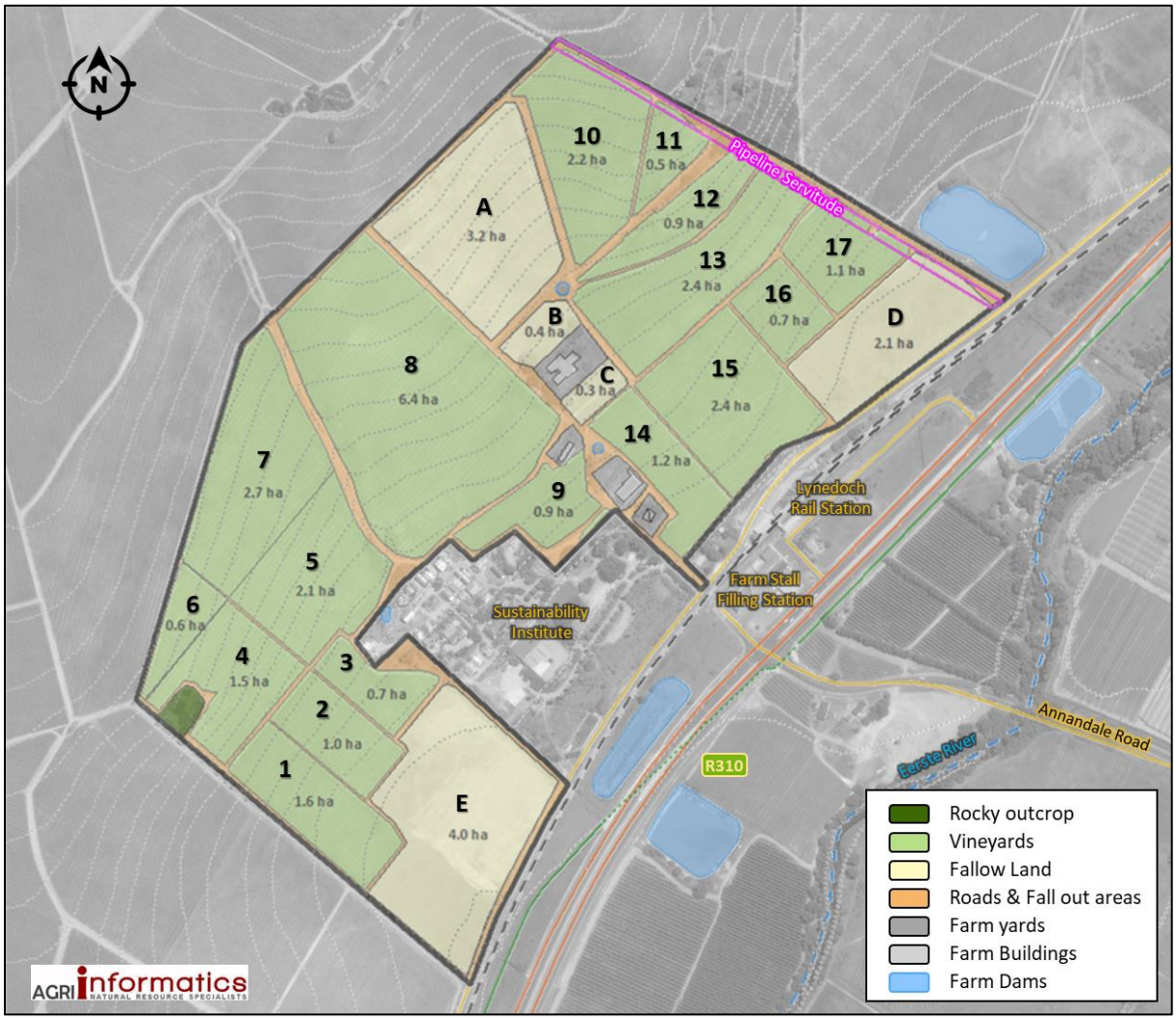


Figure 15: Land use of Portion 28 of Farm 468 - May 2023.

The combined potentially arable land on the property amounts to ±32.5 ha. Most of this area (28.9 ha) are being used for wine grape production at present, although many of the vineyards are at the end of their productive lifespan. Field A (3.2 ha) was used for wine grape production until *circa* 2008, while a small portion (0.4 ha) of Field D was also planted under wine grapes until 2012. However, as the profitability of wine grapes decreased systematically over the past two decades, no replacement of vineyards has been done after uprooting.

Table 5: Areas per land use category.

Land Use	Area (ha)
Vineyards	28.9
Fallow land	9.9
Farmyards	0.8
Fall-out areas & farm roads	5.9
Total	**45.4**

Table 6: Wine grape production statistics form Portion 28 of Farm 468, for the 2022 season.

Block	Area (ha)	Vineyard	Vineyard Area	Year Planted	Age	Cultivar	2022 Yield (tons)*	t/ha
1	1.6	F	3.3	1983	40	Chenin blanc	25.30	7.7
2	1.0							
3	0.7							
4	1.5	M	3.6	1994	29	Merlot	16.62	4.6
5	2.1							
6	0.6	L	3.3	1990	33	Sauvignon blanc	24.26	7.4
7	2.7							
8	6.4	G	6.4	1985	38	Chenin blanc	41.72	6.5
9	0.9	A	0.9	1987	36	Cabernet Sauvignon	6.24	6.9
10	2.2	E	2.2	1992	31	Sauvignon blanc	12.02	5.5
11	0.5							
12	0.9	D	3.3	2003	20	Cabernet Sauvignon	9.86	3.0
13	2.4							
14	1.2	H	1	1987	36	Cabernet Sauvignon	5.34	4.5
15	2.4	C	4	1980	43	Chenin blanc	17.1	4.1
16	0.7							
17	1.1							
TOTAL	**28.9**						**158.46**	**5.5**
** Production data obtained form landowner*								

A pipeline servitude of 12 meter wide, spans the property near the northeastern boundary, as indicated in Figure 15.

The aerial photographs below provide a visual overview of the land.



Farm dam and irrigation hydrants, used earlier for limited supplementary irrigation of vineyards







A view from the top over the vineyards toward the Sustainability Institute



A view from below, looking due north to the Sustainability Institute



Levelled terrace, to serve as farm working area



36-Year old Cabernet Sauvignon, planted in 1987



29-Year old Merlot, planted in 1994



A bush-vine block that has reached the end of its productive life



Old vineyards, with loss of productive plants



Old vineyards, with loss of productive spurs



Old bushvines with unproductive areas



Rocky granite outcrop on the southwestern boundary of the property



More bush vines dying off



Reeds growing in vineyard is probably an indication of poor drainage

6 Agricultural Potential

The discussions below analyse each of the main possible agricultural activities against the definition of agricultural potential as stated in paragraph 5.1.1.

The soils of the study area are generally moderately to well drained, of medium to good depth and with good to moderate water retention capacity. Poor permeability and compacted layers can be rectified by deep cultivation while amelioration can address low pH or other soil chemical limitations. With the exclusion of the lower lying, flat areas, the intrinsic soil potential of the farm is therefore medium high to high. However, without adequate irrigation water, the soil water retention capacity is not enough to ensure viable yields of perennial or annual summer crops.

6.1 Irrigated cultivation

While the farm has access to groundwater the supply is minimal and inadequate for the production of perennial crops. At best, the groundwater supply can only sustain the supplementary irrigation of a few hectares of wine grapes. The agricultural potential for irrigated cultivation is therefore regarded as **very low**.

6.2 Dry land cultivation

Dry land or rain fed cultivation refers to the practice of growing a crop without irrigation, thus fully depending on the rainfall to supply in the water requirement of the crop. During the warm summer months, when the water requirement of a summer crop would be at its highest, the rainfall is only ±170 mm, while the reference evapotranspiration (ET_0) is >1100 mm. This volume is not sufficient to grow any summer cash or fodder crop without irrigation. In winter the rainfall amounts to 560 mm and the reference evapotranspiration is ±530 mm. Theoretically this is sufficient for winter cereal production on soils with moderate water retention capacity, but ample external drainage to prevent water logging during periods of high rainfall. With the exception of the small area mapped as soils of the Katspruit soil form, the soils of Portion 28 of Farm 468 are suitable for dryland crop production, but the steep slopes will not only complicate tractor and farm movement, but also increase the risk of soil erosion after soil preparation. The suitably flat areas are small and thus the agricultural potential for dryland cultivation is regarded as not feasible or **very low**.

6.3 Wine grape production with supplementary irrigation

The property has been used for wine grape production for more than three decades. Supplementary irrigation was applied at a very limited scale, as indicated earlier. The

sustainability of this farming practice is seriously eroded by low grape prices, falling yields and rising input costs that reduces profitability – first to the point where vineyard renewal becomes impossible and thereafter to full non-profitability, vineyard by vineyard as they age and yield levels reduce.

This phenomenon is not unique to this property and is reflected in the aging of vineyards in the entire South African industry. In 2006 the portion of vineyard blocks older than 20 years in the SA wine industry was 11%. In 2020 that figure grew to 24%. In 2016, young vineyards (<7 years) constitutes 44% of all plantings, while in 2020 only 24% of plantings were younger than 7 years (Vinpro, 2021). The reduction in vineyard renewal is a result of reduced profitability, driven by rising cost of production and gape prices lagging behind. Today many producers do not have access to the capital required to replace vineyards at R256 000 per hectare in Stellenbosch (Vinpro, 2022).

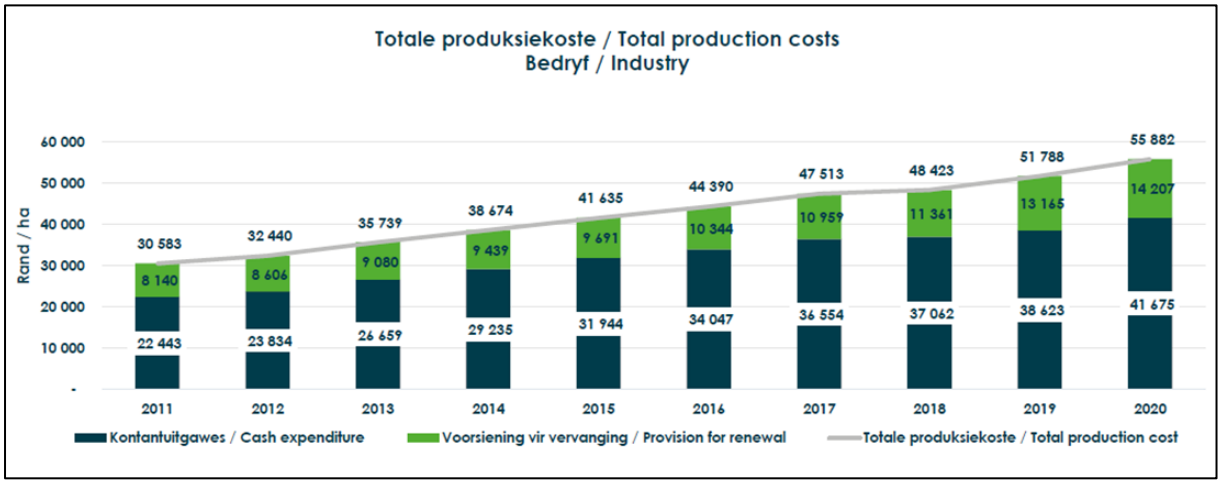


Figure 16: Wine grape production cost trends over the past decade (Vinpro, 2020).

Vinpro's cost guide indicates that the break-even income for Stellenbosch is R98 000/ha. To be sustainable and in a position to replace old vineyards the target income increases to R118 000/ha. The average price for wine grapes in 2022 in Stellenbosch was R7 850/ton. This implies that the target yield to achieve sustainability should be at least 15 t/ha. The average yield for Stellenbosch is below 8 t/ha. The 2022 production from Portion 28 of Farm 468 amounts to 158.5 tons from 28.9 ha, resulting in an average yield of only 5.5 t/ha (Table 6).

The current vineyard production on the farm is therefore a temporary activity that can be sustained only as long as yield levels and income are higher than the cost of the essential production activities and the harvest, without any provision for vineyard replacement.

6.4 Livestock farming

The grazing capacity of non-irrigated planted pastures will be very limited during the late summer when the average rainfall is less than 1 mm/day. The indicated grazing capacity for

the area is 25 ha per large stock unit. Thus less than 2 LSU's can be accommodated on the farm. This is not an economical unit and therefore the agricultural potential for livestock farming is regarded as **very low**.

6.5 Resulting agricultural potential

Factors limiting the agricultural potential of Portion 28 of Farm 468 include (i) limited supply of irrigation water, (ii) low to medium soil potential due to either poor drainage and water logging of the duplex soils or limited soil depth on a portion of the low lying soils, (iii) steep slopes, (iv) size limitation of the property on the establishment of any viable farming activity and (v) the general conversion of the area from agriculture to residential and associated land use activities. The overall agricultural potential of the study area is evaluated as being **low and unviable**, unless an additional source of irrigation water can be secured.

7 Impact on Agriculture

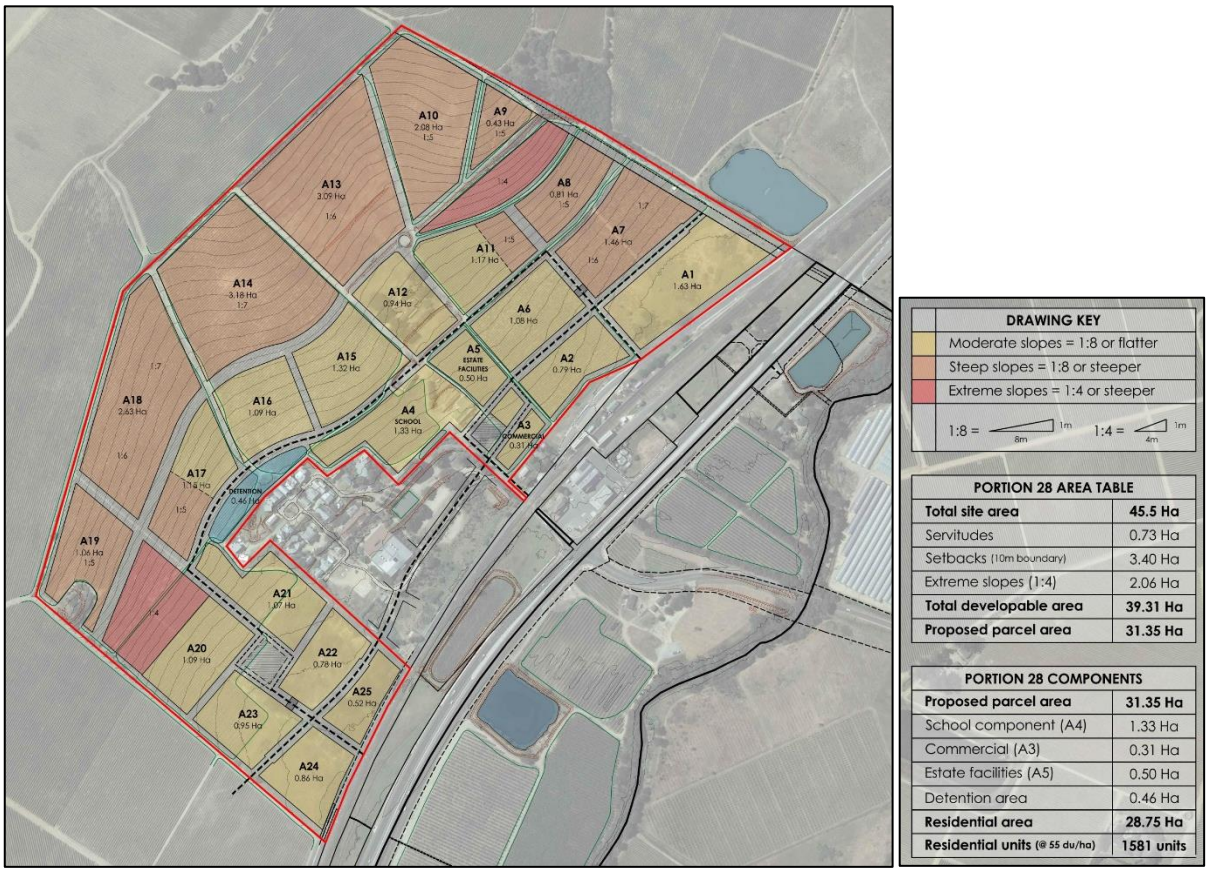


Figure 16: Proposed Site Development Plan of Portion 28 of Farm 468 (Urban Studio).

The current development plan proposes a total of 1 581 residential units, plus a school and some commercial opportunities. The density thus converts to almost 35 units per hectare.

The development will transform ±29 ha net farmland that was used for wine grape production over the past three decades or more. The soil potential varies between low to medium high, with ±35 ha being suitable for irrigated perennial crop production – including road areas). The farm only has access to a very limited supply of groundwater for irrigation. The exact yield is unknown and appears to be unregistered, but is calculated at 80 m^3/day, sufficient for the irrigation of less than 3 ha wine grapes, which is not regarded as a viable farming option. Given the demarcation of the urban edge around this property, the conversion of the land over the medium to long term is regarded as inevitable. A portion of the proposed development appears to be aligned with the Lynedoch precinct development plan of the Municipal Spatial Development Framework of Stellenbosch Municipality.

8 Specialist Statement

Sections of the property have been identified for urban development to complement the Sustainability Institute, in the Stellenbosch Municipal Development Plan.

The proposed development is of semi-high density and will establish almost 35 residential opportunities per hectare. Being a wine grape farm, the land does not directly contribute to food security, but do provide meaningful job opportunities at present and in the near future. It has been demonstrated that the current farming activities are not sustainable, unless an additional source of irrigation water can be secured.

It is believed that a development on this site will contribute to the retention of higher value agricultural resources elsewhere in the Stellenbosch or surrounding municipal areas and is therefore supported.

9 References

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Vinpro, 2022. Cost guide. Vinpro Agricultural Economic Services, Paarl.

APPENDIX

Land Type memoirs

Soil Profile Photos

Conceptual Development Plan (26 Apr 2023)

LAND TYPE/ *LANDTIPE* : **Ac24**

Occurrence (maps) and areas / *Voorkoms (kaarte) en oppervlaktes:*

Inventory by/ *Inventaris deur:*

CLIMATE ZONE/ *KLIMAATSONE* : 2599W
Area/ *Oppervlakte* : 376ha
Estimated area unavailable for agriculture
Beraamde oppervlakte onbeskikbaar vir landbou : 0ha

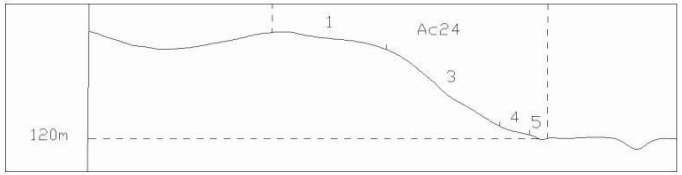
3318 Cape Town (376ha)

F Ellis & B Stehr
Modal profiles/ *Modale profiele:*
Geen/None

Terrain unit/ *Terreineenheid*	1	3	4	5
% of land type/ *% van landtipe*	20	73	5	2
Area/ *Oppervlakte (ha)*	75.2	274.48	18.8	7.52
Slope/ *Helling (%)*	0 - 4	12 - 25	2 - 4	0 - 3
Slope length/ *Hellingslengte (m)*	300 - 600	400 - 1500	250 - 450	75 - 100
Slope shape/ *Hellingsvorm*	Y	Y	X-Z	X
MB0,MB1 (ha)	72	260	20	7
MB2-MB4 (ha)	4	14	0	0

Soil series or land classes / *Grondseries of landklasse*	Depth / *Diepte* (mm)	MB	1 %	1 ha	3 %	3 ha	4 %	4 ha	5 %	5 ha	Total/ *Totaal* ha	Total/ *Totaal* %	Clay content / *Klei-inhoud* % A	% E	% B21	Hor	Class / *Klas*	Depth limiting material / *Diepte-beperkende materiaal*
Rock/Rots	300 - 500	0	50	38	35	96					134	35.6	15-35+			A	fiSaLm-SaCl	so;R
Msinga Hu26, Doveton Hu27	800 - 1200	+0	30	23	30	82	15	3			108	28.7	15-25		25-40	B	meSaClLm-SaCl	so
Southwold Cv26, Newport Cv27	800 - 1200	+0	15	11	20	55	40	8			74	19.7	15-25		25-40	B	meSaClLm-SaCl	so
Jozini Oa36, Levubu Oa34	> 1200	0			7	19			55	4	23	6.1	15-25		15-35	B	meSaLm-SaClLm	
Avalon Av26, Newcastle Av25	600 - 800	0			3	8	30	6			14	3.7	15-25		15-35	B	me/coSaLm-SaClLm	sp
Paddock We31, Davel We32	200 - 400	0					15	3	45	3	6	1.6	10-30		10-30	B	coSaLm-SaClLm	sp

Terrain type/ *Terreintipe :* C3
Terrain form sketch/ *Terreinvormskets*



For an explanation of this table consult LAND TYPE INVENTORY (table of contents)
Ter verduideliking van hierdie tabel kyk LANDTIPE-INVENTARIS (inhoudsopgawe)

Geology : Mainly granite and deposits of weathering products of granite of the Kuils River-Helderberg Pluton, Cape Granite Suite.

Geologie: Hoofsaaklik graniet en afsettingsprodukte van verweerde graniet van die Pluton Kuilsrivier-Helderberg, Granietsuite Kaap.

LAND TYPE/ *LANDTIPE* : **Ca27**

CLIMATE ZONE/ *KLIMAATSONE* : 2603W
Area/ *Oppervlakte* : 3280ha
Estimated area unavailable for agriculture
Beraamde oppervlakte onbeskikbaar vir landbou : 30ha

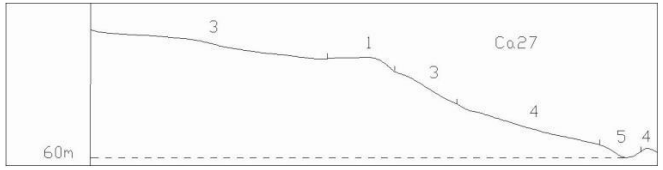
Occurrence (maps) and areas / *Voorkoms (kaarte) en oppervlaktes:*
3318 Cape Town (3280ha)

Inventory by/ *Inventaris deur:*
F Ellis, A B Oosthuizen & B Stehr
Modal profiles/ *Modale profiele:*
P520

Terrain unit/ *Terreineenheid*	1	3	4	5
% of land type/ *% van landtipe*	5	45	40	10
Area/ *Oppervlakte (ha)*	164	1476	1312	328
Slope/ *Helling (%)*	0 - 4	3 - 8	1 - 4	0 - 2
Slope length/ *Hellingslengte (m)*	1000 - 150	600 - 2000	1500 - 250	150 - 300
Slope shape/ *Hellingsvorm*	Z	Y-Z	Z-X	X-Z
MB0,MB1 (ha)	130	1330	1245	329
MB2-MB4 (ha)	33	148	66	0

Soil series or land classes / *Grondseries of landklasse*	Depth *Diepte* (mm)	MB	1 %	1 ha	3 %	3 ha	4 %	4 ha	5 %	5 ha	Total/ *Totaal* ha	Total/ *Totaal* %	Clay content *Klei-inhoud* % A	Clay content *Klei-inhoud* % E	Clay content *Klei-inhoud* % B21	Texture *Tekstuur* Hor	Texture *Tekstuur* Class *Klas*	Depth limiting material *Diepte-beperkende materiaal*
Hamman Wa30, Katarra Kd22	300 - 600	0			15	221	20	262			483	14.7	3-6	3-6		E	coSa	hp;gc
Katarra Kd22, Slangkop Kd15	400 - 800	0	10	16	15	221	10	131			368	11.2	3-10	3-10	>35	E	coSa-SaLm	gc
Sebakwe Cv22, Rossdale Av22																		
Chester Hu22	1000 - 1200	+0	5	8	10	148	10	131			287	8.8	0-6		0-6	B	LmcoSa	so;sp
Newcastle Av25, Avalon Av26	700 - 1000	0			10	148	10	131			279	8.5	10-25		10-25	B	meSaLm-SaClLm	sp
Klipfontein Ms11	200 - 400	3	20	33	10	148	5	66			247	7.5	10-20			A	meSaLm	hp
Tayside Lo30, Vaalsand Lo31	800 - 1000	0			5	74	10	131	10	33	238	7.2	3-10	3-10		E	coSa-SaLm	sp
Southwold Cv26, Gutu Cv25																		
Suurbraak Pn26	600 - 800	+0	15	25	5	74	10	131			230	7	10-25		10-25	B	meSaLm-SaClLm	so;gc
Avontuur Es22, Vredenhoek Es15																		
Grasslands Es14, Rosemead Es16	500 - 800	1	5	8	5	74	10	131			213	6.5	6-25	6-25	>35	E	me/coSa-SaClLm	pr
Kosi We20, Devon We22	200 - 400	0					10	131	20	66	197	6	5-10		5-20	B	meSa-SaLm	sp
Glenrosa Gs15, Robmore Gs18	300 - 500	0	20	33	10	148					181	5.5	10-25			A	coSaLm-SaClLm	so;R
Trevanian Gs17, Msinga Hu26	400 - 700	0	10	16	10	148					164	5	15-35		15-35	A	meSaLm-SaClLm	so;R
Hermanus Pn22, Chatsworth Pn25	800 - 1200	0			5	74	5	66			140	4.3	6-15		6-15	B	coSa-SaLm	gc
Paddock We31, Davel We32	200 - 400	0							35	115	115	3.5	10-25		10-35	B	coSaLm-SaClLm	sp
Dundee Du10, Jozini Oa36	900 - 1200	+0							20	66	66	2	10-20		15-35	A	fi/meSaLm	so
Silwana Ss22, Maanhaar Bv25																		
Kusasa Cf31, Williamson Gs16	300 - 800	0	5	8					15	49	57	1.7	0-6	6-15	10-25	A	LmcoSa-SaLm	pr;sp;so
Bontberg Hu25	800 - 1200	+0	10	16							16	0.5	5-15		6-15	B	coSa-SaLm	so;R

Terrain type/ *Terreintipe :* A3
Terrain form sketch/ *Terreinvormskets*



For an explanation of this table consult LAND TYPE INVENTORY (table of contents)
Ter verduideliking van hierdie tabel kyk LANDTIPE-INVENTARIS (inhoudsopgawe)

Geology : Mainly granite and deposits of the weathering products of granite of the Kuils River-Helderberg Pluton, Cape Granite Suite; occasional ferricrete and alluvium.

Geologie: *Hoofsaaklik graniet en afsettingsprodukte van verweerde graniet van die Pluton Kuilsrivier-Helderberg, Granietsuite Kaap; plek-plek ferrikreet en alluvium.*

LAND TYPE/ *LANDTIPE* : **Ca28**

CLIMATE ZONE/ *KLIMAATSONE* : 2603W
Area/ *Oppervlakte* : 3645ha
Estimated area unavailable for agriculture
Beraamde oppervlakte onbeskikbaar vir landbou : 50ha

Occurrence (maps) and areas / *Voorkoms (kaarte) en oppervlaktes:*
3318 Cape Town (3645ha)

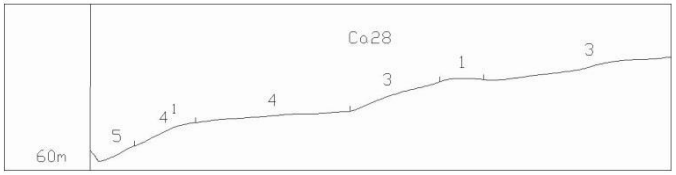
Inventory by/ *Inventaris deur:*
F Ellis, C W van Huyssteen & B Stehr
Modal profiles/ *Modale profiele:*
Geen/None

Terrain unit/ *Terreineenheid*	1	3	4	4(1)	5
% of land type/ *% van landtipe*	10	35	35	5	15
Area/ *Oppervlakte (ha)*	364.5	1275.75	1275.75	182.25	546.75
Slope/ *Helling (%)*	1 - 4	4 - 8	1 - 3	2 - 4	0 - 2
Slope length/ *Hellingslengte (m)*	250 - 3000	400 - 800	1000 - 180	300 - 600	200 - 500
Slope shape/ *Hellingsvorm*	Y-Z	Y	Z	X-Z	Z-X
MB0,MB1 (ha)	145	1086	1237	181	547
MB2-MB4 (ha)	219	192	38	0	0

Total/ *Totaal*	
S>12%	0
S<12%	3196
	449

Soil series or land classes / *Grondseries of landklasse*	Depth *Diepte* (mm)	MB	1 %	1 ha	3 %	3 ha	4 %	4 ha	4(1) %	4(1) ha	5 %	5 ha	Total ha	Total %	Clay content *Klei-inhoud* A	Clay content *Klei-inhoud* E	Texture *Tekstuur* B21	Texture *Tekstuur* Hor	Texture *Tekstuur* Class *Klas*	Depth limiting material *Diepte-beperkende materiaal*
Katarra Kd22, Hamman Wa30	300 - 450	0	5	18	45	574	45	574	20	36	10	55	1257	34.5	0-6	0-6	20-35	E	coSa-LmSa	gc;hp
Tayside Lo30	400 - 800	0			5	64	15	191	40	73	20	109	437	12	0-6	0-6	8-20	E	coSa-LmSa	sp
Glenrosa Gs15, Trevanian Gs17																				
Paardeberg Gs12	250 - 350	3	40	146	10	128	3	38					312	8.6	6-20			A	me/coSa-SaLm	so;R
Newcastle Av25, Avalon Av26	500 - 900	0			5	64	15	191	20	36			291	8	10-20		10-30	B	coSaLm-SaClLm	sp
Sebakwe Cv22, Chester Hu22	800 - 1200	+0	5	18	10	128	10	128	8	15			289	7.9	0-6		0-6	B	coSa-LmSa	so;R
Swartland Sw31, Hogsback Sw32	300 - 450	0	5	18	10	128	7	89	4	7			242	6.6	15-30		35-55+	B	ClLm-Cl	vp
Kosi We20, Devon We22																				
Langkuil We30	300 - 600	0							5	9	40	219	228	6.2	5-10		6-20	B	me/coSa-SaLm	sp
Dundee Du10, Jozini Oa36	500 - 1200	0									30	164	164	4.5	6-15		10-20	A	fi/meSa-SaLm	so;R
Msinga Hu26	800 - 1200	+0	25	91	5	64							155	4.2	10-20		15-35	B	meSaLm-SaClLm	so;R
Klipfontein Ms11																				
Bontberg Hu25	150 - 350	3	20	73	5	64							137	3.8	6-10		6-15	A	me/coSaLm	hp;R
Hermanus Pn22	400 - 800	0			5	64	5	64	3	5			133	3.6	0-6		0-6	B	coSa-LmSa	gc

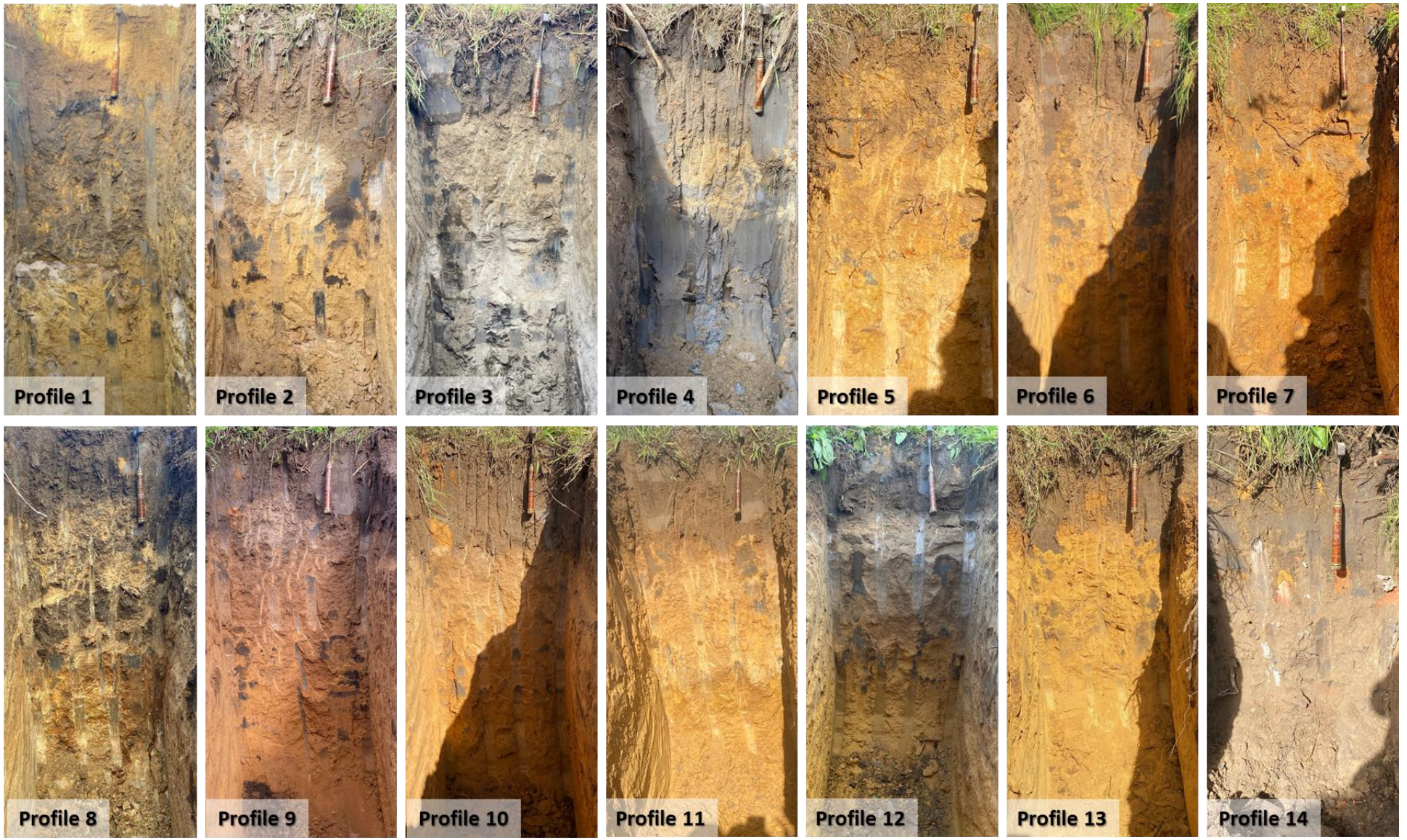
Terrain type/ *Terreintipe :* A3
Terrain form sketch/ *Terreinvormskets*



For an explanation of this table consult LAND TYPE INVENTORY (table of contents)
Ter verduideliking van hierdie tabel kyk LANDTIPE-INVENTARIS (inhoudsopgawe)

Geology : Mainly granite and deposits of the weathering products of granite of the Kuils River-Helderberg Pluton, Cape Granite Suite; occasional Quaternary quartz sand of the Springfontyn Formation and alluvium.

Geologie: Hoofsaaklik graniet en afsettingsprodukte van verweerde graniet van die Pluton Kuilsrivier-Helderberg, Granietsuite Kaap; plek-plek Kwaternêre kwartssand van die Springfontyn Formasie en alluvium.


Profile 1
Profile 2
Profile 3
Profile 4
Profile 5
Profile 6
Profile 7
Profile 8
Profile 9
Profile 10
Profile 11
Profile 12
Profile 13
Profile 14


Profile 15


Profile 16


Profile 17


Profile 18


Profile 19


Profile 20


Profile 21


A10 2.08 Ha 1:5
A9 0.43 Ha 1:5
A13 3.09 Ha 1:6
A8 0.81 Ha 1:5
A7 1.46 Ha 1:6
A11 1.17 Ha 1:5
A1 1.63 Ha
A14 3.18 Ha 1:7
A12 0.94 Ha
A6 1.08 Ha
A15 1.32 Ha
A5 ESTATE FACILITIES 0.50 Ha
A2 0.79 Ha
A18 2.63 Ha 1:6
A16 1.09 Ha
A4 SCHOOL 1.33 Ha
A3 COMMERCIAL 0.31 Ha
A17 1.14 Ha 1:5
DETENTION 0.46 Ha
A19 1.06 Ha 1:5
A21 1.07 Ha
A20 1.09 Ha
A22 0.78 Ha
A25 0.52 Ha
A23 0.95 Ha
A24 0.86 Ha
DRAWING KEY
Moderate slopes = 1:8 or flatter
Steep slopes = 1:8 or steeper
Extreme slopes = 1:4 or steeper
1:8 = 1m 8m
1:4 = 1m 4m
PORTION 28 AREA TABLE
Total site area 45.5 Ha
Servitudes 0.73 Ha
Setbacks (10m boundary) 3.40 Ha
Extreme slopes (1:4) 2.06 Ha
Total developable area 39.31 Ha
Proposed parcel area 31.35 Ha
PORTION 28 COMPONENTS
Proposed parcel area 31.35 Ha
School component (A4) 1.33 Ha
Commercial (A3) 0.31 Ha
Estate facilities (A5) 0.50 Ha
Detention area 0.46 Ha
Residential area 28.75 Ha
Residential units (@ 55 du/ha) 1581 units
Development concept: Portion 28
CONCEPT D | 1:5000 (@A3) | 26.04.2023
WELMOED
URBANSTUDIO
architects & urban designers

AGRI informatics
NATURAL RESOURCE SPECIALISTS
Reg. No. IT 2594/2001

Nooitgedacht Village
Stellenbosch, 7605
Tel: +27 82 658 7776
Fax: +27 86 621 1333

09 September 2024

The Environmental Assessment Practitioner
Proposed Welmoed Village Project
P/A Virdus Consult Environmental (Pty) Ltd
3rd Floor, Time Square, Elektron Street
Techno Park, Stellenbosch,
7600, South Africa

Attention: Dupré Lombaard

PROPOSED DEVELOPMENT OF PORTION 28 OF FARM WELMOED ESTATE NO. 468, STELLENBOSCH (DEA&DP CASE REFERENCE: 16/3/3/6/7/1/B4/45/1247/23)

During the public participation process of the above proposed development, various respondents called for the retention of the land for agricultural production. While this response appears logical, as the land has been used for wine grape production for many decades, it does not reflect the financial sustainability of the proposed land use.

The age of the existing vineyards varies between 21 and 44 years, while the productive lifespan of vineyards is normally regarded as 15 to 20 years. The average yield is only 5.5 t/ha with the maximum for white wine (Chenin blanc) is 7.7 t/ha and for red (Cabernet Sauvignon) 6.9 t/ha. These yield levels will reduce as the vineyards age and therefore the long-term sustainability will require replanting to ensure higher yields. The following financial analysis of the profitability of wine grape production provides an overview of the feasibility of future farming on the land.

FARMING OPTIONS

Wine grape production is regarded as the only possible farming option, other than using the land for grazing, due to the following factors:

- The land has limited access to irrigation water.
- Wine grape production is possible under dryland conditions (no irrigation) in the Stellenbosch area on soils with a high water retention capacity, although yields will be lower and quality will be compromised during dry years.
- Other perennial crops will require full irrigation.
- The steep slopes render the land susceptible to erosion when used for production of annual crops, such as dryland winter cereals.

ASSUMPTIONS AND FIGURES USED

Yield Levels

Table 1: Yield levels for newly planted wine grapes as used in the financial modeling:

Irrigated?	Year 1 (Planting year)	Year 2	Year 3	Year 4 - 15
Yes	0	3 t/ha	9 t/ha	12 t/ha
No	0	2.3 t/ha	6.8 t/ha	9 t/ha

The average yield level for wine grapes in the Stellenbosch District was 7.74 t/ha in 2018 and 6.93 t/ha in 2021 (SAWIS, 2022).

Grape price

A price of **R12 000 per ton** were used in the financial analysis, for both the irrigated and dry land vineyards.

Grape quality can have a significant impact on the price received for wine grapes. For the premium wine growing statistical area of Constantia/Stellenbosch/Durbanville/Grabouw, the following grape prices were reported in 2022 for Cabernet Sauvignon (SAWIS, 2022) the best performing red wine and also the cultivar most planted in Stellenbosch, where 20% of all grapes are Cabernet Sauvignon.

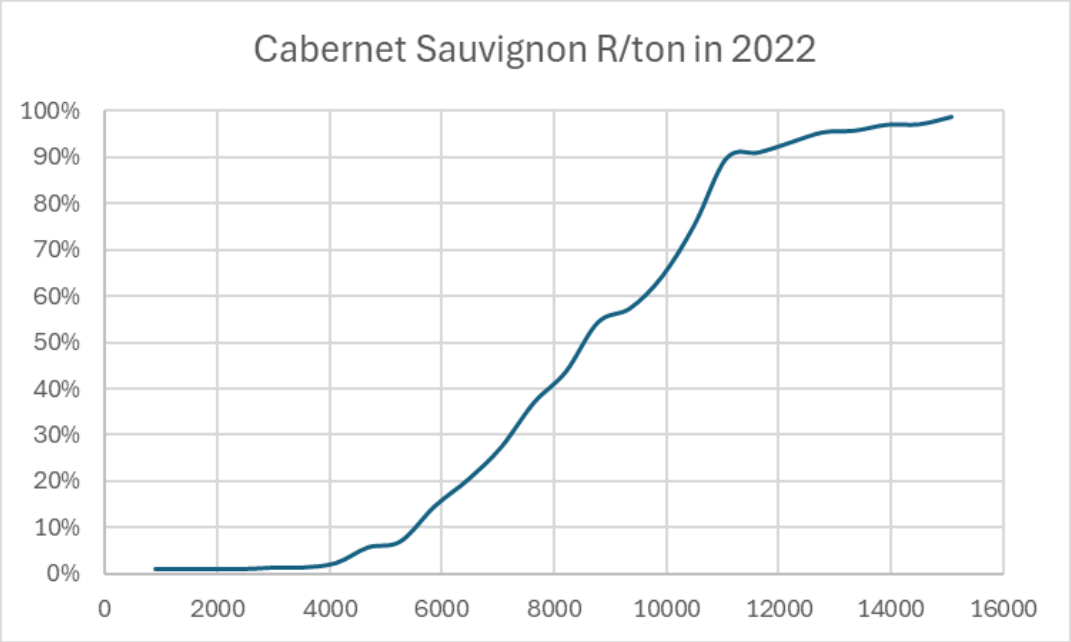


Figure 1: Price distribution curve for Cabernet Sauvignon sold in the Stellenbosch District in 2022 (SAWIS, 2023).

This data shows that only 8% of all Cabernet Sauvignon sold in the Stellenbosch district obtained a price of >R12 000 per ton.

Capital cost of re-establishment

Table 2: The cost of re-establishment of the vineyards (in R/ha) was calculated as follows, based on the figures reported by Vinpro, 2024:

Establishment Costs	Irrigated	Dry land
Uprooting	7205	7205
Soil Preparation:		
Rip & Cross Delve	49455	49455
Amelioration	18296	18296
Plant Material	75750	75750
Planting costs	22064	22064
Trellis System	106995	106995
Irrigation 0.6m drip	44663	
	324428	**279765**

Production Cost

Table 3: Vinpro (2024) reports the following cost of production for the Stellenbosch district:

Item	Cost: Irrigated	Cost: Dry land
Seed, Organic Fertilser and Material	958	958
Fertiliser	1734	1734
Crop Protection	5409	5409
Herbicide	2200	2200
Repair & Binding Material	331	331
Permanent Labour	13824	13824
Seasonal Labour & Contract Work	10558	10558
Supervision	4644	4644
Fuel	4611	4611
Repair Parts & Maintenance	4620	4620
Licenses & Insurance	797	797
Hired Transport	344	344
Repairs & Maintenance to Fixed Improvements	1474	1474
Insurance on Fixed Improvements	579	579
Electricity	2352	235
Water Costs	714	
Land-, Property- & Municipal Taxes	653	653
Administration	3336	3336
	59138	**56307**

FINANCIAL ANALYSIS

The aim of the financial analysis was to establish the profitabilty of replanting wine grapes to obtain optimum yield and quality over a 15-year period. Vinpro proposes that provision should be made for replacement of vineyards at the end of their lifespan at R16 479 per hectare. This was omitted in the financial analysis, but

the cost of a junior farm manager at R30 480 per month (being 50% of Vinpro's recommended entrepreneurial remuneration) was included. Two main scenarios were used, being development with own capital (Scenario 1) and development with bank finance at an interest rate of 10% per annum, repaid over a 10-year loan period (Scenario 2). For each scenario an analysis of irrigated and non-irrigated vineyards was made, although the option to fully irrigate the vineyards does not exist at the Lynedoch property.

Results

The financial modelling calculations are attached in the Appendix. Table 4 provides a summary of the results.

Table 4: Summary of the results of the four scenarios.

Scenario	Capital Investment (R/ha)	Break Even	NPV (R/ha)	ARR (%)
1a Own Capital – Irrigated	324 428	Year 7	75 293	4.0
1b Own Capital – Dry land	279 765	Year 10	-59 421	-1.9
2a Bank Finance – Irrigated	324 428	Year 7	87 438	1.0
2b Bank Finance – Dry land	279 765	Year 15	-55 630	-15.7

Conclusions

The assumptions of yield levels and price, as used for the modeling, can be regarded as optimistic, while the interest rate on borrowed capital and the cost of production is regarded as realistic. Even the best scenario (irrigated vineyards, established with own capital) does not offer a viable investment opportunity at an Annualised Rate of Return of only 4.0%. The most realistic scenario, Scenario 2b (dry land vineyards established with bank finance) reaches break even only in year 15, when the vineyards are almost due for another replanting and has both a negative Net Present Value (R-55 630) and Annualised Rate of Return (-15.7%).

Unless current wine prices increase significantly, the re-establishment of vineyards will remain unfeasible in the Stellenbosch area. While this is specifically true for Stellenbosch, it is also clearly visible in trends in the wider wine industry, which has reduced in size from 102 146 in 2006 to 87 848 ha in 2023 (16% reduction) and saw a large increase in the age of the vineyards. In 2000 a total of 64 622 ha of vineyards were younger than 15 years, while in 2023 that age group reduced to only 38 653 ha (SAWIS, 2023).

I trust that this analysis provides the required insight into the profitability of wine grape production in Stellenbosch under the current conditions.

Kind regards



Francois H Knight M.Sc. Agric.
for Agri Informatics

References

SAWIS, 2022. SA Wine Industry 2022 Statistics NR 47. SA Wine Industry Information and Systems. Paarl.

SAWIS, 2023. Grape Prices -2022. SA Wine Industry Information and Systems. Paarl.

SAWIS, 2023. State of the SA Wine Industry: Hectares and Cultivars 2023. SA Wine Industry Information and Systems. Paarl.

Vinpro, 2023. South African Harvest Report 2023. Vinpro, Paarl.

Vinpro, 2024. Vinpro Cost Guide 2024/2025. Vinpro, Paarl.

APPENDIX 1: Capital Flows – Scenario 1

Scenario 1a: Own Capital - Irrigated	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15
Yield level		0.25	0.75	1	1	1	1	1	1	1	1	1	1	1	1
Yield (t/ha)		3.00	9.00	12	12	12	12	12	12	12	12	12	12	12	12
Income		**36 000**	**108 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**
Expences	**12 080**	**41 664**	**56 456**	**71 248**	**71 248**	**71 248**	**71 248**	**71 248**	**71 248**	**71 248**	**71 248**	**71 248**	**71 248**	**71 248**	**71 248**
Interest on Investment															
Operational Cost		29 584	44 376	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168
Entrepreneurial Remuneration	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080
Net Income	**- 336 508**	**- 5 664**	**51 544**	**72 752**	**72 752**	**72 752**	**72 752**	**72 752**	**72 752**	**72 752**	**72 752**	**72 752**	**72 752**	**72 752**	**72 752**
Cum Net Income	**- 336 508**	**- 342 173**	**- 290 629**	**- 217 878**	**- 145 126**	**- 72 375**	**377**	**73 128**	**145 880**	**218 631**	**291 383**	**364 134**	**436 886**	**509 637**	**582 389**
ARR	**4.0%**														
NPV	**75 293**														

Scenario 1b: Own Capital - Dry land	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15
Yield level		0.25	0.75	1	1	1	1	1	1	1	1	1	1	1	1
Yield		2.25	6.75	9	9	9	9	9	9	9	9	9	9	9	9
Income		**27 000**	**81 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**
Expences	**11 151**	**39 305**	**53 381**	**67 458**	**67 458**	**67 458**	**67 458**	**67 458**	**67 458**	**67 458**	**67 458**	**67 458**	**67 458**	**67 458**	**67 458**
Interest on Investment															
Operational Cost		28 154	42 230	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307
Entrepreneurial Remuneration	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151
Net Income	**- 290 916**	**- 12 305**	**27 619**	**40 542**	**40 542**	**40 542**	**40 542**	**40 542**	**40 542**	**40 542**	**40 542**	**40 542**	**40 542**	**40 542**	**40 542**
Cum Net Income	**- 290 916**	**- 303 221**	**- 275 602**	**- 235 061**	**- 194 519**	**- 153 977**	**- 113 435**	**- 72 894**	**- 32 352**	**8 190**	**48 732**	**89 274**	**129 815**	**170 357**	**210 899**
ARR	**-1.9%**														
NPV	**- 59 421**														

APPENDIX 2: Capital Flows – Scenario 2

Scenario 2a: Borrowed Capital - Irrigated	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15
Yield level		0.25	0.75	1	1	1	1	1	1	1	1	1	1	1	1
Yield (t/ha)		3.00	9.00	12	12	12	12	12	12	12	12	12	12	12	12
Income		**36 000**	**108 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**	**144 000**
Expences	**12 080**	**94 464**	**109 256**	**124 048**	**124 048**	**124 048**	**124 048**	**124 048**	**124 048**	**124 048**	**124 048**	**71 248**	**71 248**	**71 248**	**71 248**
Interest on Investment		52 799	52 799	52 799	52 799	52 799	52 799	52 799	52 799	52 799	52 799				
Operational Cost		29 584	44 376	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168	59 168
Entrepreneurial Remuneration	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080
Net Income	**- 12 080**	**- 58 464**	**- 1 256**	**19 952**	**19 952**	**19 952**	**19 952**	**19 952**	**19 952**	**19 952**	**19 952**	**72 752**	**72 752**	**72 752**	**72 752**
Cum Net Income	**- 12 080**	**- 70 544**	**- 71 800**	**- 51 847**	**- 31 895**	**- 11 943**	**8 010**	**27 962**	**47 914**	**67 867**	**87 819**	**160 571**	**233 322**	**306 074**	**378 825**
ARR	**1.0%**														
NPV	**87 438**														

Scenario 2b: Borrowed Capital - Dry land	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15
Yield level		0.25	0.75	1	1	1	1	1	1	1	1	1	1	1	1
Yield		2.25	6.75	9	9	9	9	9	9	9	9	9	9	9	9
Income		**27 000**	**81 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**	**108 000**
Expences	**12 080**	**85 764**	**99 841**	**113 918**	**113 918**	**113 918**	**113 918**	**113 918**	**113 918**	**113 918**	**113 918**	**68 387**	**68 387**	**68 387**	**68 387**
Interest on Investment		45 530	45 530	45 530	45 530	45 530	45 530	45 530	45 530	45 530	45 530				
Operational Cost		28 154	42 230	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307	56 307
Entrepreneurial Remuneration	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080	12 080
Net Income	**- 12 080**	**- 58 764**	**- 18 841**	**- 5 918**	**- 5 918**	**- 5 918**	**- 5 918**	**- 5 918**	**- 5 918**	**- 5 918**	**- 5 918**	**39 613**	**39 613**	**39 613**	**39 613**
Cum Net Income	**- 12 080**	**- 70 845**	**- 89 686**	**- 95 604**	**- 101 522**	**- 107 440**	**- 113 358**	**- 119 276**	**- 125 194**	**- 131 112**	**- 137 030**	**- 97 417**	**- 57 805**	**- 18 192**	**21 420**
ARR	**-15.7%**														
NPV	**- 55 630**														

AGRI informatics NATURAL RESOURCE SPECIALISTS
Reg. No. IT 2594/2001

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email: info@agriinformatics.co.za

03 March 2025

The Lead Consultant: Lynedoch-Welmoed Development
Virdus Works
3rd Floor, Time Square
Elektron Street, Techno Park
Stellenbosch
7600
Email: dupre.lombaard@virdus.com

Attention: Dupré Lombaard

AGRICULTURAL SPECIALIST COMMENT: APPLICATION FOR REZONING OF PORTION 28 OF FARM WELMOED ESTATE NO 468, STELLENBOSCH REGIONAL DIVISION IN THE WESTERN CAPE PROVINCE, FOR NEW TOWNSHIP DEVELOPMENT

1. Introduction

Uniqon Developers (Pty) Ltd proposes the development of a new township within the urban edge of Lynedoch, a precinct in the Stellenbosch Local Municipality. Virdus Works, Development Management Consultants and Environmental Assessment Practitioners, has been appointed as lead consultant to obtain the various authorisations and consents required.

Agri Informatics was appointed as sub-consultant to conduct an Agricultural Agro-Ecosystem Specialist Assessment, as prescribed by Government Notice 320 published in the Government Gazette 43110, dated 20 March 2020 and also required to apply for consent of the Minister of Agriculture in terms of the subdivision of Agricultural Land Act (Act 70 of 1970). This assessment was concluded and reported upon, by June 2023.

2. Terms of Reference

Based on the findings of the Agricultural Agro-Ecosystem Specialist Assessment and an array of other Specialist Assessments, the layout for the proposed development was refined and is now presented as four development alternatives. Agri Informatics was requested to comment on the impact of these alternatives in relation to the Agro-Ecosystem.

NOTE: The findings and comments below, should be read in conjunction with the Agricultural Agro-Ecosystem Specialist Assessment and the Financial Viability Assessment of wine grape production, of which the latter is attached hereto.

3. Specialist Findings

The following four design alternatives were presented for assessment:
Alternative 1: **The No-Go alternative**, thus retention of the farm with no development;
Alternative 2: **The SDF Alternative** – an alternative based on the Stellenbosch SDF Footprint, with an estimated 100 units, school as well as mixed and commercial uses.
Alternative 3: **The 1 550 Unit Alternative** - The full development alternative with 1 550 units, a school as well as, mixed and commercial uses;
Alternative 4: **The 884 Unit Alternative** – The preferred alternative with 884 units, a school as well as mixed and commercial uses.

1 - The No-Go alternative

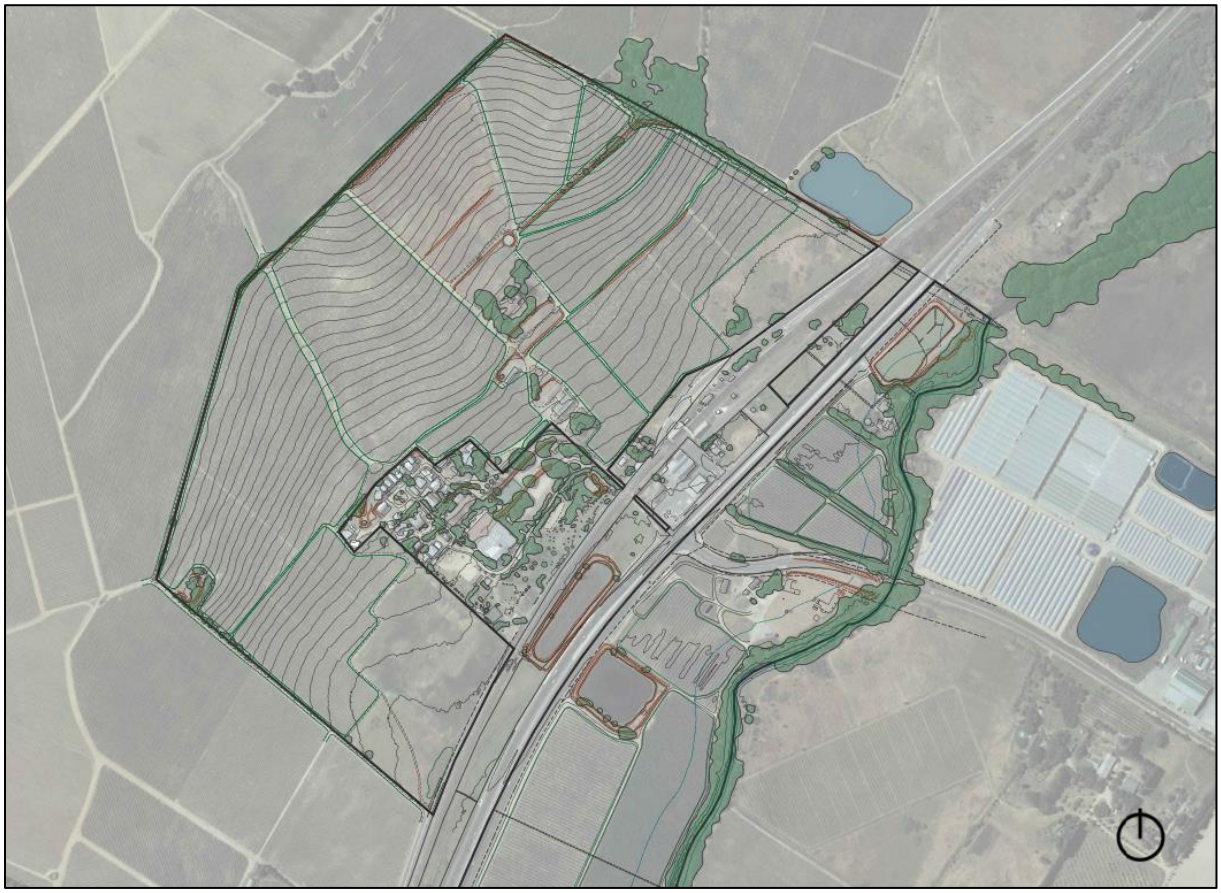


Figure 1: The No-Go Alternative layout.

This alternative entails no development on the land and thus a continuation of the current farming activities, which entails wine grape production on 28.9 ha – 64% of the property, with the remainder being fallow land, infrastructure (roads & farmyards) or fall out areas. The vineyards are old (between 23 and 46 years) resulting in an average yield of only 5.5 t/ha (2022 season). At this yield a grape price of ±R10 000 per ton is required to break even (Vinpro, 2024). Only the top 30% of premium wine grapes were sold for more than R10 000 per ton in the Stellenbosch district (SAWIS, 2023).

As the vineyards age further, yield levels will decline below the break even point. In 2023 a total of 12.3 ha were yielding below 5.5 ha already. It can be expected that these vineyards will be withdrawn from production and uprooted at some stage, as has been the case with the part of the present fallow land. A financial analysis of the viability of the re-establishment of dry-land vineyards (see attached) indicates a negative net present value even at a wine grape price of R12 000 per tone and an optimistic yield of 9 t/ha. Stepwise conversion of the current wine grape production to unutilised fallow land can therefore be expected as a realistic outcome of the No-Go alternative.

Despite the expected step-wise termination of wine grape production, this alternative will preserve the land for potential future agricultural use, which could happen in the unlikely event when the financial feasibility of dry-land wine grape production in the Stellenbosch district improves sufficiently to support the capital investment required to replant vineyards.

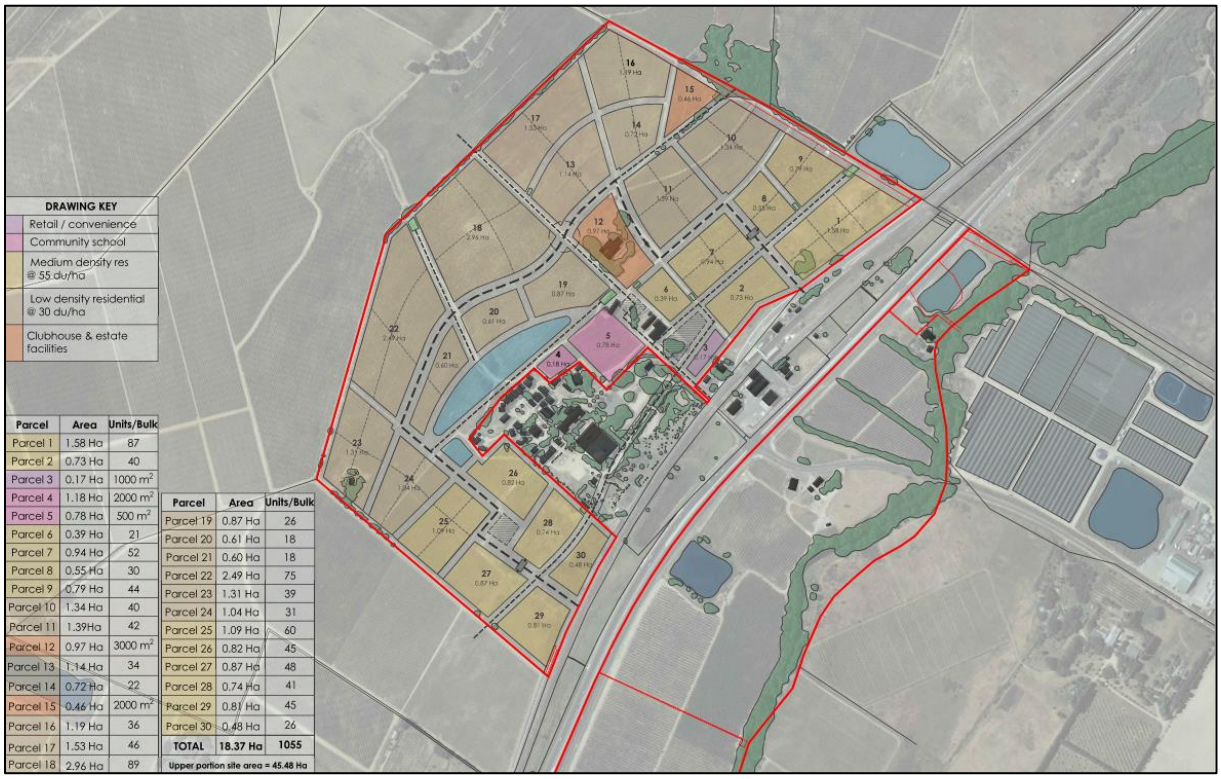
2 - The SDF Alternative



Figure 2: The SDF Alternative, providing opportunity for 100 residential units.

This alternative will result in the uprooting of 3.3 ha of wine grapes with a combined production loss of 16.5 tons (2022), to make way for the proposed development of a school, clubhouse, commercial and 100 residential units. The remainder of the vineyards (25.6 ha) is expected to follow the same path as explained under the No-Go alternative.

3 - The 1 550 Unit Alternative



Parcel	Area	Units/Bulk
Parcel 1	1.58 Ha	87
Parcel 2	0.73 Ha	40
Parcel 3	0.17 Ha	1000 m²
Parcel 4	1.18 Ha	2000 m²
Parcel 5	0.78 Ha	500 m²
Parcel 6	0.39 Ha	21
Parcel 7	0.94 Ha	52
Parcel 8	0.55 Ha	30
Parcel 9	0.79 Ha	44
Parcel 10	1.34 Ha	40
Parcel 11	1.39Ha	42
Parcel 12	0.97 Ha	3000 m²
Parcel 13	1.14 Ha	34
Parcel 14	0.72 Ha	22
Parcel 15	0.46 Ha	2000 m²
Parcel 16	1.19 Ha	36
Parcel 17	1.53 Ha	46
Parcel 18	2.96 Ha	89

Parcel	Area	Units/Bulk
Parcel 19	0.87 Ha	26
Parcel 20	0.61 Ha	18
Parcel 21	0.60 Ha	18
Parcel 22	2.49 Ha	75
Parcel 23	1.31 Ha	39
Parcel 24	1.04 Ha	31
Parcel 25	1.09 Ha	60
Parcel 26	0.82 Ha	45
Parcel 27	0.87 Ha	48
Parcel 28	0.74 Ha	41
Parcel 29	0.81 Ha	45
Parcel 30	0.48 Ha	26
TOTAL	18.37 Ha	1055
Upper portion site area = 45.48 Ha		

Figure 3: The 1550 Unit Alternative, providing opportunity for 1 550 residential units.

This alternative entails the total conversion of the entire farm to a mixed-use development, providing opportunity for 1 550 residential units. It will result in uprooting of all the existing vineyards (28.9 ha) with an associated loss of wine grape production of ±160 tons. The conversion will be permanent.

4 - The 884 Unit (Preferred) Alternative

While the Preferred Alternative (Figure 4) also entails the total conversion of the entire farm to a mixed-use development, it proposes the creation of open buffer zones designated as “indigenous slopes” along the northeastern, northwestern and southwestern boundaries, abutting neighbouring wine farms. The number of residential opportunities are also decreased to 884 units. While these areas will not be used for the development, they are not proposed to be used for future wine grape or other agricultural production.

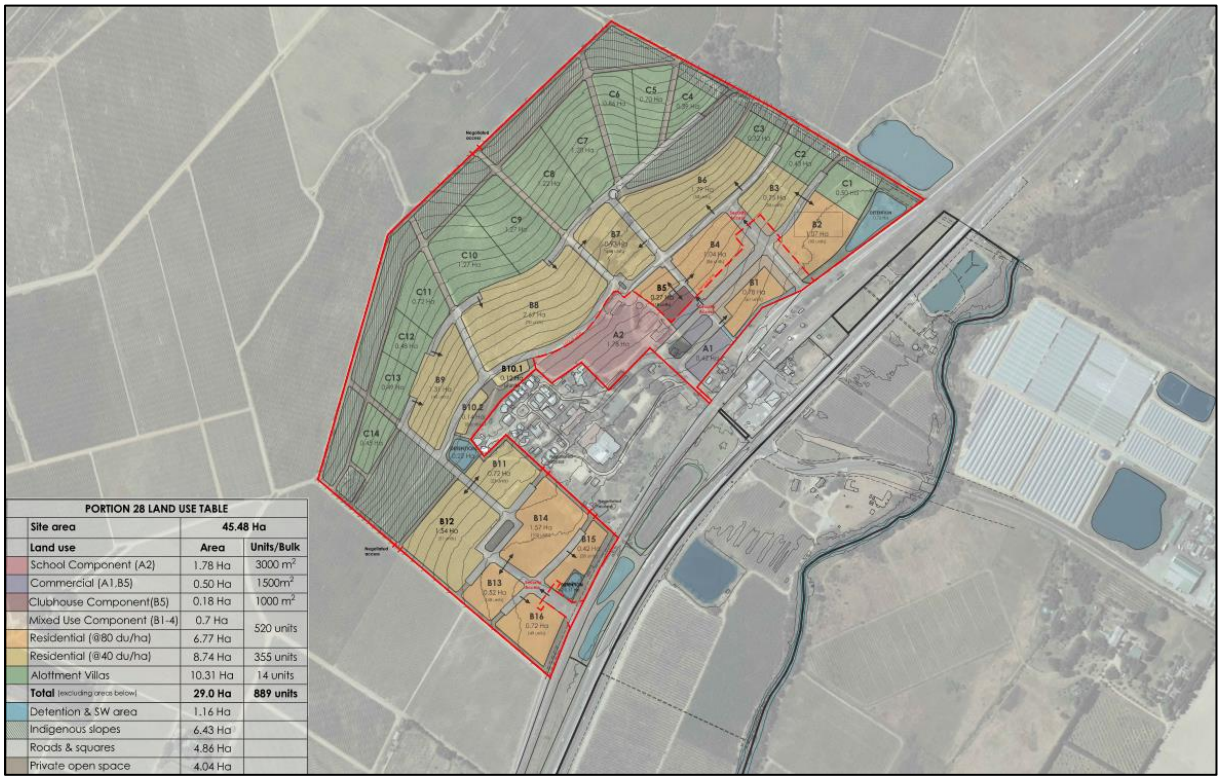


Figure 4: The Preferred Alternative, providing opportunity for 884 residential units.

Specialist Statement

The Agricultural Agro-Ecosystem Assessment has shown that the farming opportunities of the study area are very limited – mainly due to absence of irrigation water and steep slopes – and effectively restricted to dryland wine grape production. The Financial Viability Assessment has shown that the profit margins of current production are very low and insufficient to justify any capital layout for vineyard replacement. It is therefore realistic to expect a gradual termination of production as the current vineyards reach the end of their profitable lifespan, which will eventually result in an unproductive farm unit, unless the profitability of wine grapes improves significantly and/or a source of irrigation water can be secured.

The preservation of agricultural resources, despite being unproductive, as per the No-Go Alternative, will in most cases be the preferred option from an agro-ecosystem point of view. However, when the need for residential and associated facilities within the Stellenbosch area is considered (the proof of which falls beyond the scope of this assessment) the proposal for the conversion of this farming unit to a mixed-use development can be supported, rather than compromising other more productive farmland. In this regard, a higher housing density will have a more favourable impact on the preservation of other farmland and thus Alternative 3 (1550 residential units) should be preferred.

The proposed “indigenous slopes” in the Preferred Alternative 4 (884 residential units) will act as a valuable buffer zone between the development and abutting farmland and thus offers benefit to farming activities on the neighbouring farms, which renders this Alternative 4 also acceptable.

The SDF Alternative, being a trade-off between development and the preservation of agricultural resources can also be supported, but is not preferred as it does not contribute significantly to housing needs, while compromises the integrity of the farming unit by reducing production units and occupation of the farming infrastructure.

I trust that these comments, sufficiently address your requirement.



Francois H Knight M.Sc.Agric.; Pr.Sci.Nat.
for **Agri Informatics**

BILLY VISSER TRUST

Reg No.: IT5284/96
BTW No: 4080275581

UITSIG
R301 Baden Powell Road
Lynedoch, 7603

Tel: 083 724 7551
Epos: elrona.bvb@gmail.com

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2 February 2026

Attention: Mr Etienne Coetzer

Uniqon Developers (Pty) Ltd
Per email: etienne@uniqon.co.za

Re: Portion 28 of the Farm Welmoed

We refer to the above-mentioned property and wish to inform you as follows:

1. As the yield on Portion 28 has decreased to below 4 tons per hectare, a decision has been taken to discontinue insecticide and fertiliser treatment of the vineyards for the 2026 season.

2. It is anticipated that the 2026 harvest will, in all likelihood, be the final harvest for Portion 28.

3. The rising input costs associated with these vineyards are prohibitively high and not in our control. Given that Portion 28 falls within the Stellenbosch Urban Edge, the replacement of the existing vineyards with new vines is not considered viable.

4. Furthermore, the majority of the existing vines are in excess of 40 years old and the resultant decline in yield was therefore expected.

5. In addition, the individual land use is not economically viable in terms of its size and simply does not make financial sense.

We trust that the above is in order.

Kind regards

Elrona Goosen
On behalf of the **Billy Visser Trust**

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11 February 2026

The Environmental Assessment Practitioner: Welmoed Development
Virdus Works (Pty) Ltd
11 Elektron Street, Techno Park
7600, Stellenbosch
South Africa

Attention: Dupré Lombard

ADDENDUM TO AGRO-ECOSYSTEM SPECIALIST ASSESSMENT: PROPOSED UNIQON WELMOED DEVELOPMENT

Your request for comment on the letter received from the Billy Visser Trust (see appendix), owner of the Welmoed property Portion 20 of Welmoed Estate, Farm 468 Stellenbosch RD, has reference.

This letter confirms the predicted outcome of the existing vineyards, as made in our earlier Agro-ecosystem Specialst Assessment Report. The only deviation being that it was expected that this predicted termination of production would occur in a stepwise fashion (i.e. block by block) rather than abruptly after this 2026 harvest, as suggested by the letter.

Revival of the farm as a profitable agribusiness is - for all practical purposes - impossible due to the following:

1. The Agricultural Agro-Ecosystem Assessment has shown that the farming opportunities of the study area are very limited – mainly due to absence of irrigation water and steep slopes. Under these conditions, cultivated farming options are effectively restricted to dryland wine grape production.
2. As most vineyards are reaching / have reached the end of their feasible lifespan, a revival of the farm will require replanting of all vineyards, but a financial viability assessment has shown that the current profit margins of production are insufficient to justify any capital layout for vineyard replacement.
3. Furthermore, the current owner shows no interest in replanting the property and thus any future farming development will also require a change of ownership. Thus, by adding the cost of the land to the capital required to revive the farm, financial viability is furhter reduced and not achievable.

I trust that these comments meet your requirements.



Francois Knight M.Sc.Agric.; Pr.Sci.Nat.
for **Agri Informatics**

- Annexure B: Heritage, cultural landscape and visual studies (Section 4.2);

HERITAGE IMPACT ASSESSMENT
PHASE 2 – Resubmission V.02
In terms of NHRA Section 38(8)
DRAFT

RE/ PORTION 28, WELMOED FARM 468, STELLENBOSCH

HWC CASE REFERENCE: HWC23040509AM0411

August 2025

Prepared by

Emmylou Rabe Bailey
Disakloof Farm
Hout Bay, 7806

Submitted to
Virdus Works (Pty) Ltd
77 Buitekring, Dalsig,
Stellenbosch
7600

EXECUTIVE SUMMARY

This is a Phase 2 HIA: Resubmission V.02 prepared to support a resubmission of a development proposal for comment from Heritage Western Cape as part of a NEMA process under Section 38(8) of the NHRA (25 of 1999).

This submission requests consideration and comment on the revised "SDF alternative" development proposal, as well as recommendations on archaeology and paleontology mitigation, in order to better inform the NEMA process going forward.

The previous submission was considered by HWC IACom on 9 April 2025 where further requirements were requested by the committee:

> **HERITAGE IMPACT ASSESSMENT: PROPOSED DEVELOPMENT ON PTN 28 FARM WELMOED 468 LYNEDOCH VILLAGE, OFF R310, STELLENBOSCH, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)**
>
> The matter above has reference.
> This matter was discussed at the Impact Assessment Committee (IACOM) held on 9 April 2025
>
> **FURTHER REQUIREMENTS:**
> The Committee does not support the proposals in the current form. The proposals should be revised in accordance with the SDP to reduce impact on the cultural landscape and Lynedoch Village.

Site description

RE/Ptn 28 of historic farm Welmoed 468, Stellenbosch, is agricultural zoned land under old vineyards and rested lands surrounding Lynedoch Eco-Village and the Sustainability Institute, adjacent and to the west of the R310 Baden Powell scenic route and the railway line. The farm has an area of 45,5 ha that is inside of the delineated urban edge of Lynedoch, but it is outside of the Lynedoch Village (established on a subdivided portion of Portion 28 in 2003) urban area.

Site Location

Off Lynedoch Road, Stellenbosch: S -33.981101° E 18.768424

Proposed development

The Sustainability Institute, School, and Eco-Village, with approximately 40 houses, forms the node. An additional 4.7 ha development area, as identified within the current SDF, is earmarked for the expansion of the Village.

This SDF Alternative (previously Alternative A, Feb 2025) proposes development of around 10% of the current site with a mixed use development including educational (1,78ha), commercial (0,5ha) and residential (1,31ha) components and 0,93ha of roads and squares to compliment the ~33,87ha of agricultural and undeveloped surrounding slopes.

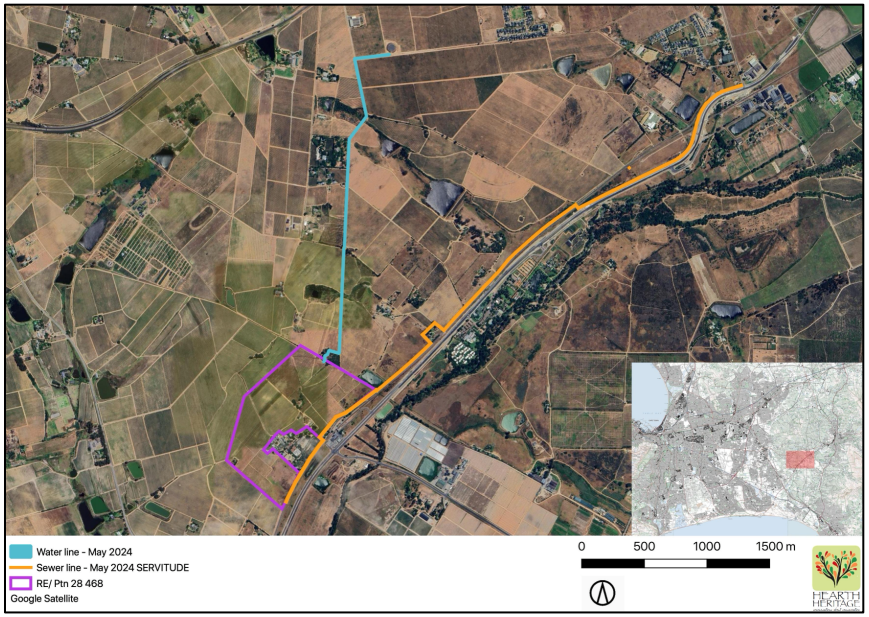


Figure 1: Locality RE/Ptn 28/ 468 Stellenbosch and proposed service lines



Figure 2: Proposed SDF Alternative Development Plan for Ptn28 of Farm 468, Stellenbosch.

Conclusion

It is the finding of this Phase 2 HIA report that an appropriate residential and educational development that considers the recommendations, heritage indicators and guidelines contained in this and previous reports, will benefit the area and uplift the R310 scenic drive and should be allowed to proceed with recommendations in place.

The site has been consistently included within the urban edge, in both heritage surveys and planning documentation and sensitive and appropriate development will encourage local economy without further damage to the rural aesthetic of the cultural landscape. This opinion was also expressed in Heritage Western Cape's Impact Assessment Committee's comment to the Phase 1 HIA.

The success of the Sustainability Institute's model should be taken as guidance and a village node, with similar aesthetic and impact should be encouraged and will improve the experience of this historically and scenically significant cultural landscape.

The SDF Alternative (Alternative A in February 2025 submission), in this resubmission has taken the heritage indicators as developed in the Phase 1 and Phase 2 HIAs into consideration and concluded with a proposal that both responds to the scale and massing of the Lynedoch Village development, as requested by HWC's IACom, as well as the need for economic and social development opportunities, offering of residential property catering for various income groups and development supported by existing public transport infrastructure.

Project Team

Project manager: Dupre Lombaard (Virdus Works)
Architects and designers: Rudi Botha (Urban Studio)
Landscape architects: Ankia Bormans (Terra+)

HIA Authors

Emmylou Bailey – Archaeologist and Heritage Practitioner (AIA and HIA)
Claire Abrahamse – Architect and Urban Designer (VIA)

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INTRODUCTION

This is a Phase 2 HIA: Resubmission V.02 prepared to support a resubmission of a development proposal for comment from Heritage Western Cape as part of a NEMA process under Section 38(8) of the NHRA (25 of 1999).

This submission requests consideration and comment on the revised "SDF alternative" development proposal, as well as recommendations on archaeology and paleontology mitigation, in order to better inform the NEMA process going forward.

The Phase 2 HIA submission was considered by HWC IACom on 9 April 2025 where further requirements were requested by the committee:

> "The committee does not support the proposals in the current form. The proposals should be revised in accordance with the SDP [*sic*] to reduce impact on the cultural landscape and Lynedoch Village."

The Phase 1 HIA with supplementary specialist reports was submitted to Heritage Western Cape and was discussed at their Impact Assessment Committee held on 18 Sep 2023. The interim comment from the committee (see Appendix F) stated:

> "The Committee supports the notion of Eco Village in terms of sustainability. The Committee has concerns for tendency for Eco Villages to be suburban and insular in form. The Committee encourages more urban and public environment aspects to be integrated into the typology. The Committee highlighted the need for the site to be contextualised within a higher level of heritage/visual indicators."

1.1 Site description

RE/Ptn 28 of historic farm Welmoed 468, Stellenbosch, is agricultural zoned land under old vineyards and rested lands surrounding Lynedoch Eco-Village and the Sustainability Institute, adjacent and to the west of the R310 Baden Powell scenic route and the railway line. The farm has an area of 45,5 ha that is inside of the delineated urban edge of Lynedoch, but it is outside of the Lynedoch Village (established on a subdivided portion of Portion 28 in 2003) urban area. There are a few historic and recent structures on site.

External services routes are located adjacent to farm roads along the farm boundaries to the north of the development area and along Vlottenburg Road (**Error! Reference source not found.**).

1.2 Site Location

Off Lynedoch Road, Stellenbosch: S -33.981101° E 18.768424

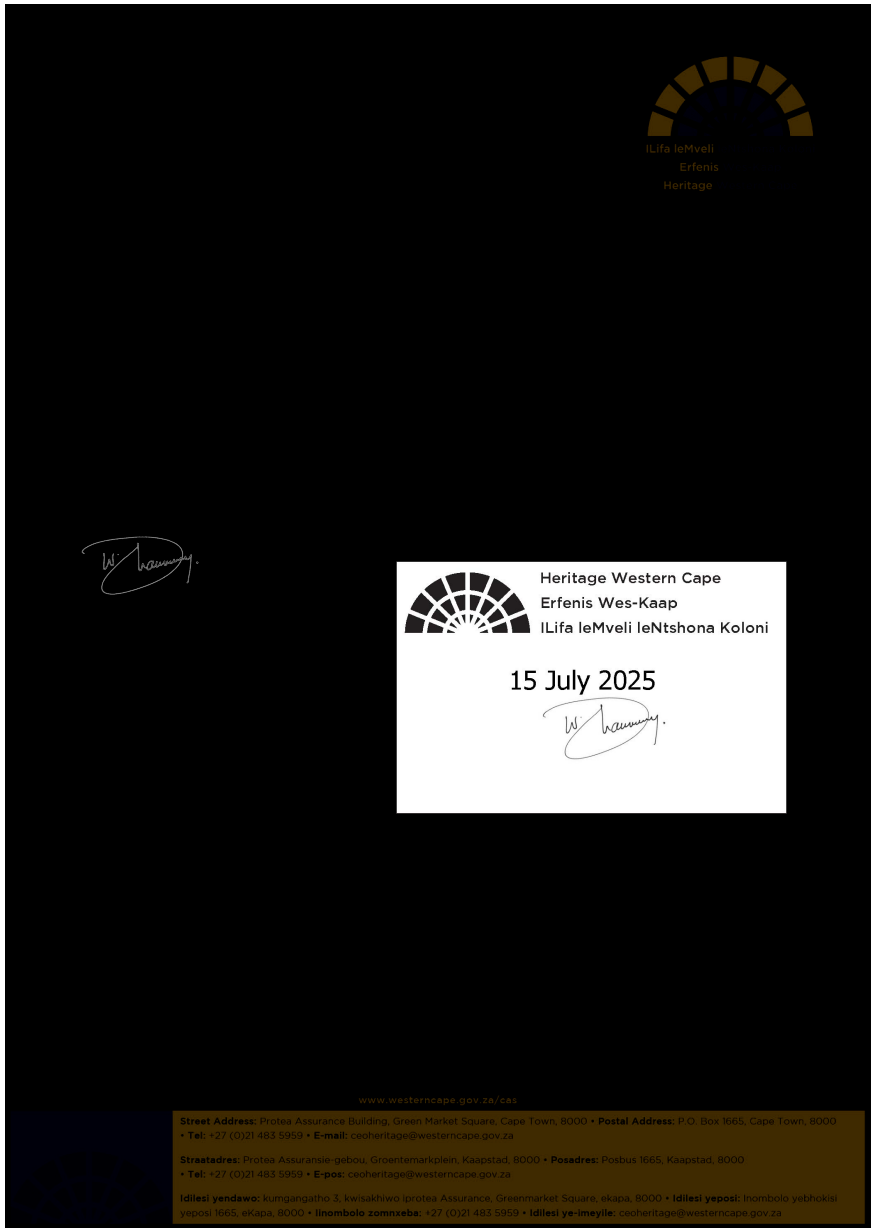


Figure 3: HWC IACom comment to January 2025 proposed development as assessed in the Phase 2 HIA by Hearth Heritage (February 2025)

1.3 Proposed development

The Sustainability Institute, School, and Eco-Village, with approximately 40 houses, forms the node. An additional 4.7 ha development area, as identified within the current SDF, is earmarked for the expansion of the Village.

This SDF Alternative (previously Alternative A, Feb 2025) proposes development of around 10% of the current site with a mixed use development including educational (1,78ha), commercial (0,5ha) and residential (1,31ha) components and 0,93ha of roads and squares to compliment the ~33,87ha of agricultural and undeveloped surrounding slopes.

Key principles include:
- Preserving high-value agricultural land and sensitive ecological buffers.
- Strengthening public realm and informal trade along the R310/ Annandale intersection.
- Reinforcing the area's rural identity through compatible design and architectural guidelines.
- Expanding Lynedoch's role as an educational and community hub, with additional housing, new facilities and shared spaces.

The project builds on the Lyndoch Eco-Village ethos to create a model rural settlement that respects its cultural, agricultural, and ecological context.



Figure 4: Master plan showing SMSDF 2023 proposal of Lynedoch Node (JC Samson, July 2025)

1.4 Purpose of the report

The Phase 1 Heritage Impact Assessment and requested specialist studies were submitted to HWC IACom for interim comment on 18 September 2023.

HWC Interim comment on Phase 1 HIA:

- The Committee supports the notion of Eco Village in terms of sustainability.
- The Committee has concerns for tendency for Eco Villages to be suburban and insular in form.
- The Committee encourages more urban and public environment aspects to be integrated to the typology.
- The Committee highlighted the need for the site to be contextualised within a higher level of heritage/visual indicators.

The Phase 2 HIA assessed the proposed development against the heritage indicators and HWC interim comment from the Phase 1 HIA. The external services component was included in the assessment for the Phase 2 HIA using the indicators as drafted in the Phase 1 HIA and HWC interim comment. The Phase 2 HIA included all heritage-relevant comments obtained from the 30 day public commenting call for Phase 1 HIA and was submitted to HWC for their comment.

The Phase 2 HIA was submitted to HWC for comment in terms of Sec 38(8) of the NHRA, as part of the participation process, on DBAR application in terms of the NEMA process. The Phase 2 HIA was considered by HWC IACom on 9 April 2025 where further requirements were requested by the committee.

HWC comment on Phase 2 HIA and development proposal:

- The committee does not support the proposals in the current form. The proposals should be revised in accordance with the SDP [*sic*] to reduce impact on the cultural landscape and Lynedoch Village.

This current report is a Phase 2 HIA: Resubmission V.02 prepared to support a resubmission of a development proposal for comment from Heritage Western Cape as part of a NEMA process under Section 38(8) of the NHRA (25 of 1999).

This submission requests consideration and comment on the revised "SDF alternative", in order to better inform the NEMA process going forward.

1.5 Statutory Context

2.1.1. National Heritage Resources Act

The property is currently zoned agricultural land with vineyards and rested lands and is 45,4ha in extent, therefore triggering Section 38(1) of the NHRA. There are a number of historic >60yrs old structures as well as more recent buildings on site which trigger consideration of Sec 34 of the NHRA. The response to the Sec 34 heritage resources will be dealt with within the Sec 38 process and the Phase 2 HIA. This report is submitted as a Phase 2 HIA responding in its assessment of the proposed development to the interim comment from HWC on the Phase 1 HIA, which called for an Archaeological Impact Assessment and Visual Impact Assessment as components of a Phase 1 HIA.

2.2.2. Stellenbosch Municipality Zoning Scheme

The site is currently zoned as agricultural with its predominant land use being agricultural with vineyards and rested lands. The proposed development includes rezoning and approval for this will be required from the Stellenbosch Municipality relevant department. The site has consistently been included within the urban edge, within the Lynedoch node, in the Stellenbosch municipal SDPs and is reflected as such in the 2019 SDP.

2.2.3 Stellenbosch Municipal Heritage Survey (SMHS)

The site is graded IIIC and falls within the IIIB graded C08 Landscape Character Unit, the Stellenbosch Farms Area, within the Eerste River Valley Landscape Area. It is located along the IIIA graded scenic route of the R310, Baden Powell Drive, and identified as a Landscape Unit of exceptional scenic quality and features a 'Green Transition Development Node Conservation System' which heightens the importance of that landscape unit for its open quality. Various built environment and social heritage resources of local heritage significance are identified on and related to the site, notably the IIIA graded Drie Geuwels at Lynedoch Eco-village. Spier, a grade II provincial heritage resource, is located within a km from the site.

2.2.3. NEMA

The development proposal requires environmental authorisation in terms of NEMA EIA Regulations of 2014 – as amended. The reference number for the DBAR process is 16/3/3/6/7/1/B4/45/1247/23. In terms of heritage, the EIA must include specialist assessments for Landscape/ Visual Impact Assessment and Archaeological and Cultural Heritage Impact Assessment. This report and related specialist studies will fulfil the requirements of NEMA.

1.6 Methodology

- AIA and VIA specialist impact assessment reports for the development were reviewed. The specialists had independently conducted site surveys and the information was used to inform this Phase 2 HIA.

- Additional archaeological survey completed for the external services component on 5 June 2024 and Phase 2 Archaeological Impact Assessment included in this Phase 2 HIA.
- The identified heritage resources were assessed for significance taking into account the information received from the specialists in terms of the grading as set out in Section 3 of the NHRA.
- An integrated Phase 1 HIA was compiled using the information from the specialist reports with the addition of historical background information and a review of other relevant impact assessments in the broader area.
- The Stellenbosch Municipal Heritage Survey (SMHS) (Todeschini and Jansen, 2017, 2018; Todeschini et al, 2018) included this site in its survey, with many of the heritage resources having been recorded and graded. The information from the integrated SMHS as well as its individual specialist reports were consulted for this report.
- Analysis and overlay of existing plans and surveys, aerial photographs and SG diagrams.
- Proposed development was assessed against the heritage indicators and guidelines as set out in the Phase 1 HIA for the site as well as the interim comment from HWC IACom (18 Sep 2023).
- SDF Alternative was reworked by the design team and assessed by the heritage consultants against heritage indicators and taking into consideration comment from HWC IACom (9 April 2025) and the Phase 1 and 2 HIA public participation process.

1.7 Constraints and Limitations

Archaeological visibility

The seasonal rain and resultant flooding of the wetland areas as well as dense plant growth on the lower portions of the site adjacent to Lynedoch Road limited the accessibility of this area for foot survey, however this does not impact on the results of this report as no heritage resources were identified for this area that required access. Dense growth between the vineyards also limited archaeological visibility, but enough surface area was exposed to conduct an archaeological survey, especially since surveys of this area have been done previously. The experience of the heritage practitioner and observations made during the study, allow for the relatively accurate prediction of the archaeological and cultural landscape sensitivity of the receiving environment.

General

It is trusted that the information provided by the client for this report is true and fair.

Author Declaration of Independence

Hearth Heritage and any professionals involved in this submission act as an independent specialists in this assessment and that do not and will not have any financial interest in the undertaking of the proposed activity, other than remuneration for my work performed according to the National Heritage Resources Act (25 of 1999) and/ or NEMA, the Environmental Impact Assessment Regulations, 2010 and any specific environmental management Act. Hearth Heritage and its subconsultants have disclosed, to the applicant any material information that have or may have the potential to influence the decision of the competent authority or the objectivity of any report, plan or document in terms of NEMA, EIA regs (2010) and/ or NHRA (25 of 1999).



August 2025

Sections from the Cultural Landscape and Visual Impact Study: Portion 28 Welmoed, Farm 468, Stellenbosch by Claire Abrahamse (February 2025) have been included here for reference due to the significance of this heritage element in the development proposal.

The issue of the upgrades to roads along scenic routes in Stellenbosch, and the tendency of this to encourage development, has been noted over the past decade. There is this a concern as to the cumulative heritage impact to the Cape Winelands landscape by development along major scenic routes, which the R310 is.

Broad indicators that relate to the retention of the cultural landscape significance of the wider site and look to reinforce its sense of place have been formulated, These indicators draw heavily from the Boschendal HIA (Louw, Dewar, Winter and Baumann, 2012), where the heritage consultants devised a conceptual approach to regional settlement formation within rural contexts of high cultural landscape significance, in which "each new development parcel should contribute to an emerging and strengthening system… the settlement structure should relate to historical investments in infrastructure" (2012:11). This approach promotes consolidation of settlement rather than scatter, maintains continuity and dominance of wilderness and agricultural landscape, and respects the valley section.

The overlay of the conceptual approach to this part of the Cape Winelands, together with an analysis of the existing residential and commercial "pockets" within the landscape allows for an assessment as to whether this approach is reflected in the experience of the site along the R310. The analysis finds that development within the north-eastern corner of the Lynedoch node is at heightened risk of creating a visually restricted area along the R310 (Figure 8). Development in this area must, thus, be very carefully managed to avoid this outcome.

The heritage study undertaken by Piet Louw, Dave Dewar, Nicolas Bauman and Sarah Winter for the Boschendal area in October 2012 is particularly pertinent, as, the heritage consultants devised a conceptual approach to regional settlement formation within rural contexts of high cultural landscape significance, in which "each new development parcel should contribute to an emerging and strengthening system…. The settlement structure should relate to historical investments in infrastructure: the settlement zones should be concentrated within zones of influence of two emerging, hierarchical regional corridors effectively confining settlement to the periphery of the working farm" (2012: 11). The approach is one that promotes consolidation of settlement rather than scatter, maintains the continuity and dominance of the wilderness and agricultural landscape, and respects the valley section.





Figure 5: The existing Lynedoch Eco Village node, which defines the character of settlement of the site at present (Abrahamse, 2025)

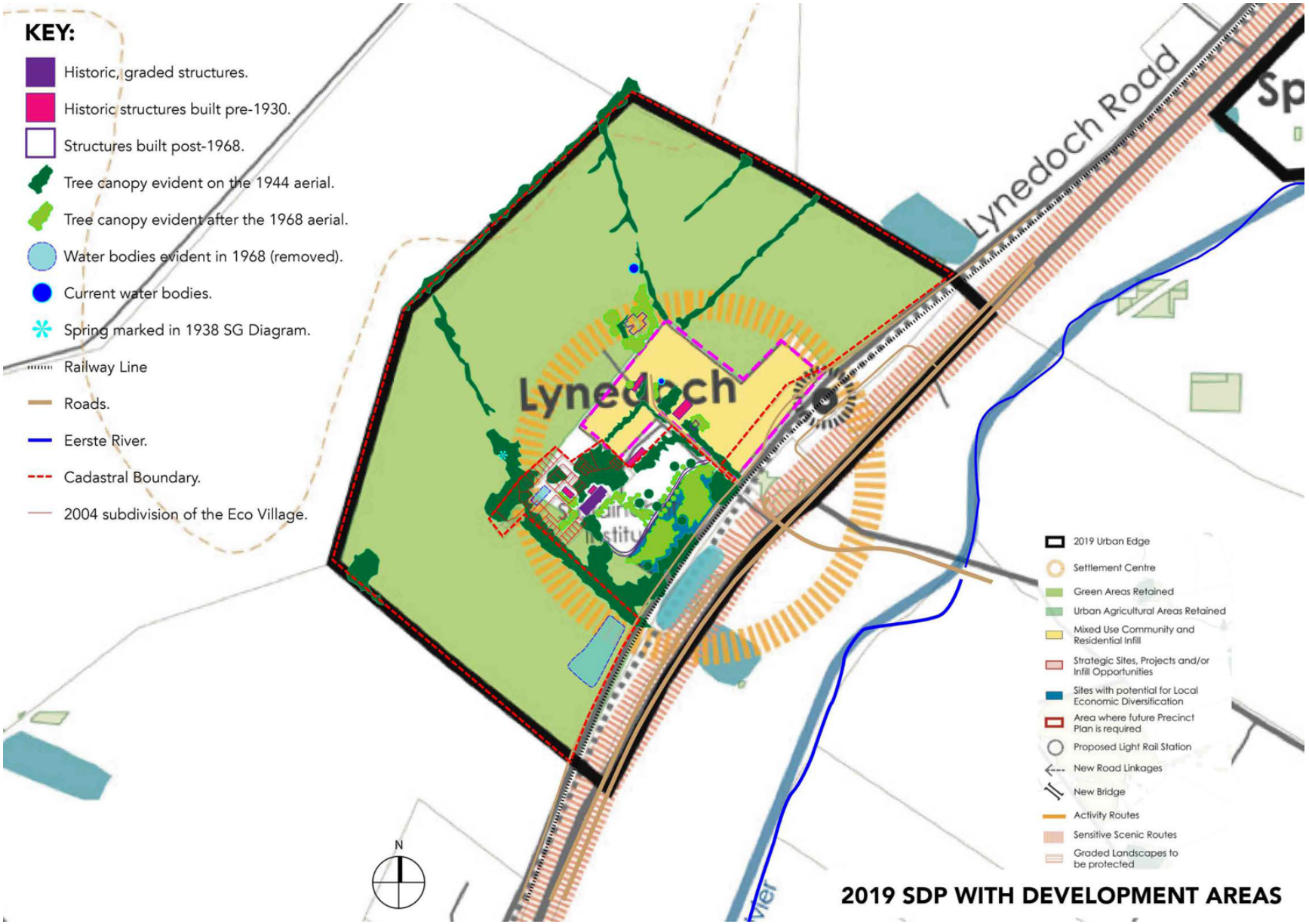


Figure 6: The key historic patterns of the site underlaid with the Approved SDF (Abrahamase ,2024).

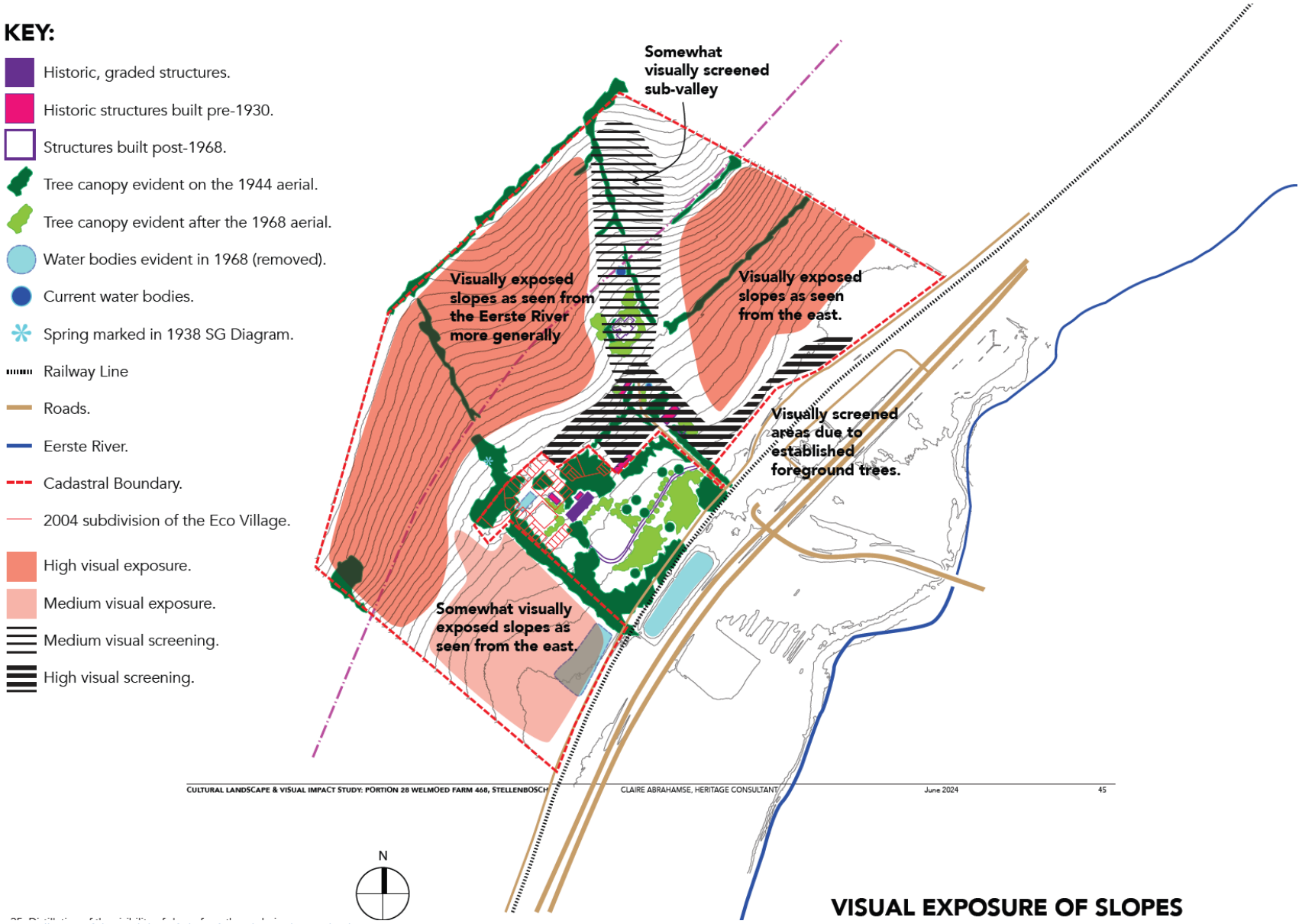


Figure 7: Distillation of the visibility of slope from the analysis (Abrahamse, 2024)

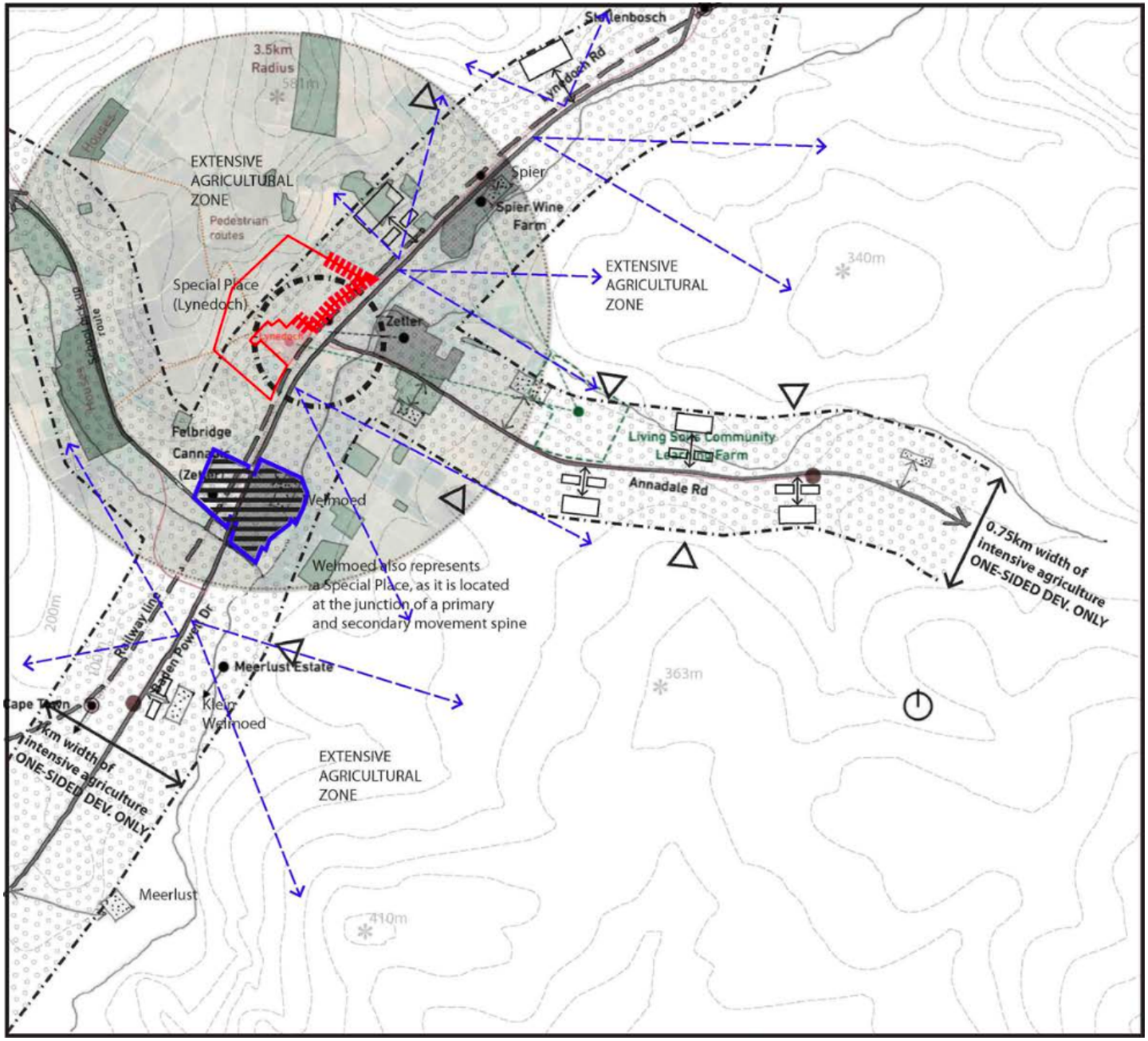


Figure 8: The current commercial nodes and residential stands allow for views into the cultural landscape (with its interplay of agricultural foreground, middle slopes and mountain backdrop) through this part of the R310, except at the Welmoed Agri-Industrial node, which has development on two side (cellars, agri-industrial site and Zetlers Cannabis greenhouses) (Abrahamse, 2025)

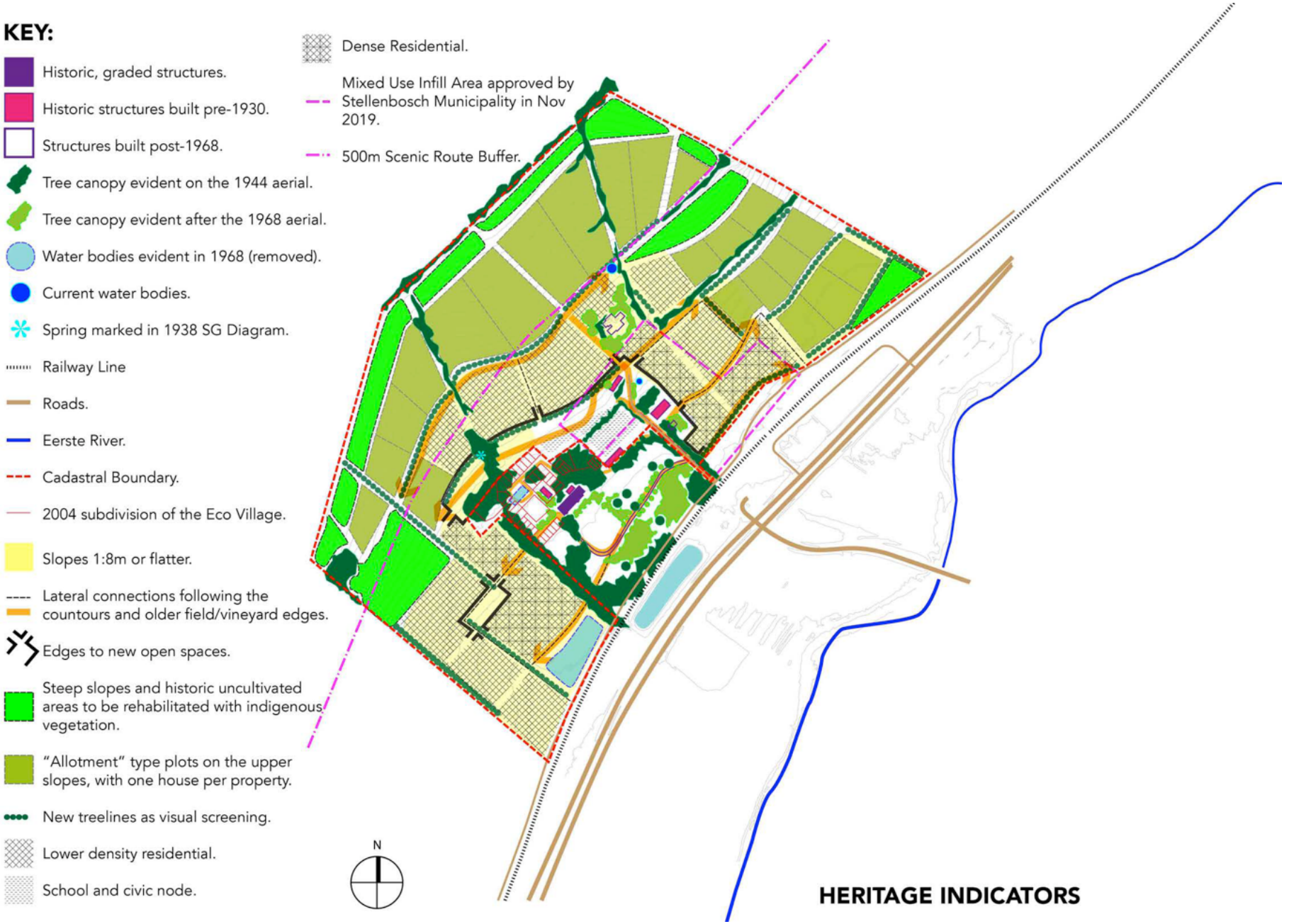


Figure 9: : Heritage Indicators from Cultural Landscapes and Visual Impact Study (Abrahamse, 2023)

2.0 URBAN DESIGN FRAMEWORK

2.1 PUBLIC-PRIVATE REALMS

The Village offer two access points off Vlottenburg Road. The south- western entrance gives access to a small-scale mixed-use commercial component & school which is shared with the entrance to the Sustainability Institute & Lynedoch Eco-Village. A secondary entrance provides access to a medium density residential block providing much needed residential opportunities within the Village. These areas will be accessible to residents and external community interaction while ensuring safety and security.

The layout incorporates clear pedestrian linkages from adjacent settlements and roads into the public core of the Village. Existing semi-public pedestrian routes are retained and enhanced to promote walk-ability while strengthening social and spatial connection between parts.

The design approach aligns with the SDF directive to cluster public amenities around community, educational, and transport nodes, ensuring accessibility while enhancing surveillance, safety, and usability of shared spaces.

2.2 LAND USE ALLOCATION

PARCEL LAND USE TABLES

Blocks	Detention Ponds:
A: 1.78 Ha B: 0.54 Ha C: 0.42 Ha D: 0.78 Ha	E1: 0.72 Ha E2: 0.22 Ha E3: 0.12 Ha

LAND USE TABLES

	Site area	45,48 Ha	
	Land use	**Area**	**Units**
	School component	1,78 ha	
	Commercial	0,5 ha	
	Residential (@80du/ha)	1,31 ha	100
	Total (excluding below)	3,59 ha	
	Indigenous slopes	33,87	
	Roads & squares	0,93 ha	

A VILLAGE TAXONOMY



Development Masterplan & Land Use



SDF proposed area of expansion of Village.



Public residential & commercial land uses.



Gradient of publicness.

URBANSTUDIO
architects & urban designers

Figure 10: SDF Alternative development proposal Public-Private Realms (Urban Studio, July 2025)

2.0 URBAN DESIGN FRAMEWORK

A VILLAGE TAXONOMY

2.3 VILLAGE BLOCKS

The development consists of four blocks: two residential, one school, and one commercial. Each block's use, orientation, and position informs its own set of development guidelines and codes.

As shown in the adjacent Village diagram, each block acts as a component of the greater whole, with appropriate street edges and shared green spaces. The residential blocks offer secure, defined living environments; the school block is a semi-public space with pedestrian access; and the commercial block activates the public interface.

The blocks form a series of spatial "rooms", each with unique access, character & function, through which people can move, connect, and engage - creating a layered, walkable village.

2.4 STREET EDGES & INTERFACES

The relationship between buildings and streets is a key element of the Urban Design Framework.
The interfaces diagram highlights the varying intensity of edges based on location, degree of publicness, and frequency of interaction. Site slope and block position are also important considerations. Detailed design guidelines will be developed to address specific interface conditions, including how buildings should respond to changes in terrain.





KEY VILLAGE INTERFACES

Building edge & land use responses along key interfaces opening up to the public realm is a key development & guideline informant.

1

13M STREET SECTION AGAINST CONTOUR



Source: Terra+



Village Blocks & Public Interfaces



Development footprint

URBANSTUDIO
architects & urban designers

Figure 11: SDF Alternative development proposal Public Interfaces and Section (Urban Studio, July 2025)

3.0 DEVELOPMENT 3D

A VILLAGE TAXONOMY

3.1 TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES



URBANSTUDIO
architects & urban designers

Figure 12: SDF Alternative development proposal 3D Plan (Urban Studio, July 2025)

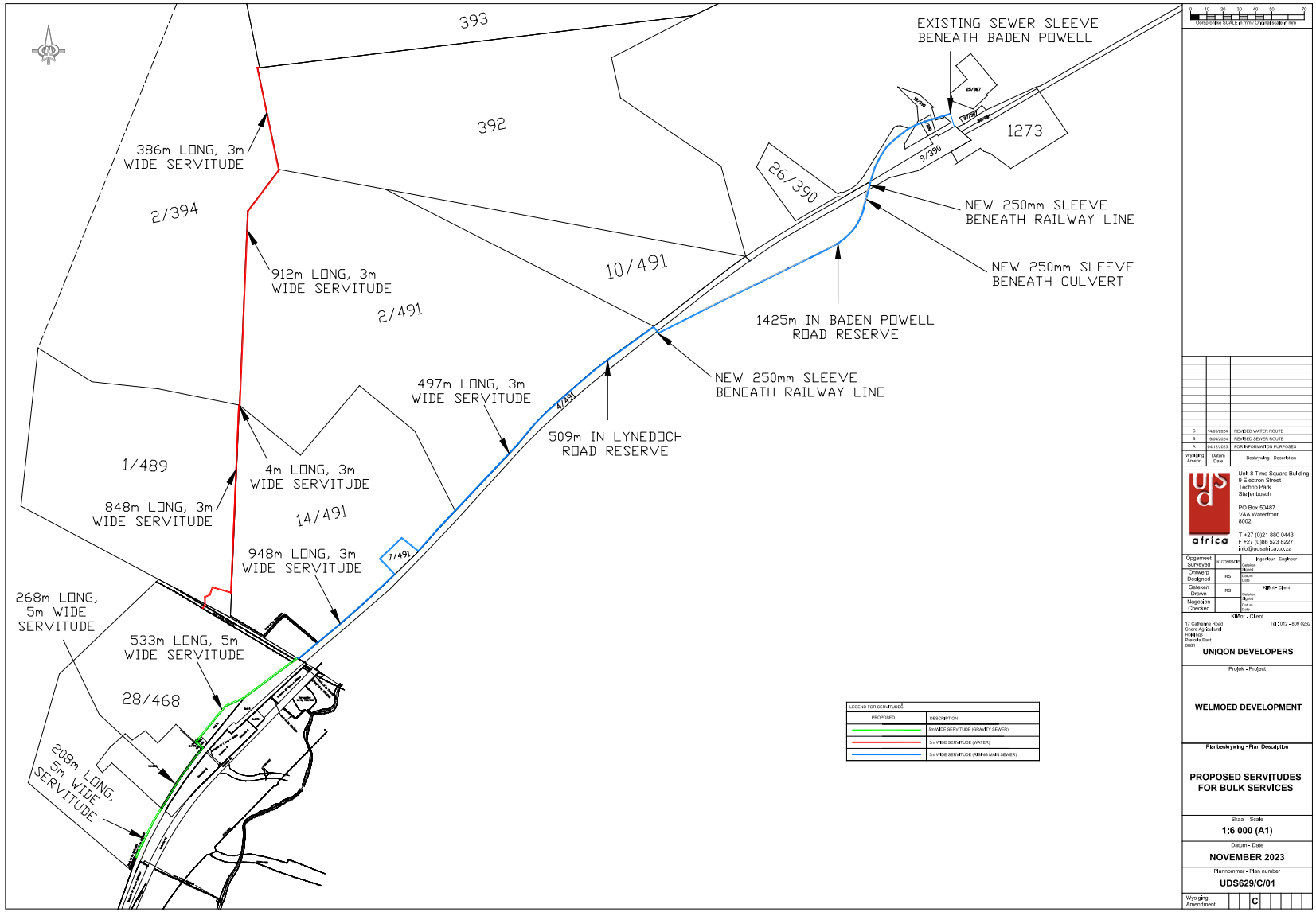


Figure 13: Map showing proposed route of external services for Welmoed proposed development

MOTIVATION FOR DEVELOPMENT[1]

Introduction

The 45,5ha farm contains only a main dwelling and farmyard, as well as labourers' dwellings, but no active agricultural buildings and infrastructure, and it is not effectively maintained or productively used for agricultural purposes, with only 29ha of uneconomical vineyards retained on the property, for reasons as will be elaborated herein below.

There are broadly three alternatives to be considered for the future of the farm, namely retention of the farm with no development, not even as indicated in the current SDF, a low density development based on the current Stellenbosch MSDF with an estimated 100 units (*assessed in this HIA2V.02 report*), educational and community uses on 12ha, or a full development of the property with due cognisance of the site sensitivities, which could yield more than 800 residential units, educational and community facilities (*assessed previously in HIA2 Feb2025*).

1.8 Spatial context

The farm is located adjacent to the Lynedoch EcoVillage which is described as "*the first ecologically designed socially mixed intentional community in South Africa*" (http://www.sustainabilityinstitute.net/lynedoch-ecovillage10/detailed-story). It was established around the Drie Gewels Hotel, which was a student hangout and party place into the early 1990's. The hotel facilities were converted with the development of the Village in the early 2000's to accommodate a guest accommodation establishment, the Sustainability Institute, and the Lynedoch Primary School that accommodates up to 500 children, mostly from farm worker families in the surrounding area. The Village also contains a pre-school and other community facilities aimed at serving the surrounding and broader community.

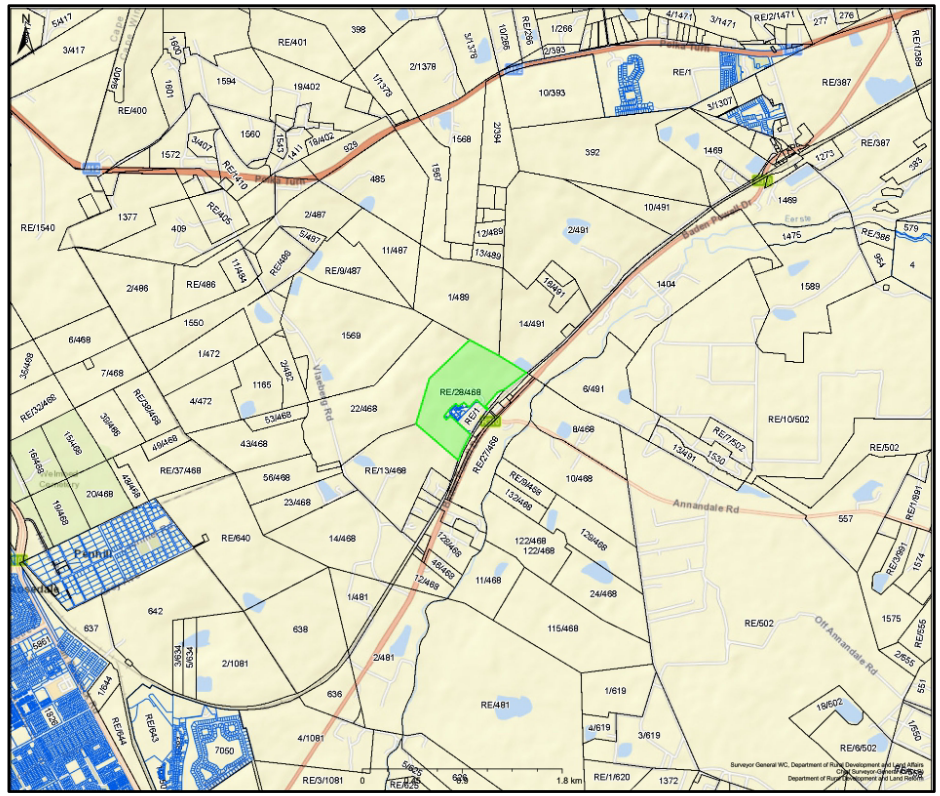


Figure 14: Locality of Portion 28 of Farm No. 468, Stellenbosch

Lynedoch Village contains only 35 dwelling units in addition to the aforementioned facilities, does not receive full municipal services. It relies mostly on its own resources for the provision of infrastructure services (potable water, internal roads, sewerage, solid waste, electricity, and storm water). It is managed by a non-profit company that, with the Sustainability Institute, focuses on creating and maintaining a sustainable socio-economic living environment. It is however too small to be of any significance from a nodal perspective and makes no contribution to the feasibility of the public transport systems or to solving the identified IDP needs such as the provision of affordable human settlement opportunities.

Prior to the closure of the at-grade level crossing at the Lynedoch Station in 2014, the Lynedoch node and urban edge included land to the east of the railway line and amongst others Portion 27 of Farm No. 468, up to the Eerste River. The node forms part of the so-called "string of pearls" of settlements occurring along the transport

[1] The Establishment of an Urban Node at Lynedoch: Input into the Stellenbosch Municipality IDP 2025-2026 and review of SMSDF 2023 (JS Samson Consultancy for Uniqon Developers, July 2025)

corridors through the Stellenbosch municipal area. The entire subject property (Portion 28) is within 750m of the railway station and the erstwhile level crossing, and major road intersection, which is the reason why in the first instance the node was identified as one of the "pearls" in the "string" and why it was designated as an urban node of secondary significance in the pre-2019 SMSDF.

The 2013 approved SDF (Figure 15: Extract of the 2013 SMSDF showing the Lynedoch Node as inclusive of Portion 28) indicated the Vlottenburg Node designated for urban settlement as being on the northern and southern sides of Baden Powell Drive.

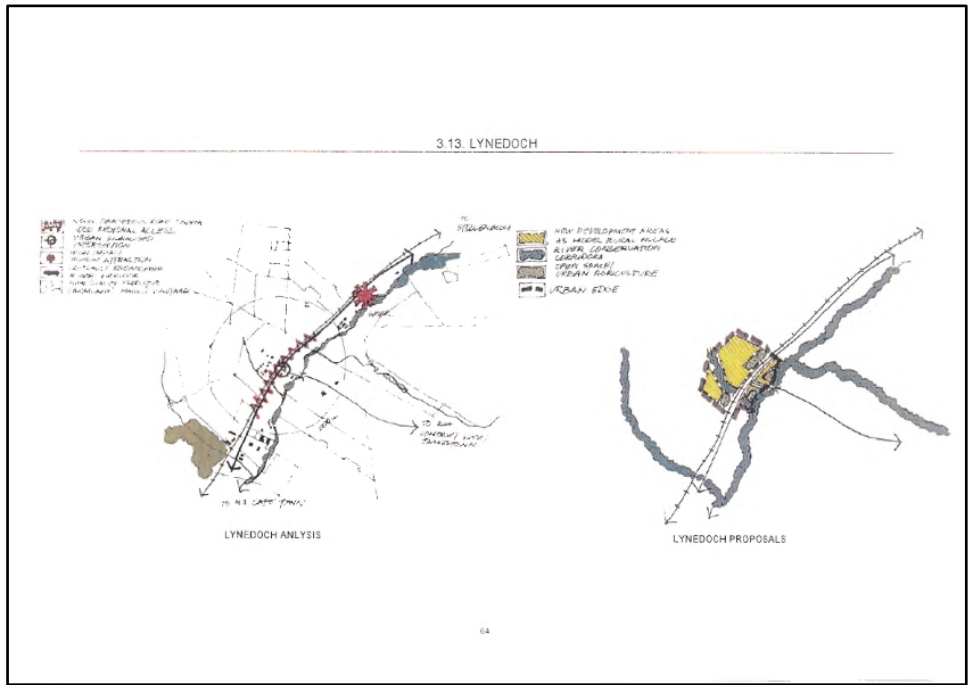


Figure 15: Extract of the 2013 SMSDF showing the Lynedoch Node as inclusive of Portion 28

In 2019, the Lynedoch Node was reduced to incorporate only the land west of Baden Powell Drive as indicated in Figure 16: Extract of the 2023 SMSDF showing a reduced urban footprint for the Lynedoch Node. The SDF indicates the Lynedoch Node as being a rural node with social inclusivity as the aim thereof, together with the expansion of the education and training facilities. The current policy is for the gradual expansion of the "*unique development model based on sustainable living and education*." The policy further and importantly determines that: "*Over the longer term, these expanded settlements … should not grow significantly unless parallel public transport arrangements can be provided*." As a consequence of the policy, an integrated community with limited need for the use of private transport is envisaged over the long term by the prospective developer. By integration it is meant a socio-economically mixed and integrated community, with inclusionary housing at the one end of the range and large individual estate-style erven at the other, with the majority of the residential units aimed at the middle-income market by the provision of apartments / flats and group / town housing at densities above 25 units per hectare.

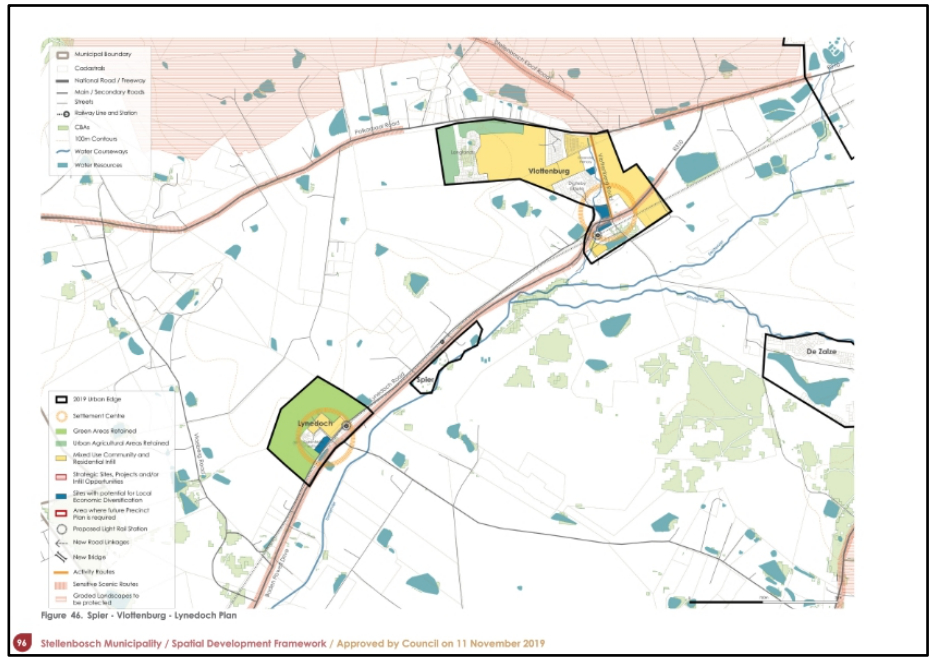


Figure 16: Extract of the 2023 SMSDF showing a reduced urban footprint for the Lynedoch Node

The SMSDF provides the spatial development policies and strategies for the Lynedoch node. It determines that "*over the longer term, the Muldersvlei/Koelenhof and Vlottenburg/Lynedoch areas can potentially develop into significant settlements*." These settlements are identified "*as balanced, inclusive communities … to fulfil a role in containing the sprawl of Stellenbosch town, threatening valuable nature and agricultural areas. Importantly, they should not grow significantly unless parallel public transport arrangements can be provided*." As will be obvious from the content below, there already exists three public transport systems which service the Lynedoch node and hence reconsideration of the relevant SMSDF policy for the growth of the Lynedoch node should be reconsidered. At present the public transport systems are non-viable and will not be viable or feasible in the near future unless economies of scale and

appropriate threshold populations can be established along the routes to make use of the public transport.

Due to there being no infrastructure services to support an urban development at Lynedoch, significant expenditure needs to be incurred to provide such infrastructure for a development on Portion 28 as provided for in the SMSDF, 2023, where 12ha of land is designated for settlement development. Such services infrastructure must have sufficient capacity to accommodate the long term development vision for the node, which, according to the approved spatial development framework, is an urban node. Moreover, the indicated linking of the node via public transport to the surrounding urban areas further support a long term growth vision that would create a threshold population to make the provision of public transport and infrastructure services feasible.

The demand for affordable housing and demand for employment opportunities in the Western Cape and the Stellenbosch municipal area will remain high. Stellenbosch's population is forecasted to increase from 209 831 (57 520 households) in 2024 to 231 712 by 2029, reflecting an annual growth rate of 1.7% and a 2.4% increase in households, due to decreasing household sizes. This significant increase illustrates Stellenbosch's appeal, particularly due to its educational institutions and situation in regional context. Stellenbosch is experiencing a notable demographic influx that necessitates strategic planning for infrastructure and local services to support the needs of a larger population. The population growth leads to a rising demand for housing as well.

The population growth and socio-economic situation, including urbanisation trends, require a growth in residential accommodation units in excess of 1 100 units per year. Over and above that, there is an existing shortfall in accommodation for daily commuters to Stellenbosch as reported in the Comprehensive Integrated Transport Plan (CITP), for which provision should also be made, in addition to the expected population growth.

The demographic trend highlights the need for proactive planning of sustainable urban settlements:

- It requires planning for access to community facilities and services.
- Such services are difficult to provide in dispersed rural populations and requires rural residents, who can mostly least afford it, to travel to urban settlements.
- Without efficient (or non-existent) public transport, essential travel creates challenges for the relevant authorities and the residents in need of services, as well as those affected by congestion.
- Small population nodes cannot function efficiently as the low population numbers do not warrant sustainable service delivery.
- It requires planning for and the provision of municipal infrastructure services, whether publicly or privately supplied, which cannot grow incrementally due to the prohibitive cost of replacement of redundant infrastructure.

The IDP lists a number of spatial challenges, as indicated in the extract inserted below. Of note is the reference to the need to adapt to climate change, with reference to the current agricultural use of the property, which is no longer sustainable, and the need for the provision of planned urban settlements for those who cannot afford to live in the low density unaffordable residential neighbourhoods of the major towns.

1.9 Agriculture sector context

The property is described by the Municipality as being of high agricultural value, hence the designation thereof, even inside of the urban edge, for retention of green space. An agricultural specialist assessment has been undertaken to determine the value of the resource from an agricultural perspective. The following is extracted from the Agricultural Agro-Ecosystem Specialist Assessment: Extension of the Lynedoch Urban Node on Ptn 28 of Farm 468, Stellenbosch (AgriInformatics, June2023).

"The combined potentially arable land on the property amounts to ±32.5 ha. Most of this area (28.9 ha) are being used for wine grape production at present, although many of the vineyards are at the end of their productive lifespan. Field A (3.2 ha) was used for wine grape production until circa 2008, while a small portion (0.4 ha) of Field D was also planted under wine grapes until 2012. However, as the profitability of wine grapes decreased systematically over the past two decades, no replacement of vineyards has been done after uprooting.

There is no economic reason (or benefit) to retain an unproductive farm that incurs costs and cannot generate economic benefit for the owners or the immediately surrounding community. Moreover, with limited irrigation water and agricultural infrastructure available, the farm cannot be re-purposed for commercially viable agricultural use without significant capital input. Such capital input could theoretically be gained from the sale for development purposes of that portion of the land that is designated for urban development, leaving less than 21 ha of agricultural land for re-purposing. As indicated above, the applicable policy confirms that such small portion of land without any irrigation water or infrastructure cannot be farmed commercially viable even if consolidated with Portion 27 abutting thereto. The two portions of land are not interconnected, and the lack

of interconnectedness would make joint farming thereof unattainable."

The agricultural impact assessment concludes that *"(t)he proposed development is of semi-high density and will establish almost 35 residential opportunities per hectare. Being a wine grape farm, the land does not directly contribute to food security, but do provide meaningful job opportunities at present and in the near future. It has been demonstrated that the current farming activities are not sustainable, unless an additional source of irrigation water can be secured.*

It is believed that a development on this site will contribute to the retention of higher value agricultural resources elsewhere in the Stellenbosch or surrounding municipal areas and is therefore supported."

The long-term sustainability of the property's economic benefits as a commercial agricultural unit are thus questionable due to the identified challenges:

- Low Yields: Current vineyard yields are 5.5 tons per hectare, far below the 15 tons needed for sustainable production.
- Aging Vineyards: The vineyards are aging, with limited capacity for replacement and insufficient water resources. Vineyards have not been replaced due to the farm being included in the urban edge and designated for urban development since at least 2010 with the first draft of the SMSDF approved in 2013.
- High Costs: Rising input costs and limited irrigation potential hinder production and profitability.
- Declining Viability: The farm's commercial viability is decreasing due to these factors, along with broader industry trends in South Africa.

The agricultural specialist describes the situation as follows: *This alternative entails no development on the land and thus a continuation of the current farming activities, which entails wine grape production on 28.9 ha – 64% of the property, with the remainder being fallow land, infrastructure (roads & farmyards) or fall out areas. The vineyards are old (between 23 and 46 years) resulting in an average yield of only 5.5 t/ha (2022 season). At this yield a grape price of ±R10 000 per ton is required to break even (Vinpro, 2024). Only the top 30% of premium wine grapes were sold for more than R10 000 per ton in the Stellenbosch district (SAWIS, 2023).*

As the vineyards age further, yield levels will decline below the breakeven point. In 2023 a total of 12.3 ha were yielding below 5.5 ha already. It can be expected that these vineyards will be withdrawn from production and uprooted at some stage, as has been the case with the part of the present fallow land. A financial analysis of the viability of the re-establishment of dry-land vineyards indicates a negative net present value even at a wine grape price of R12 000 per tonne and an optimistic yield of 9 t/ha. Stepwise conversion of the current wine grape production to unutilised fallow land can therefore be expected as a realistic outcome of the NoGo alternative.

Despite the expected step-wise termination of wine grape production, this alternative will preserve the land for potential future agricultural use, which could happen in the unlikely event when the financial feasibility of dry-land wine grape production in the Stellenbosch district improves sufficiently to support the capital investment required to replant vineyards.

The SMSDF *alternative will result in the uprooting of 3.3 ha of wine grapes with a combined production loss of 16.5 tons (2022), to make way for the proposed development of a school, clubhouse, commercial and 100 residential units. The remainder of the vineyards (25.6 ha) is expected to follow the same path as explained under the No-Go alternative.*

Overall, the property's agricultural functions have become unproductive over time, making it a suboptimal use of the land resource. By allowing development of 12ha thereof, as in the approved SMSDF, 2023, it is obvious that the long-term economic potential of the farm is even lower, and it could rather be better utilised for economic development to satisfy the growing needs as identified in the IDP.

1.10 Socio-economic context

According to the Socio-Economic and Fiscal Report for Lynedoch Mixed-Use Development (Demacon, September 2024) the proposed real estate development will transform land currently used for wine grape production into a more diverse set of land uses. This shift will change the economic function of the property, moving from agricultural to various productive uses. This Report considers the opportunity cost of this transition, comparing the economic benefits of the new development with the current agricultural value.

Currently, the agricultural use of the farm generates insignificant economic benefits. With an operational expenditure of about R2.6 million, the farming activities stimulate approximately R4.8 million in business sales, contribute R2.0 million to the regional GDP, and support only eight jobs in the local economy. These limited benefits are primarily due to wine grape production and related processing activities.

The proposed development, with a R1.5 billion capital investment, is expected to generate between R1.5 billion and R3.5 billion in additional GDP and business sales during construction, creating nearly 5,300 temporary jobs. Once operational, it could

contribute R301 million in household and operational expenditures, resulting in up to R317 million in sustained GDP and supporting around 890 sustained jobs.

The agricultural functions of the property are becoming less productive due to aging vineyards, high replacement costs, and rising input costs, limiting economic expansion. In contrast, the proposed mixed-use development promises greater economic benefits, both in the short term during construction and in the long term once operational, by meeting market demand and addressing urban development pressures

"*In comparing the potential economic, socio-economic, and fiscal impacts of the proposed development to the loss generating agricultural use, the impact assessment indicates that the proposed development stands to create a considerable net benefit to the local economy, not least of which would be additional rates and taxes. The long-term and sustained economic value generated by the mixed-use development far exceeds the declining economic value of the current agricultural use of the property. Therefore, the proposed development represents a greater economic benefit to the local economy by establishing long-term value, in contrast to the diminishing returns of continued wine grape production."* (Demacon, September 2024)

1.11 Heritage context

The proposal is made in full consideration of the National Heritage Resources Act, 1999, Act 25 of 1999 (NHRA), which requires that all heritage resources be graded in order to assign appropriate management responsibility to a sphere of government, i.e., local, provincial, or national for a heritage resource and to indicate its significance. Significance is key to assessing grading and is the primary tool in defining heritage management responsibility. The property together with the existing Lynedoch Village and surrounding area is mapped as being part of the Baden Powell Road scenic route / corridor and the Eerste River Valley landscape character unit in the Stellenbosch Municipality Heritage Inventory, 2019. Its situation is described as having particular significance due to its correspondence to the landscape unit and is consequently indicated to have a Grade IIIb heritage significance.

The Heritage Survey notes the complex environment within which decision-making must occur and in this instance and amongst others notes that "*The existing rail networks present an opportunity for a new typology of integrated development around stations, effectively connecting new development sites to the historic core of the towns and villages of Stellenbosch Municipality*" as for the "string of pearls" approach. It further indicates that "*Historic settlement patterns associated with the development of the railways should be respected*" and "*The potential of the railway network as an existing but underutilised transport system to and within the Winelands could enhance the cultural significance of the landscape, if harnessed effectively*."

In view of the aforementioned heritage survey, an Archaeological (AIA) and a Phase 2 Heritage (HIA) Impact Assessment were prepared by specialists.

The conclusion of the AIA is as follows: "*Previous archaeological surveys within the Eerste River floodplain have identified large numbers of Early Stone Age artefacts and as such the significance of the ESA within Stellenbosch is well established. The lithic scatter artefacts in the study area are typical of the transformed agricultural landscape of Stellenbosch and have limited value considering that they have been accumulated and modified to their current ex situ state. The area proposed for the development has yielded some cultural remains but with varied value and preservation. The anticipated negative impact of the proposed development on the archaeological resources is considered low due to the degraded and heavily transformed nature of the landscape from centuries of agricultural use."*

The Archaeological Impact Assessment report concludes that the proposed development of Portion 28 of Farm 468, Stellenbosch, including the proposed external services, will not negatively impact on the archaeological heritage resources of the site if recommendations are followed and the development should be allowed to proceed.

The conclusion of the heritage impact assessment is that: "*an appropriate residential and educational development that considers the recommendations, heritage indicators and guidelines contained in this report, will benefit the area, and uplift the R310 scenic drive. The site has been consistently included within the urban edge, in both heritage surveys and planning documentation and sensitive and appropriate development will encourage local economy without further damage to the rural aesthetic of the cultural landscape. The success of the Sustainability Institute's model should be taken as guidance and a village node, with similar aesthetic and impact should be encouraged and will improve the experience of this historically and scenically significant cultural landscape*."

Considering that the landscape has changed over time and will continuously change, in view of the environmental changes experienced in the area, the planning of the development must be sensitive to, but not inhibited by the heritage aspects. From the point of view of the local community and those with strong bonds to the Lynedoch Village, the landscape is not only observed. It is part of their frame of reference, perceived to be part of their social assets. On the other hand, there is the growing population in need of housing and social infrastructure. Therefore, in

planning an area which is designated as a cultural landscape, to which an existing community has specific feelings, while simultaneously located in proximity of significant infrastructure such as the public transport node and an identified urban node, the planning should strive to create a human habitat that provides existing and future residents with balance. The balance must be between retention of some of the landscape features dear to the existing community, while providing for future activities dedicated to work and those which are dedicated to relaxation for the envisaged larger community.

It is critical that the architectural concept for the expansion of the Lynedoch hamlet to avoid over-scaled private dwellings, or a suburban model of development, particularly one that involves the repetition of construction of "unit types" across the landscape. Instead, the existing, unique aspects of the site should be properly understood, and extended across the site. The Cultural Landscape Study and associated Visual Study of the site have revealed a context and site of medium heritage significance but with very high scenic qualities, particularly in providing an agricultural backdrop to other heritage sites within the vicinity. It follows that, to preserve heritage significance (especially tangible heritage significance associated with physical elements) these fundamental elements must be identified, protected, and enhanced in the course of the future development and densification of the site.

The proposed development of Portion 28 is planned with due cognisance of the heritage indicators as reflected in the urban design study. The heritage indicators look to promote those urban elements that are seen to be consistent with settlement patterns in the Winelands as a whole. Heritage indicators and guidelines give direction to new developments. The spatial setting of site has the potential to respond to characteristic aspects of settlement within the Cape Winelands and promote a better sense of place within the wider village node.

The HIA thus indicates that there are grounds for positive consideration of a nodal development around Lynedoch and accordingly designation of a significantly larger area for urban development purposes.

1.12 Environmental context

The land is located inside of the urban edge, as designated in the Stellenbosch Spatial Development Framework, but outside of the urban area[2] as defined in the Environmental Impact Assessment (EIA) Regulations made in terms of the National Environmental Management Act, 1998, Act 107 of 1998 (NEMA). Its development will thus be subject to prior consideration of an environmental authorisation application in terms of said Regulations. Simultaneously, all related off-site activities related to the provision of services for the proposed development would be subject to prior authorisation if such activities exceed the thresholds requiring environmental authorisation in said Regulations.

The assessment of the site biodiversity highlights the lack of any significant bio-physical grounds for retention of the green space around the Lynedoch node, while from a "sustainable development" perspective, there are many reasons to revert to the pre-2019 designation of the entire property for urban settlement purposes. The term "sustainable development" refers to working towards achievement of a set of principles and not necessarily project specific individual outcomes or activities. Sustainable development is not merely development that can be sustained, but rather the kind of development to be pursued in order to achieve the state of sustainability. A sustainable development is more than merely the physical form or footprint of the development. There are seven essential elements to a sustainable settlement development, adapted to apply to a neighbourhood for better context to the Welmoed Village settlement proposal:

- A liveable neighbourhood planned and managed consciously for the health and well-being of citizens.
- Facilitation of a sustainable urban economy that provides opportunities for work and wealth creation.
- The provision of good quality and affordable housing.
- A socially coherent society working towards common achievable goals.
- An urban environment with a stable ecosystem.
- Sustainable urban accessibility considerate of resource conservation.
- Management of the neighbourhood on democratic principles by empowered citizens.

The proposal to designate the entire property for urban settlement purposes cognisant of the environmental sensitivities of the area would be more likely to ensure a sustainable development, i.e., an environmental condition that provides for the continued existence of people without consumption or destruction of the resources that would be required by future generations to live equally comfortable lives than does the current SMSDF policy.

[2] Amendment of the Environmental Impact Assessment Regulations Listing Notice 1 of 2014, Regulation No. 327, 07 April 2017: *"urban areas" means areas situated within the urban edge (as defined or adopted by the competent authority), or in instances where no urban edge or boundary has been defined or adopted, it refers to areas situated within the edge of built-up areas;*

1.13 General spatial context

The property is located along the Baden Powell transport corridor, at the intersection with Annandale Road, around Lynedoch Village. Its position is therefore important from an integrated transport perspective, as indicated in the approved CITP of the Municipality. The CITP states that land use planning plays a critical role in the effectiveness of public transport and then illustrates the need to plan for land uses which tend to be the generators of travel and those which are destinations. It concludes that by improving the relationship between land uses i.e., where people live and where they want to travel to can reduce sprawl and the negative effects thereof on the landscape and the infrastructure networks. It further repeats the policy statement as contained in the SDF, namely that "*over the longer term, the Muldersvlei/Koelenhof and Vlottenburg/Lynedoch areas also have the potential to develop into more significant settlements, foreseen to fulfil a role in containing the sprawl of Stellenbosch town*."

The CITP argues that the growth of the municipal area must be more sustainable, and it must be supported by more sustainable modes of transport and other integrated transport solutions, with a particular focus on public transport and non-motorised transport. These are municipal functions and obligations, and the private sector cannot provide for public transport, other than plan developments accordingly, which is what the proposed Welmoed Village development entails.

Mini bus taxis are the dominant providers of public transport mode in the Stellenbosch municipal area and approved route 663 (amongst others) serves Lynedoch. The bus service between Stellenbosch and Somerset West has apparently been terminated, while the service between Mitchells Plan and Stellenbosch (along Baden Powell Drive) still operates. The Metrorail train service to Stellenbosch connects Lynedoch Station to the rest of the metropolitan area and Stellenbosch town. There are thus three public transport systems serving amongst others Lynedoch Village and the proposed Welmoed Village development. These three services will benefit from the development by the addition of a threshold user population along the routes.

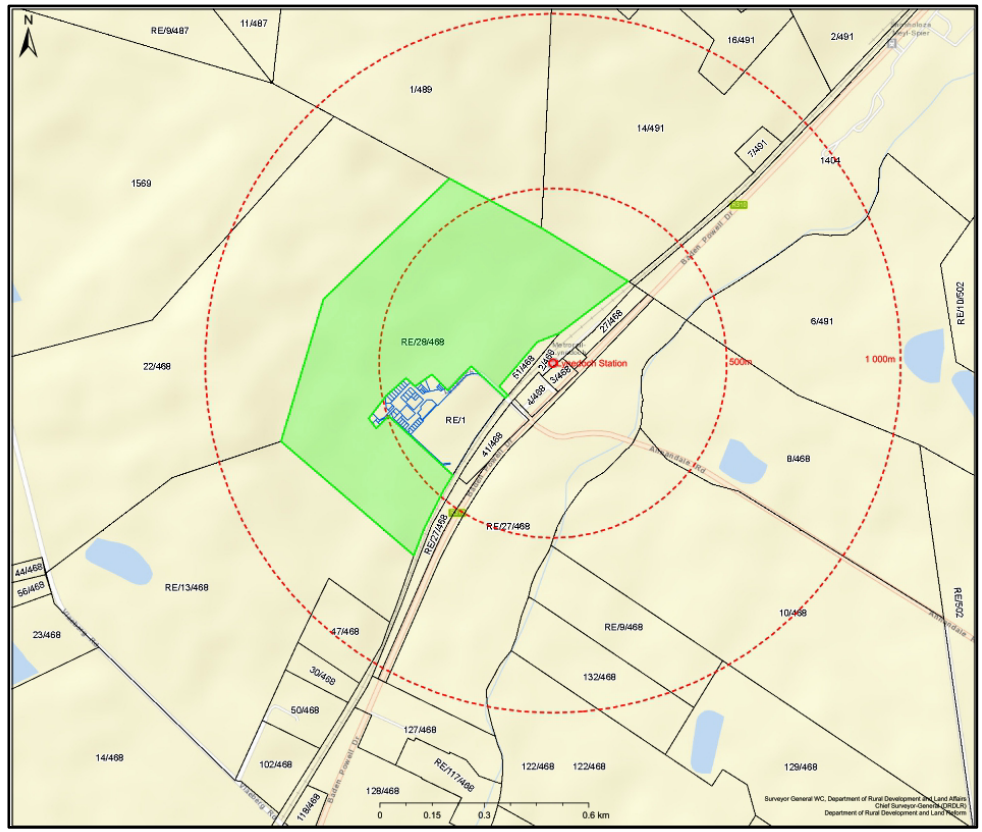


Figure 17: Portion 28 relative to the public transport facilities at Lynedoch

IMPACT ASSESSMENT

An assessment of the SDF Alternative development proposal against HIA Phase 1 recommendations and heritage indicators has been completed for this HIA Phase 2 V.02. The archaeological and palaeontological assessment remains the same.

1.14 Archaeological and historical heritage resources

The lithic scatter artefacts in the study area are typical of the transformed agricultural landscape of Stellenbosch and have limited value considering that they have been accumulated and modified to their current *ex situ* state.

The area proposed for the development has yielded some cultural remains but with varied value and preservation:

- The isolated historic ceramics are graded IIIC for their potential to add to the understanding of the Stellenbosch historic landscape context.
- The historic structures are common for the Stellenbosch area and have been heavily altered over time, and do not represent any rare or significant heritage. The structures at B and G are directly related to the Drie Geuwels Hotel building (IIIA) and, as such, should be graded IIIB as contextual heritage elements and retained in form in any future development.
- The corrugated iron "Smithy" should be graded IIIA for its relationship to Spier PHS and as an example of vernacular architecture.
- Various "not conservation worthy" ESA and MSA lithics on the farm roads of the south eastern slopes, most likely *ex situ* and with very low provenance.

The anticipated negative impact of the proposed development on the archaeological resources is considered low due to the degraded and heavily transformed nature of the landscape from centuries of agricultural use. The impact can be largely be mitigated by recording and sampling.

In addition, the impact of the proposed external services component on the archaeological heritage resources is considered low, with recommendations in place, due to the proposed location of the lines being adjacent to existing roadways as well as the disturbed nature of agricultural landscape. Potential negative impacts are considered most likely in low lying areas adjacent to the Vlottenburg and Lynedoch Roads, near to any waterways and around the historic "Smithy" corrugated iron structure on Ptn7/ 491 adjacent to Vlottenburg Road and these have been mitigated for in the recommendations of the Phase2 AIA.

It is the conclusion of the Phase 2 Archaeological Impact Assessment report (E Bailey, September 2024) that the proposed development at RE Ptn28/ 468, with AIA recommendations in place, will not negatively impact on the archaeological heritage resources of the site and should be allowed to proceed.

It must be noted that due to the buried nature of archaeological material not all heritage resources can be identified prior to excavation and construction and any such material may require further investigation for impact assessment and mitigation, once monitoring is under way.

1.15 Palaeontological resources

The impact on the palaeontological heritage would be low, as far as the palaeontology is concerned.

1.16 Cultural landscape and visual impact

1.16.1 Recommendations to anticipated Visual Cultural Impacts of the proposed development, SDF Alternative.

The subject site is located within the approved urban edge for the area. The Spatial Development Framework also encourages the establishment of further development at Lynedoch as a development comprising the "further growth of the Sustainability Institute and its partners' education focus and offer, through expanded and new programmes, and further accommodation for students and staff within a compact, pedestrian oriented, child friendly community, appears appropriate". A fairly compact footprint for further expansion of this node is indicated.

Table 1: Table showing Heritage Indicators and Guidelines as developed in the Cultural Landscape and Visual Impact Study by Claire Abrahamse (February 2025) for the HIA process and the assessment of the current proposed SDF Alternative development proposal's response to these.

Heritage Indicator	Assessment of response
INDICATORS AT THE SCALE OF THE R310	
Maintaining the balance between the urban, rural and wilderness elements within the landscape, with the agricultural and wilderness elements remaining dominant, and settlement occurring in pockets in such a way that it does not significantly interrupt or dislocate the continuity of the rural and wilderness realms within the cultural landscape setting.	This has been achieved in the SDF Option where the development portion is only 10% of the larger site which remains agricultural and undeveloped.
Maintaining the prevalent patterns within the valley section, with the uppermost slopes being wilderness, the mid-slopes being used for	This has been achieved and is met within the proposed Urban Design Framework – SDF Option.

forestry and other lower impact uses, the gentler low slopes accommodating agriculture, and the valley bottoms being used for intensive farming and settlement. These patterns are clearly evident in the Eerste River Valley setting.	
Respecting the traditions of settlement-making, and its historic responses to movement patterns and access, responsiveness to the natural landscape, microclimate, landform, the framing of public view cones and so on.	This has been achieved and is met within the proposed Urban Design Framework – SDF Option.
Respect and consolidate working agricultural aspects of the landscape and its relationship to the landscape. This implies that a nostalgic or idealized historic farm werf should not be favoured over a working farm werf, and new development should be located to the edges of the primary farm werf and be subsidiary to it.	There is no existing farm werf associated with the site. Significant historic agricultural buildings are being retained and have been incorporated sensitively.
HERITAGE INDICTORS AND GUIDELINES AT THE SCALE OF THE SITE	
The landmark nature of the old hotel complex must be enhanced and responded to as a prominent civic node within the wider context.	This has been achieved.
The historic farm barn structures and small "managers house" should be retained and adaptively re-used, ideally for educational purposes.	This has been achieved – agricultural buildings are integrated into the envisioned school.
All existing areas of Fynbos and/or natural vegetation must be retained and reinforced on the site.	This has been achieved and is met within the proposed Urban Design Framework – SDF Option.
The spring course identified on the c1938 SG Diagram should be explored on site. In addition, the dam along the roadway to the south-east appears in the 1968 aerial photograph, and this area retains a wetland character that should be preserved as an asset of the site.	This area is unaffected by the proposed development alternative.
The mature trees on and around the site are higher-order landmark elements within this environment. They help to structure the space and provide some visual screening. Some trees are mature, older than 60 years, and should be retained. A plan for the staggering or replacement of mature planting must be put in place. Existing treelines should be reinforced and extended to screen the development.	Cannot be accurately assessed with the current level of information provided, but the proposal appears to show the extensive retention of mature trees across the site.
Additional planning should be introduced on the site to provide additional visual screening and absorption within the foreground environment. The windbreaks in the wider context set up a landscape structure that can be extended into the site. These also create a potential for the extension of a structure for settlement onto the site, that responds to existing landscape elements and patterns.	The cross-sectional treatment of the placement of buildings and landscaping across the slope responds to this indicator. Tree edging to the new internal roads are indicated on the Urban Design Framework – SDF Option.
In particular, the southern slopes are visually exposed from the east, but gently sloping and able to be easily connected to the existing village. Planting as visual screening must be used extensively here.	This indicator is met within the proposed Urban Design Framework – SDF Option.
The railway station is an important potential civic asset and should be acknowledged as a higher-order element in the proposed development of the site.	This indicator is met within the proposed Urban Design Framework – SDF Option.
Street Grid: The street grid should follow the contour and reinterpret the existing pattern of vineyards as much as possible. Although curvilinear streets are generally foreign to the Winelands, they have been used at Lynedoch and are key to the character of that place, where settlement is secondary to the natural, contoured landscape. The street grid should be as efficient and minimal as possible, with only the main routes being paved.	This indicator is met within the proposed Urban Design Framework – SDF Option.
New buildings must follow the contour, as the existing buildings within the Lynedoch node currently do.	This indicator is met within the proposed Urban Design Framework – SDF Option.
Verges/Pavements: It is preferred that verges and pavements are grassed, hard- packed soil or brick paving, and planted with trees. Brickwork and laterite surfacing should be preferred to tarmac throughout.	Cannot be accurately assessed with the current level of information provided, but the sections indicate a "soft" street treatment, with swales to handle stormwater, and tree planting.
Boundary Treatments: High and solid walls are not permitted, as well as pre-cast concrete fencing, exposed blockwork, and facebrick walling. Historic boundary elements such as fences and hedges must be preserved and extended as far as possible.	Cannot be accurately assessed with the current level of information provided, but the sections do not indicate any tall or solid walls.
Stoeps: Street-facing stoeps are a common feature of the buildings in the area, often with planted gardens in front. New residential development should include these elements.	Cannot be accurately assessed with the current level of information provided.

Heights: New buildings must respond to and interpret the character-giving aspects of the site. In this environment, new buildings should predominantly be no more than double storey.	This indicator is met within the proposed Urban Design Framework – SDF Option with no new buildings exceeding 2 storeys in height.
Materials, Colour and Architectural Detail: Building materials should be compatible with traditional materials in terms of scale, colour and texture. Historical architectural features that copy an earlier style (or introduce a foreign style) should be avoided. Rather, the underpinning principle should be that new buildings must be sympathetic to the architectural character of the area but should also be of their own time. New buildings should be of a walled architectural type. New structures should be painted a muted colour and be rectilinear in form. Corrugated roofs should be darker colours.	While still very high level, the urban design proposal indicates a clear approach to materials and colours that responds to the visual sensitivities of each part of the site.
Scenic Route Restrictions within 500m of the roadway: The foreground views within the scenic route corridor is considered the most significant, and therefore all scenic routes should have a 500m buffer on either side of the road where specific development guidelines apply. The principle is that nothing will be permitted that detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route. Based on the significance of the Scenic Route (its grade) and the significant character of the surrounding landscape, the following guidelines should be considered.	The lowest portions of the new development remain landscaped and trees screening the views from the scenic route. The new development portion is located behind the existing roadside infrastructure and on the lower slopes further reducing the negative visual impact to the scenic route. Visually exposed slopes of the site are to remain undeveloped.
Foreground guidelines (within 500m from scenic route):	
Avoid the obstruction of mountain views along proclaimed scenic routes and avoid visual intrusions, such as inappropriate signage (billboards) and infrastructure, including transmission lines. Also, prevent the obstruction of views towards important cultural features.	Cannot be accurately assessed with the current level of information provided but the Urban Design Framework – SDF Option does not indicate any development of this nature.
New buildings must be carefully sited to avoid the blocking views and erosion of its informal agricultural edges: hard boundary treatments (such as solid walls), over-scaled entrances, signage clutter, and road-related interventions affecting its sense of fit in the landscape must be avoided.	Cannot be accurately assessed with the current level of information provided but the Urban Design Framework – SDF Option does not indicate any development of this nature.
Ensure appropriate design of road verges, stormwater structures, fences, farm stalls and picnic sites, which should be in character with the natural or rural surroundings. Insensitive road 'improvements', road widenings, out of scale flyovers and bridges are to be avoided, as they detract from the rural character of the Winelands.	Cannot be accurately assessed with the current level of information provided but the Urban Design Framework – SDF Option does not indicate any development of this nature.
Avoid over-engineered construction details, such as concrete kerbs and asphalt parking /pedestrian areas.	Cannot be accurately assessed with the current level of information provided but the Urban Design Framework – SDF Option does not indicate any development of this nature.
Scenic Visual Linkages: New buildings must be located to avoid the blocking of existing visual links between urban agricultural and urban development areas including framed vistas.	This indicator is met within the proposed Urban Design Framework - SDF Option.
The natural character of Fynbos vegetation, especially along scenic route corridors should be embraced, by carefully considering the effect of out of place 'landscaping' often associated with over-scaled entrance structures.	This indicator is met within the proposed Urban Design Framework - SDF Option.
Other developments (not covered in one of the items above) should preferably not be allowed in the 500m scenic route corridor and should undergo a detailed Visual Impact Assessment with mitigation before they can be considered (from the list of deviated land-use documented for the Stellenbosch winelands, see CMP document): • Farm stalls/restaurants • Nurseries/mixed use/garden centres/timber yards • Greenhouses, agricultural netting, chicken broilers/Strawberry fields • Subdivisions, gated communities, shopping centres, business parks • Large scale industrial structures • Open Air Markets It follows that the above forms of development should be avoided within the 500m buffer from the scenic route.	This indicator is met within the proposed Urban Design Framework - SDF Option.
Background guidelines:	
Avoid development on rocky outcrops or	This indicator is met within the proposed

ridgelines, because of their high visibility and the visual sensitivity of the skyline.	Urban Design Framework - SDF Option.
Prevent construction of new buildings on visually sensitive, steep, elevated or exposed slopes, ridgelines and hillcrests. Retain the integrity of the distinctive and predominantly agricultural landscape character.	This indicator is met within the proposed Urban Design Framework - SDF Option.
Avoid the construction of over-scaled private dwellings and other structures in locations of high visual significance, and on visually-exposed promontories, ridges and ridgelines. Preferred locations are sites that have already been settled (at the Lynedoch node), or sites "tucked into" the landscape.	This indicator is met within the proposed Urban Design Framework - SDF Option.
Respect traditional settlement patterns. This includes the backdrop of the natural landscape against which settlement is sites, as well as its spatial structure.	This indicator is met within the proposed Urban Design Framework - SDF Option.
Promote urban densification within the historic node to protect the rural landscape as the main communal asset.	This indicator is met within the proposed Urban Design Framework - SDF Option.
New interventions within settlements must respect the layout, scale, massing, hierarchy, alignments, access, landscaping and setting of the existing settlement pattern.	This indicator is met within the proposed Urban Design Framework - SDF Option.
Prevent the gentrification of rural settlements through "lifestyle rural estates". These uneconomic plots fundamentally erode the agricultural character of the landscape. Rather, maintain larger unified areas of farming to protect larger landscape continuums that protect a unified scenic character.	This indicator is met within the proposed Urban Design Framework - SDF Option.
The development of security estates and gated communities must be prevented. Encourage development that follows the pattern of, and builds on the example of, the Lynedoch eco-village. Here, a model for integrated communities with different income levels has been successfully applied and tested.	This indicator is met within the proposed Urban Design Framework -SDF Option.

SUSTAINABLE SOCIAL AND ECONOMIC BENEFITS

The social and economic benefits of this proposed development are considered relative to the impact on heritage resources, such as the agrarian cultural landscape, historic structures and archaeological material. The recommendations and heritage indicators contained in this report mitigate for the negative impacts to the visual-cultural landscape as well as impacts to archaeological and palaeontological material.

The loss of agricultural land to development remains a concern raised in the Stellenbosch Municipal Heritage Survey, specifically for this area. The Demacon Socio-Economic Fiscal Report (Sep 2024) and the Agricultural Impact Assessment Report (AgriInformatics, 2023) highlighted the challenges facing the long term sustainability of the property's economic benefits as an agricultural unit:

"In comparing the potential economic, socio-economic, and fiscal impacts of the proposed development to the loss generating agricultural use, the impact assessment indicates that the proposed development stands to create a considerable net benefit to the local economy, not least of which would be additional rates and taxes. The long-term and sustained economic value generated by the mixed-use development far exceeds the declining economic value of the current agricultural use of the property. Therefore, the proposed development represents a greater economic benefit to the local economy by establishing long-term value, in contrast to the diminishing returns of continued wine grape production." (Demacon, September 2024).

The development will meet local and regional socio-economic needs through securing job opportunities and providing additional temporary job opportunities. The development will have a positive impact on the local economy and local workers by providing temporary job opportunities during the construction phase and securing the permanent job opportunities offered through the operation of the existing facilities. New permanent jobs will also be created by the development.

As such, the anticipated impacts to heritage resources and the cultural landscape do not outweigh the anticipated socio-economic benefits of the proposed development.

RESULTS OF PUBLIC CONSULTATION

All results of public consultation can be found in Appendix F of the Phase 2 HIA (Hearth Heritage, Feb 2025).

This resubmission is made in terms of Section 38(8) of the National Heritage Resources Act, 25 of 1999 (NHRA). In such cases, Heritage Western Cape (HWC) acts as a commenting body to the competent authority and is not the decision-making authority.

The present resubmission contains a further developed version of an alternative that was already included in the previous Phase 2 HIA and subjected to public participation (Alternative A, February 2025). The alternative has been refined for clarity but has not been expanded or newly introduced. Accordingly, in line with the NHRA, HWC regulations, and HWC's published guidelines, a further round of public participation is not required. All Interested and Affected Parties (I&APs) have already had the opportunity to review and comment on this alternative, and no new potential impacts are introduced that would necessitate additional consultation. Previous heritage related comments obtained through the public participation processes already completed have been included and assessed for response in this report.

This Phase 2 HIA forms part of the broader NEMA public participation process, which is being managed by the appointed Environmental Assessment Practitioner (EAP). The registered Heritage I&APs identified earlier in the HIA process will again be approached for comment as part of that process.

The current submission is therefore placed before HWC for specific comment on the developed alternative, as well as recommendations on archaeology and paleontology mitigation, and for incorporation into the competent authority's overall decision-making process.

CONCLUSION AND RECOMMENDATIONS

All previous recommendations and guidelines apply to this submission and can be found in Section 12 of the Phase 2 HIA by Hearth Heritage (February 2025).

1.17 Archaeological recommendations

1. No mitigation required for identified pre-colonial archaeological resources.
2. Simple archaeological recording of historic ceramics.
3. The structures at B and G are directly related to the Drie Geuwels Hotel building (IIIA) and, as such, should be graded IIIB as contextual heritage elements and retained in form in any future development.
4. The Smithy building on Vlottenburg Rd should be graded IIIA for its relationship to Spier PHS and as a rare example of its kind and included in any conservation management strategy for Spier PHS.
5. A minimum buffer of 50m around The Smithy structure should be in place for any development or excavation and care should be taken to reduce negative impact to the structural integrity of the building during earthworks.
6. Historic early C20th roads as depicted in the SG Diagrams and related to Drie Guewels and Structures at B and G should be retained in form in any future development.
7. No development within 20m of the concrete boundary marker at LYN149.
8. Archaeological monitoring of all earthworks and/ or development within 50m of the structures B and G, and the old Smithy on Ptn7/ 419, and all upgrades to extant historic farm roads, by a qualified archaeologist and any archaeological material uncovered should be recorded and photographed unless deemed significant enough to halt construction.
9. Archaeological monitoring of areas with no current visibility, including any exposed areas of Lynedoch and Vlottenburg road, during earthworks by qualified archaeologist and any archaeological material uncovered should be recorded and photographed, unless deemed significant enough to halt construction.
10. *Archaeological monitoring plan to be prepared and approved by HWC for any work adjacent to Vlottenburg and Lynedoch Roads and R310 including but not limited to excavation and construction of the external services.*
11. *Any buildings older than 60 years not included in the SDP attached will require Section 34 (NHRA, 25 of 1999) permits from Heritage Western Cape for any proposed demolitions, alterations or additions unless any such work is indicated in full in the proposed development plan approved by HWC.*
12. If any human remains are found, work in the immediate vicinity is to stop, SAPS Accidental Finds Protocol is to be followed, and Heritage Western Cape to be notified immediately.
13. The HWC Fossil Finds Protocol is to be implemented.
14. Although unlikely, there may be buried or currently hidden archaeological material, including human remains, present on site and should these be uncovered or exposed during excavations or vegetation clearing, HWC should be notified immediately and all development work on site (preconstruction included) should be halted until these finds are investigated by HWC (Att: Ms Waseefa Dhansay 021 483 9685).

It is the conclusion of the Phase 2 Archaeological Impact Assessment report (Sep 2024) that the proposed development on Ptn 28/ 468, as well as the external services component, with recommendations, will not negatively impact on the archaeological heritage resources of the site and should be allowed to proceed.

1.18 Palaeontological recommendations

Based on experience and the lack of any previously recorded fossils from the area, it is extremely unlikely that any fossils would be preserved in the overlying soils of the Quaternary. There is a very small chance that transported and fragmentary fossils may occur in the sands and alluvium. Therefore it is recommended that,

15. A Fossil Chance Find Protocol should be added to the EMPr.
16. If fossils are found by the environmental officer, or other responsible person once excavations for foundations and infrastructure have commenced then they should be rescued, Heritage Western Cape notified and if necessary a palaeontologist called to assess and collect a representative sample.

1.19 Visual and Cultural Landscape recommendations

Indicators and guidelines pertaining to the SDF Alternative development proposal can be found in "Table 1: Table showing Heritage Indicators and Guidelines as developed in the Cultural Landscape and Visual Impact Study by Claire Abrahamse (February 2025) for the HIA process and the assessment of the current proposed SDF Alternative development proposal's response to these." on page 14-17 of this report.

The SDF Alternative (previously Alternative A, Feb2025 HIA2) proposed development achieves the "education focused... compact, pedestrian oriented, child friendly community" that was envisioned for this site in the 2019 Stellenbosch Municipality Spatial Development Framework.

The sensitivity of the cultural landscape of the Eerste River is well understood and documented. It is understandable that people would want to live in this outstanding environment; yet unfettered settlement of this area will destroy the very scenic agricultural

and natural landscape, layered and articulated over centuries of occupation, that is so highly valued. Heritage practitioners need to be very careful in guiding development here, to ensure that the significant aspects of the environment are protected, while also accommodating change.

The following conditions are still considered prudent to any approval, to ensure that development proceeds in such a way that cultural landscape and visual impacts are continually considered and lessened:

1. Should the development be phased, the blocks closest to the existing urban node at Lynedoch (the Sustaintability Institute and Eco Village) must be realised first.

2. Should development be phased, the blocks lowest down on the slope must be realised first.

3. Installation of services, retaining walls and roadways etc. should not occur ahead of the construction of houses. This means that blocks should only be laid out at the same time as, or shortly before, construction of buildings in that block commences. Vines and other existing agricultural uses should be retained in place until that point in time. This is to prevent the "scarring" of the landscape through the installation of roads and services without the construction of houses for a prolonged period of time.

4. As per the regulations in Constantia, streetlights should not be installed in this development.

1.20 Conclusion

It is the finding of this Phase 2 HIA report that an appropriate residential and educational development that considers the recommendations, heritage indicators and guidelines contained in this and previous reports, will benefit the area and uplift the R310 scenic drive and should be allowed to proceed with recommendations in place.

The site has been consistently included within the urban edge, in both heritage surveys and planning documentation and sensitive and appropriate development will encourage local economy without further damage to the rural aesthetic of the cultural landscape. This opinion was also expressed in Heritage Western Cape's Impact Assessment Committee's comment to the Phase 1 HIA.

The success of the Sustainability Institute's model should be taken as guidance and a village node, with similar aesthetic and impact should be encouraged and will improve the experience of this historically and scenically significant cultural landscape.

The SDF Alternative (Alternative A in February 2025 submission), in this resubmission has taken the heritage indicators as developed in the Phase 1 and Phase 2 HIAs into consideration and concluded with a proposal that both responds to the scale and massing of the Lynedoch Village development, as requested by HWC's IACom, as well as the need for economic and social development opportunities, offering of residential property catering for various income groups and development supported by existing public transport infrastructure.

This development should be allowed to proceed with the recommendations and guidelines from the Cultural Landscape and Visual Impact Study (Abrahamse, 2025), the Phase 2 Archaeological Impact Assessment (Bailey, 2024) and the Palaeontological Report (Bamford, 2023) in place and adhered to.

PHASE 2 ARCHAEOLOGICAL IMPACT ASSESSMENT

RE/ PORTION 28, WELMOED FARM 468, STELLENBOSCH

HWC CASE REFERENCE: HWC23040509AM0411

February 2025
(Version 4)

Prepared by

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Hout Bay, 7806

Submitted to
Virdus Works (Pty) Ltd
77 Buitekring, Dalsig,
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7600

EXECUTIVE SUMMARY

Site name
RE/ Ptn 28 of historic farm Welmoed 468, Stellenbosch.

Site description
RE/Ptn 28 of historic farm Welmoed 468, Stellenbosch (45,4ha), is agricultural zoned land under old vineyards and rested lands surrounding Lynedoch Eco-Village and the Sustainability Institute, adjacent and to the west of the R310 Baden Powell scenic route and the railway line. External services component runs along existing farm roads on surrounding farms.

Site location
Off Lynedoch Road, Stellenbosch: S -33.981101° E 18.768424

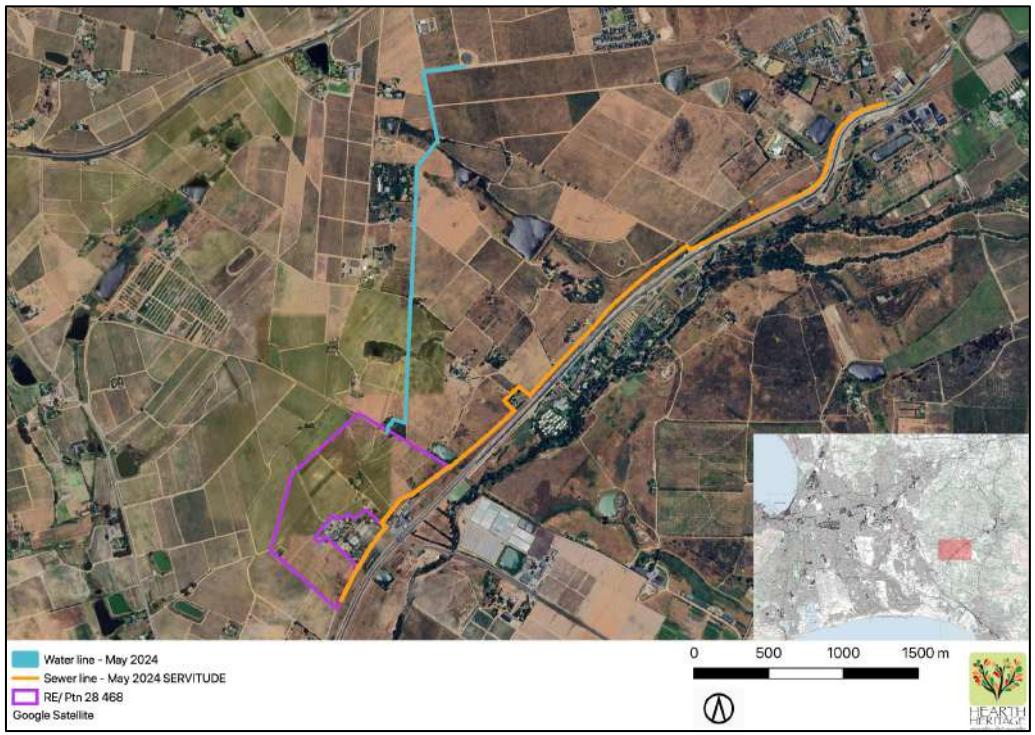


Figure 1: RE/Ptn 28 Farm Welmoed 468 Locality

Previous archaeological surveys within the Eerste River floodplain have identified large numbers of Early Stone Age artefacts and as such the significance of the ESA within Stellenbosch is well established. The lithic scatter artefacts in the study area are typical of the transformed agricultural landscape of Stellenbosch and have limited value considering that they have been accumulated and modified to their current *ex situ* state.

The area proposed for the development has yielded some cultural remains but with varied value and preservation:

- The isolated historic ceramics are graded IIIC for their potential to add to the understanding of the Stellenbosch historic landscape context.
- The historic structures are common for the Stellenbosch area and have been heavily altered over time, and do not represent any rare or significant heritage. The structures at B and G are directly related to the Drie Geuwels Hotel building (IIIA) and, as such, should be graded IIIB as contextual heritage elements and retained in form in any future development.
- The corrugated iron "Smithy" should be graded IIIA for its relationship to Spier PHS and as an example of vernacular architecture.
- Various "not conservation worthy" ESA and MSA lithics on the farm roads of the south eastern slopes, most likely *ex situ* and with very low provenance.

The anticipated negative impact of the proposed development on the archaeological resources is considered low due to the degraded and heavily transformed nature of the landscape from centuries of agricultural use.

Alternative A, 2019 SDF Infill, will have the least impact on the archaeology due to its limited scale and scope, with Alternatives B (March 2023) and C (January 2025) having similar impact. Impacts will be mitigated by the recommendations in this Phase 2 AIA.

It is the conclusion of this Archaeological Impact Assessment report that the development proposed for RE/Ptn 28 of Farm 468, Stellenbosch, Alternative C (January 2025) including the proposed external services, will not negatively impact on the archaeological heritage resources of the site if recommendations are followed and should be allowed to proceed.

RECOMMENDATIONS

1. No mitigation required for identified pre-colonial archaeological resources.
2. Simple archaeological recording of historic ceramics.
3. The structures at B and G are directly related to the Drie Geuwels Hotel building (IIIA) and, as such, should be graded IIIB as contextual heritage elements and retained in form in any future development.
4. The Smithy building on Vlottenburg Rd should be graded IIIA for its relationship to Spier PHS and as a rare example of its kind and included in any conservation management strategy for Spier PHS.
5. A minimum buffer of 50m around The Smithy structure should be in place for any development or excavation and care should be taken to reduce negative impact to

the structural integrity of the building during earthworks.

6. Historic early C20th roads as depicted in the SG Diagrams and related to Drie Guewels and Structures at B and G should be retained in form in any future development.
7. No development within 20m of the concrete boundary marker at LYN149.
8. Archaeological monitoring of all earthworks and/ or development within 50m of the structures B and G, and the old Smithy on Ptn7/ 419, and all upgrades to extant historic farm roads, by a qualified archaeologist and any archaeological material uncovered should be recorded and photographed unless deemed significant enough to halt construction.
9. Archaeological monitoring of areas with no current visibility, including any exposed areas of Lynedoch and Vlottenburg road, during earthworks by qualified archaeologist and any archaeological material uncovered should be recorded and photographed, unless deemed significant enough to halt construction.
10. *Archaeological monitoring plan to be prepared and approved by HWC for any work adjacent to Vlottenburg and Lynedoch Roads and R310 including but not limited to excavation and construction of the external services.*
11. *Any buildings older than 60 years not included in the SDP attached will require Section 34 (NHRA, 25 of 1999) permits from Heritage Western Cape for any proposed demolitions, alterations or additions unless any such work is indicated in full in the proposed development plan approved by HWC.*
12. If any human remains are found, work in the immediate vicinity is to stop, SAPS Accidental Finds Protocol is to be followed, and Heritage Western Cape to be notified immediately.
13. The HWC Fossil Finds Protocol is to be implemented.
14. Although unlikely, there may be buried or currently hidden archaeological material, including human remains, present on site and should these be uncovered or exposed during excavations or vegetation clearing, HWC should be notified immediately and all development work on site (preconstruction included) should be halted until these finds are investigated by HWC (Att: Ms Waseefa Dhansay 021 483 9685).

(Recommendations update by E Bailey 10.2.25)

SHORT CV OF SPECIALIST and DECLARATION OF INDEPENDENCE

Emmylou Bailey, director of Hearth Heritage consultancy (est 2009), has over 15 years of experience in the heritage field, in the public and private sectors. Emmylou holds an MA in Archaeology and Heritage Conservation from the University of Leicester, UK (2008), specialising in the assessment, conservation and management of archaeological heritage resources and cultural landscapes. Her BA(Hons) in Environmental Science and Archaeology was interdisciplinary research which focused on heritage assessment, conservation and management of the Luyolo Cultural Landscape in Simonstown, Cape Town (UCT, 2002). Emmylou is an Accredited Professional Heritage Practitioner with the Association of Professional Heritage Practitioners (APHP) and registered with the Association of Southern African Professional Archaeologists (ASAPA) as a Professional Archaeologist. She is an Expert Member on the ICOMOS International Committees for Cultural Landscapes (ISCCL) and Archaeological Heritage Management (ICAHM).

I, Emmylou Bailey, hereby declare that I act as an independent specialist in this assessment and that I do not and will not have any financial interest in the undertaking of the proposed activity, other than remuneration for my work performed according to the National Heritage Resources Act (25 of 1999) and/ or NEMA, the Environmental Impact Assessment Regulations, 2010 and any specific environmental management Act. I have disclosed, to the applicant any material information that have or may have the potential to influence the decision of the competent authority or the objectivity of any report, plan or document in terms of NEMA, EIA regs (2010) and/ or NHRA (25 of 1999).



E Bailey
May 2024

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1. INTRODUCTION

This AIA is prepared as a Phase 2 AIA report to assess a proposed development in terms of the recommendations as generated by the Phase 1 AIA. This Phase 2 AIA will be submitted to HWC for comment under Sec 38(8) of the NHRA (25 of 1999) as part of the NEMA process.

1.1 Site name

RE/ Ptn 28 of historic farm Welmoed 468, Stellenbosch

1.2 Site description

RE/Ptn 28 of historic farm Welmoed 468, Stellenbosch (45,4ha), is agricultural zoned land under old vineyards and rested lands surrounding Lynedoch Eco-Village and the Sustainability Institute, adjacent and to the west of the R310 Baden Powell scenic route and the railway line.

1.3 Site location

Off Lynedoch Road, Stellenbosch: S -33.981101° E 18.768424

1.4 Development proposal

The proposal is a phased development, by rezoning of the property to a subdivisional area that provides for mixed uses, including, but not limited to:

- multi-unit housing zone for medium and high-density residential units, inclusive of a retirement village, blocks of flats, group housing, townhouses, inclusionary housing, private roads, and renewable energy structures;
- private open space zone for conservation of the natural features, access and circulation, and open spaces;
- transport facilities zone for transport purposes (goods and passengers);
- public roads and parking zone for public roads and streets;
- local business zone with a small retail outlet, restaurant, medical consulting rooms, and offices;
- community zone for the establishment of a place of assembly, place of worship, day care facilities, place of education, indoor and other sporting, and related facilities; and
- utility services zone for the accommodation of private infrastructure and utility services as required for the proposed development.

The external services infrastructure consists of the following:

- Widening of the Vlottenburg service road by 4m to create turning lanes for access to the development;
- An 11kV overhead feeder of approximately 4km from Lynedoch substation to the development and upgrading of the Lynedoch Substation transformer;
- A bulk potable water line of approximately 2,3km with a capacity of 20,47 kl/d and peak flow rate of 17,415 l/s (fire flow requirement 25 l/s); and
- A rising sewer main (pump line) of approximately 4km with peak wet weather flow 14,019 l/s in a 160mm Class 34 uPVC pipes.

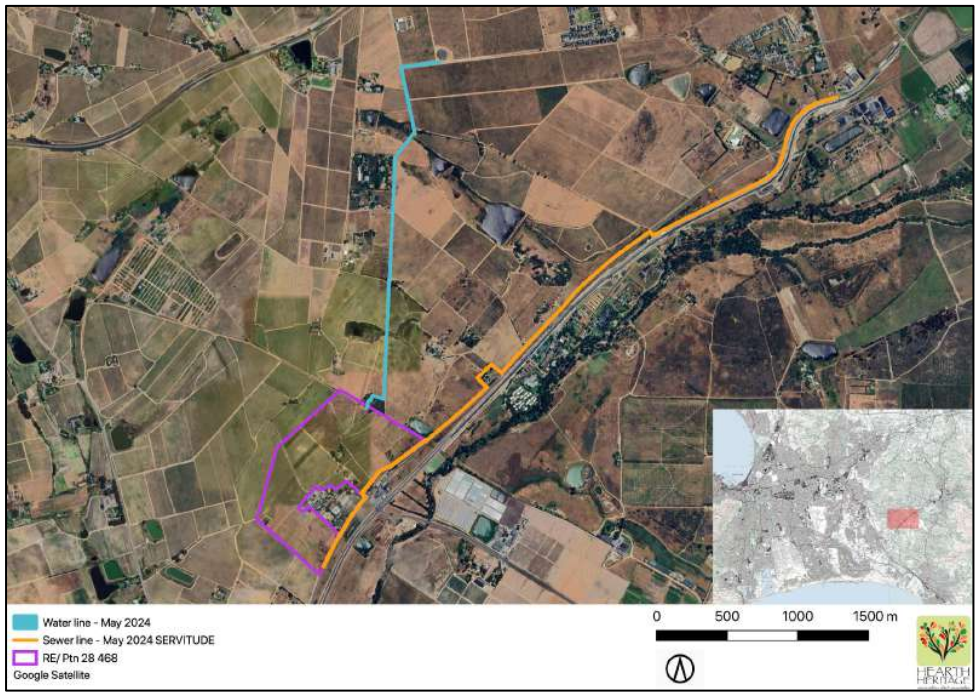


Figure 2: Locality of RE/Ptn 28 Farm Welmoed 468 and proposed external services

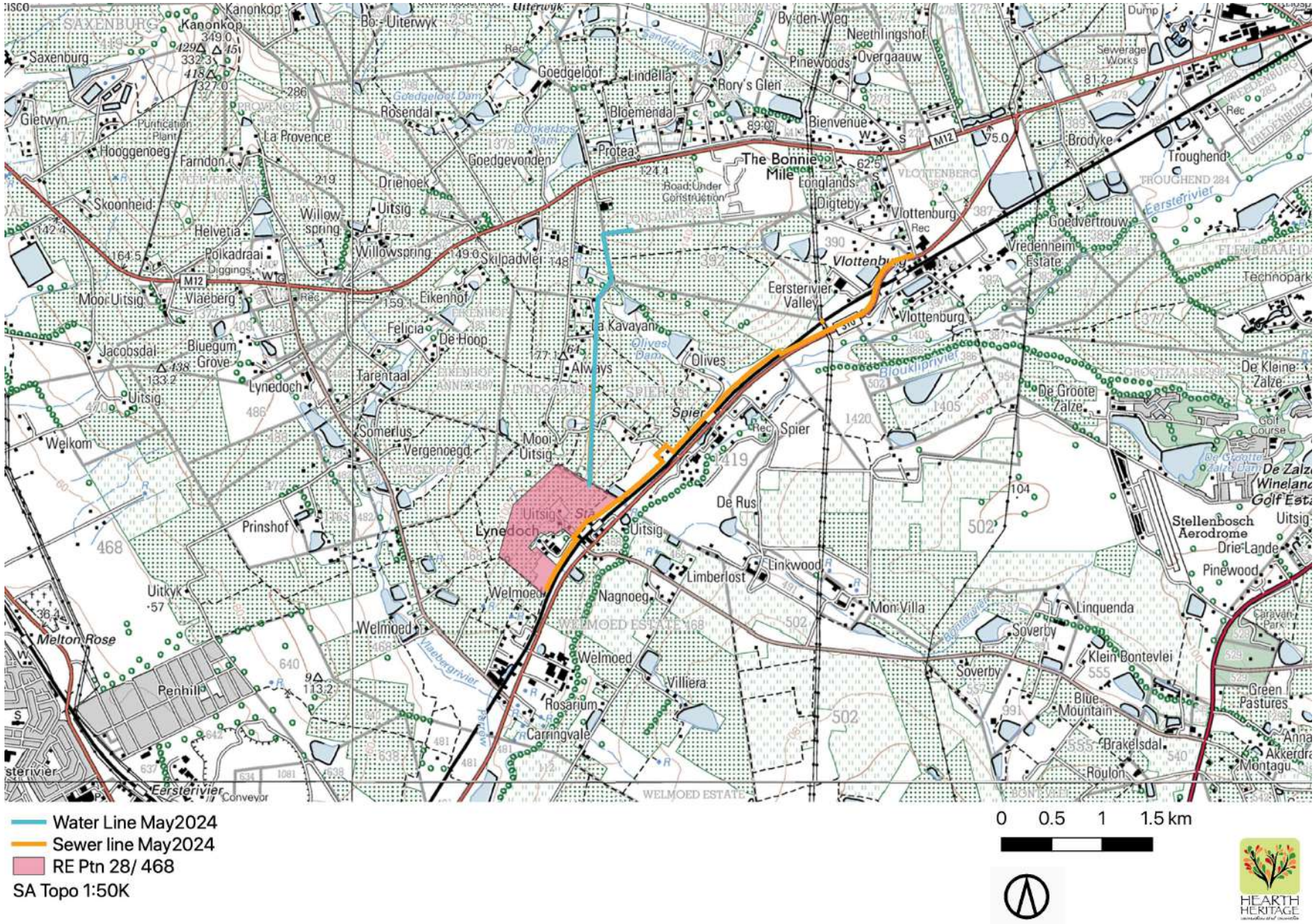


Figure 3: RE/Ptn 28/ 468 Locality.

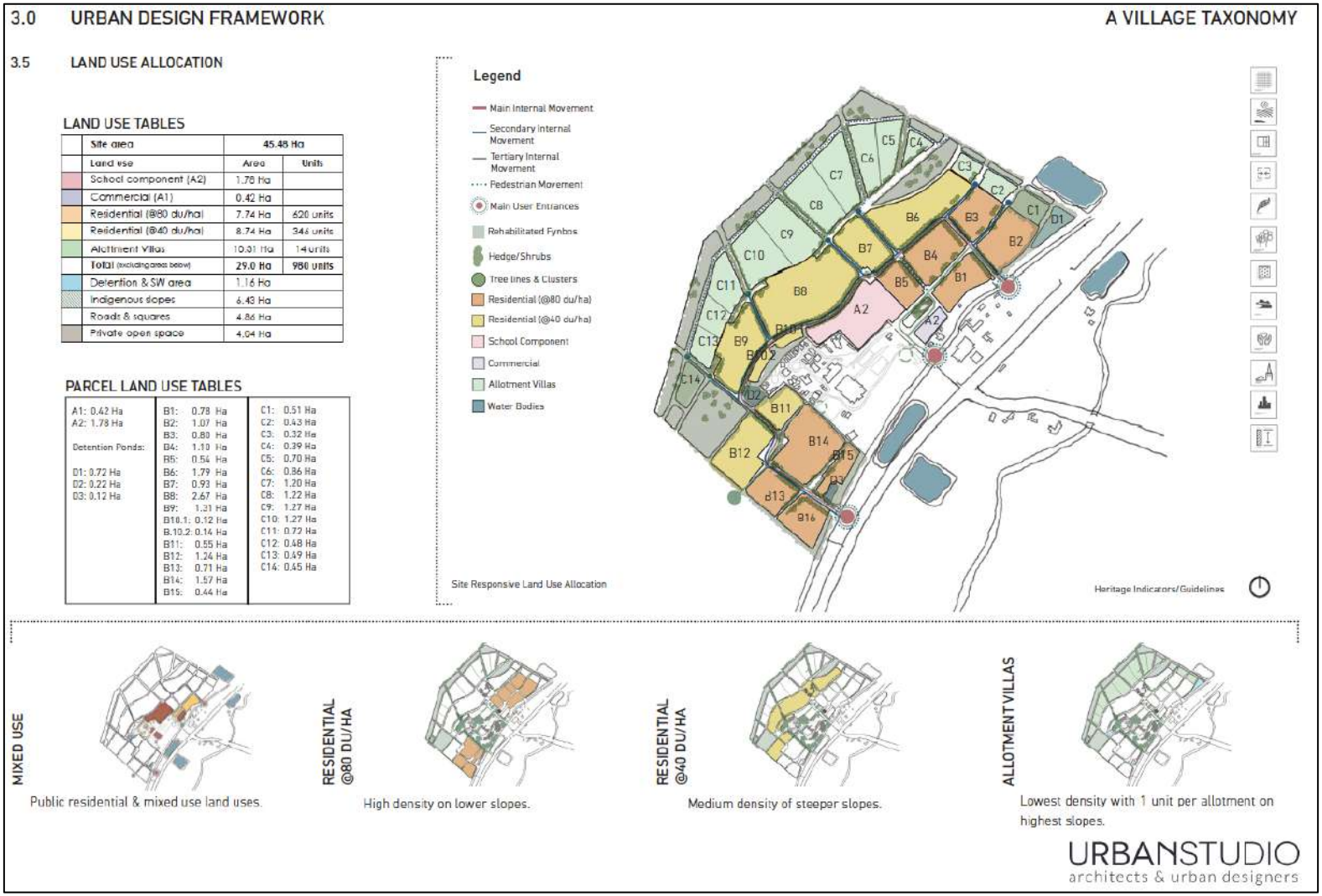


Figure 4:Urban Design Framework (April 2024) for RE/Ptn28 Farm Welmoed 468, Stellenbosch

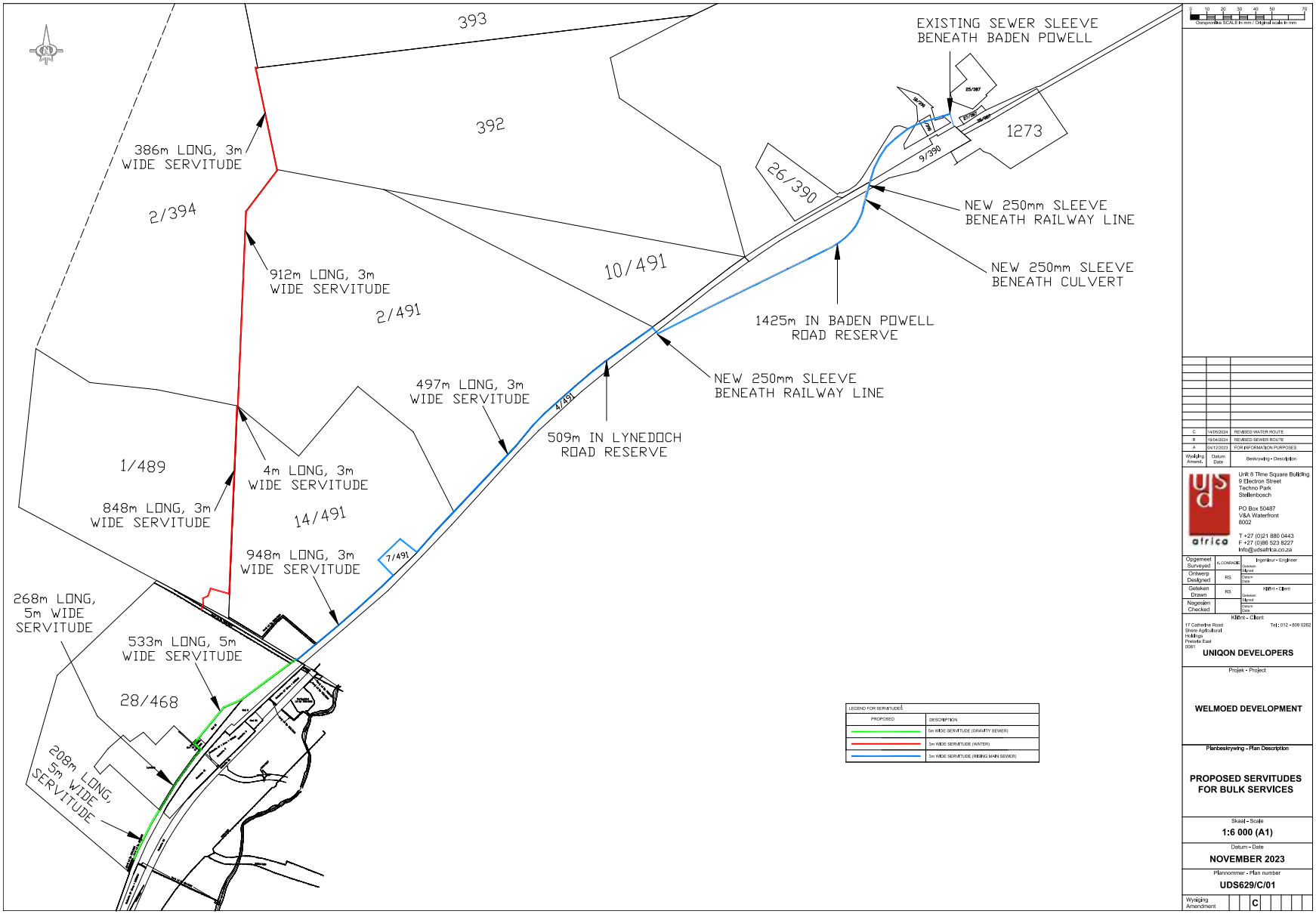


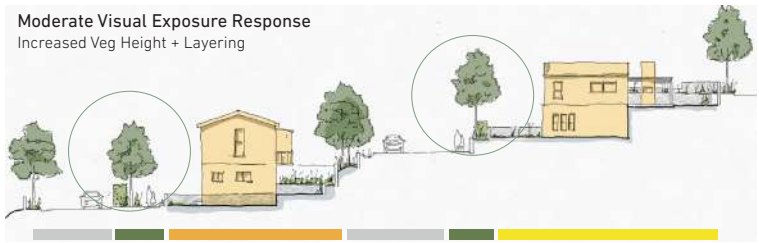
Figure 5: Map showing proposed route of external services for Welmoed proposed development

ESTABLISHING A CONTEXT SENSITIVE BASE

TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES

A VILLAGE TAXONOMY







URBANSTUDIO
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53

Figure 6: Alternative C Urban Design Framework (January 2025) for RE/Ptn28 Farm Welmoed 468, Stellenbosch

1.5 Description of site and surrounds

RE/Ptn 28 of historic farm Welmoed 468 (45,4ha) is agricultural zoned land within the designated Lynedoch urban edge (Stellenbosch SDF, 2017). The site is located adjacent and to the west of the R310 Baden Powell scenic route and the railway line. The proposed site is flanked by first Lynedoch Road and then the railway line to the south-east which runs parallel to the R310 Baden Powell scenic drive.

The site proposed for development surrounds the Lynedoch Eco-Village and Sustainability Institute on three sides and is proposed to add to this to create a mixed-use development node. The site is currently under old vineyards and open uncultivated land, including wetland areas to the south-east directly adjacent to Lynedoch Road. The surrounding land to the north-west of the site is agricultural land, mostly vineyards.

The site slopes up at increased steepness to the north west with 'bottom' slopes near the road grading a moderate 1:8 with some slopes higher up being extremely steep at 1:4. Olive row hedges line the vineyards along the horizontal edges, creating visual breaks in the slope.

There are some structures located on the central north-west to south-east axis of the site. Some of these are historic and older than 60 years. It is intended for some of these structures to be retained in the development and to inform the design to retain the historic narrative of the site. None of these structures were identified in the Stellenbosch Municipal Heritage Survey (2018).

Along the railway line, across from the proposed development site and the Sustainability Institute, is the Lynedoch railway station (currently not in use), a more recent but unused pedestrian railway crossing, the Zetler fuel station and associated commercial development and parking area. There is no direct access from the R310 onto the site, and vehicular access is achieved via Lynedoch Road, which runs parallel to the railway and which is accessed via Vlaeberg road further to the south-west. Pedestrians access the site via an informal footpath across the railway line opposite the entrance to the site.

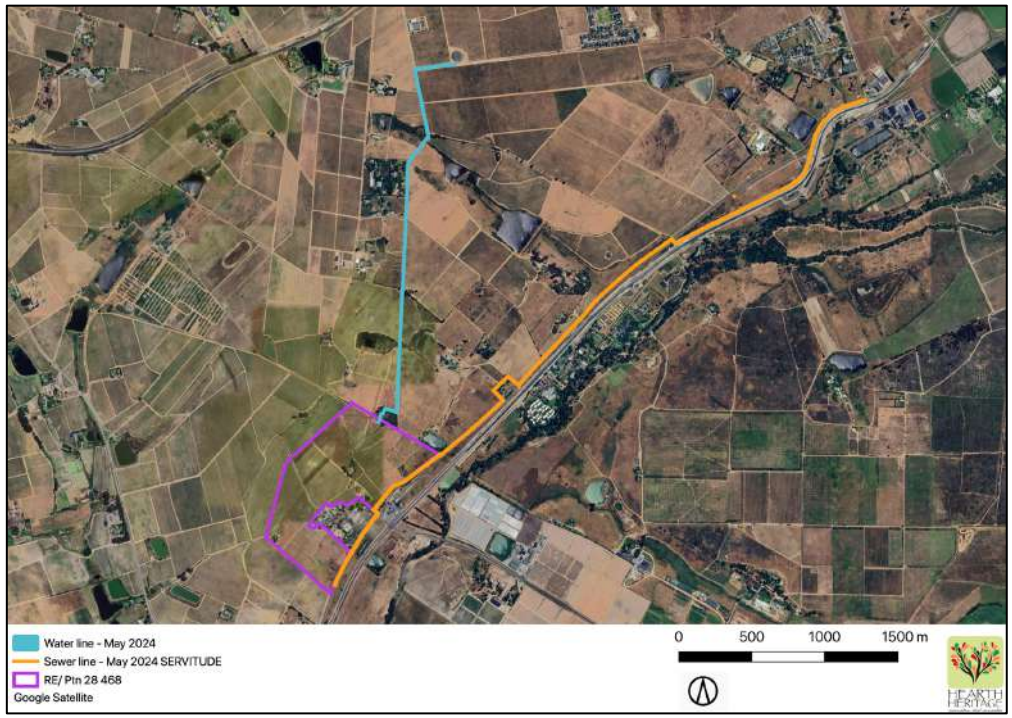


Figure 7: Aerial image showing study area RE/Ptn28 468

Along Baden Powell Drive and Annandale Road, in the immediate environs of the site, there has been a lot of agricultural development, such as warehouses and grow tunnels, which has detracted from the scenic quality of Baden Powell Drive. The site has high visibility from Baden Powell Drive as well as Annandale Road with views from the top of the site extending to Macassar Dunes, Jamestown and the Helderberg on a clear day.

External services component

The majority of proposed routes for the external services run adjacent to existing farm roads on agricultural lands Most visibility was along farm tracks and on open, cleared vineyards which allowed for very good visibility. Some hedgerows between fields were densely covered in natural vegetation.

The fields adjacent to Vlottenburg Road were densely covered with foliage limiting visibility. Most visibility was along farm tracks and around the existing buildings. Where roadworks for the R310 were underway, visibility was good but due to the large scale earthworks that had already occurred, the provenance of archaeological material would be extremely limited.

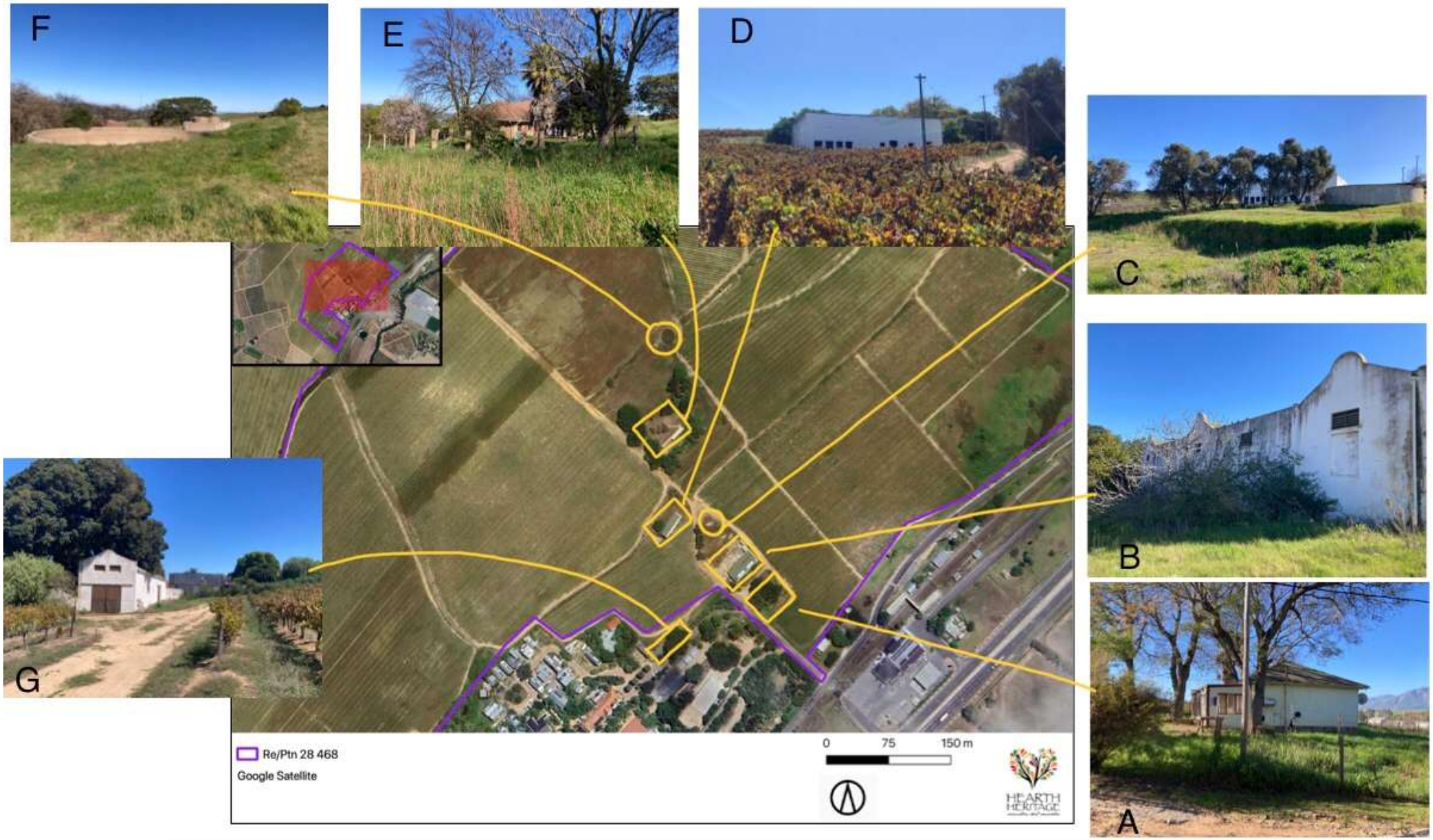


Figure 8: Aerial image of study area indicating layout of structures on site



Figure 9: View looking north to site from R310 (Baden Powell) with Lynedoch Eco-Village roofscape in midground.



Figure 10: View towards site from Baden Powell Annandale intersection looking north west with Zetler's service station in foreground.



Figure 11: View towards site from R310 looking west





Figure 12: Structures >60yrs not identified in Stellenbosch Heritage Survey (2016): Left = structure C, right = structures B in foreground and G in background.



Figure 13: View of site from westernmost corner looking north-east, east and south-east with Lynedoch village in the centre surrounded by vineyards and Helderberg in the background.



Figure 14:View of site from northernmost corner looking south-east towards the Helderberg and Zetlers farm, south and south –west to Macassar.



Figure 15: View of site from easternmost corner looking south-west along Lynedoch Road, west and north-west.



Figure 16: Views from R310, Baden Powell Dr and Lynedoch Rd, of railway infrastructure adjacent to south-east boundary of the site.



Figure 17: Views of land proposed for Sewer Line external service adjacent to Vlottenburg service road (Bailey, 2024)



Figure 18: Views showing land proposed for Water Line external services adjacent to existing farm roads (Bailey, 2024)

2. METHODOLOGY

2.1 Purpose of archaeological study

The purpose of this archaeological impact assessment report is to satisfy the requirements of Section 38(1), and therefore Section 38(3), of the NHRA (25 of 1999) in terms of impacts to archaeological resources.

2.2 Methodology

Hearth Heritage was requested to undertake an AIA as a specialist study to inform the Phase 1 Heritage Impact Assessment. This archaeological report, therefore, included the following methodology:

- Desktop survey of the historical development of RE/Ptn28/468 including historic maps and surveys, aerial imagery and SG Diagrams.
- Desktop study of previous academic and assessment reports in the surrounding area including Stellenbosch Municipal Heritage Survey (2018) and associated material.
- Foot surveys of the site were conducted by archaeologist Emmylou Rabe Bailey on 25 July 2023 (Ptn28/468) and 5 June 2024 (external services component). Photographs of the context and finds were taken and tracks and finds recorded using a GPS.
- Inspection and overview of the historic built fabric. Photographs of context and structures were taken.
- Identification of archaeological resources likely to be impacted by the proposed development.
- Identified resources were assessed to evaluate their heritage significance in terms of NHRA (25 of 1999) Section 3 grading system.
- Analysis and overlay of existing plans and surveys, aerial photographs and SG diagrams.

2.3 Limitations and assumptions

The seasonal rain and resultant flooding of the wetland areas as well as dense plant growth on the lower portions of the site adjacent to Lynedoch Road limited the accessibility of this area for foot survey, however this does not impact on the results of this report as no heritage resources were identified for this area that required access. Dense growth between the vineyards also limited archaeological visibility, but enough surface area was exposed to conduct an archaeological survey, especially since surveys of this area have been done previously. The experience of the heritage practitioner and observations made during the study, allow for the relatively accurate prediction of the archaeological and cultural landscape sensitivity of the receiving environment.

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The significance of the sites, places and artefacts is determined by means of their historical, social, aesthetic, technological and scientific value in relation to their uniqueness, condition of preservation and research potential. It must be kept in mind that the various aspects are not mutually exclusive, and that the evaluation of any site is done with reference to any number of these.

It should be noted that archaeological deposits often occur below ground level. Should artefacts or skeletal material be revealed at the site during construction, such activities should be halted, and it would be required that the heritage consultants are notified for an investigation and evaluation of the find(s) to take place.

A public participation process, which fulfills the requirements of Section 38 of the National Heritage Resources Act (25 of 1999) and Heritage Western Cape requirements for public comment, was undertaken as part of the Environmental Impact Assessment DBAR process for the development.

3. DESKTOP STUDY

The desktop study was conducted through the review of the Stellenbosch Municipal Heritage Survey (2018) and reports submitted for HIAs and EIAs in and around the Stellenbosch area. These were obtained from the South African Heritage Resource Agency's (SAHRA) online data resource SAHRIS (www.sahris.org.za), Heritage Western Cape database and Hearth Heritage database. An online review of published journal articles was also undertaken, however the area has not been subject to much by way of academic studies. Mapping of a selection of study sites and identified heritage resources for the surrounding area as well as the palaeo-sensitivity map was done using the Stellenbosch Municipal Heritage Survey, 2018 (SMHS - http://stellenboschheritage.co.za/smhs/map) and SAHRIS.

3.1 Previous Impact Assessments

The area has previously been extensively assessed through Heritage and Archaeological Impact Assessments, resulting in a number of known heritage resources within this area. In general, this landscape is one of heritage significance with known resources from this area including historical archaeological resources, built structures of significance as well as Early, Middle and Later Stone Age resources.

Clift (2011) did an extensive HIA of the R310 Stellenbosch, where the heritage resources along Baden Powell Drive were identified and assessed. Clift found that, The Eerste River valley cultural landscape is a continuing and evolving cultural landscape: multilayered and reflecting millennia of human occupation and centuries of endeavor. Clift proposed a IIIA or IIIB grading for the the Eerste River valley cultural landscape with significance in terms of its aesthetic, historical and architectural values. In the conclusion and recommendation for archaeological heritage resources, the Clift (2011) report notes that the incidence of archaeological material is mostly restricted to widely dispersed ESA and MSA artefacts, with occasional 19th century ceramics. Further it notes that, "The only place where there might be a problem would be on the downslope of the inner track between Vlaeberg Road and Lynedoch Station. Since the archaeological material was exposed by water run-off, it is possible more material could lie immediately beneath the surface. It is recommended that work in this area be monitored by a professional archaeologist to verify and record the presence of additional archaeological material. It would appear that in the proposed road upgrade there will be very little damage to the prehistoric heritage of this area. It is recommended that should the inner track paralleling the R310 between Vlaeberg Road and Lynedoch be upgraded that an archaeologist monitor this section of the road once it is exposed."

Malan (2012) assessed Ptn 128 of Farm Welmoed Estate No 468, Stellenbosch for an HIA. Her assessment was focused on the Welmoed farm werf and buildings. In her assessment she supported the findings of Clift's (2011) heritage assessment and reiterated the significance of the R310 cultural landscape. Webley and Halkett's (2012) AIA prepared for the

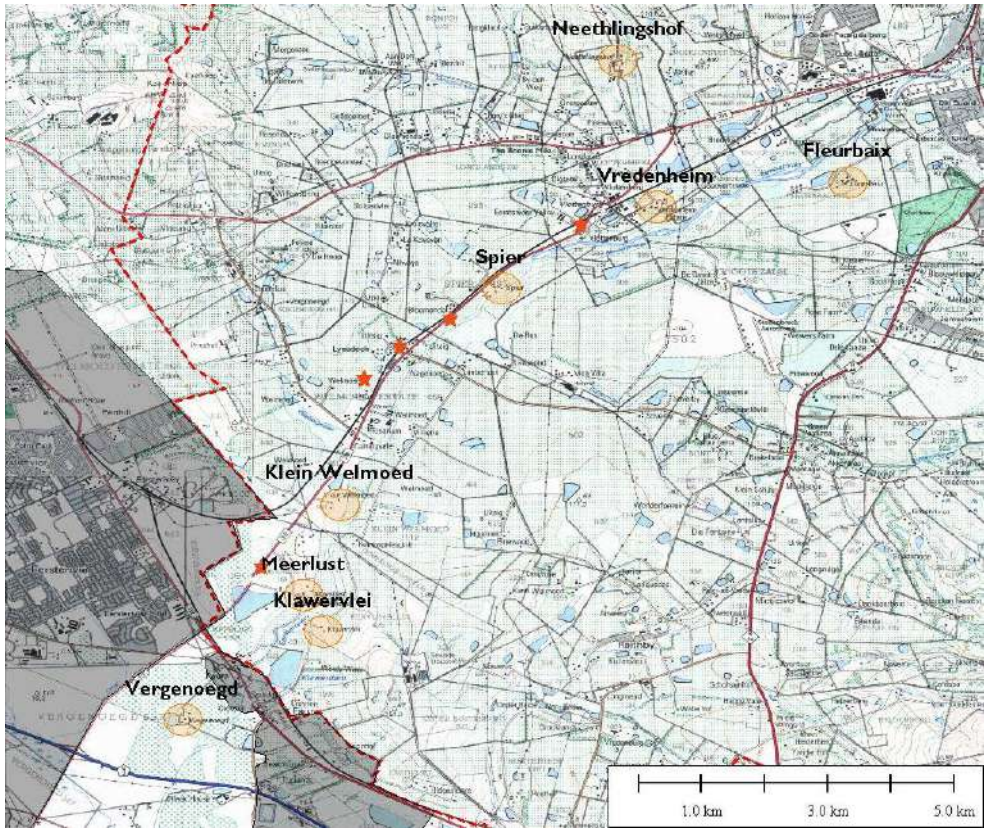


Figure 19: Heritage resources located along the R310 corridor (Clift, 2011)

Malan HIA, found no evidence of any pre-colonial archaeological remains on site and some C18th historic structural remains.

Orton's (2014) HIA for the proposed upgrade to the R44 between Somerset West and Stellenbosch, indicated that the survey yielded low density scatters of ESA with very low significance and only a single historical artefact was found.

Deacon (1997) did an extensive archaeological survey of De Zalze Golf Estate and noted the presence of Acheulian artefacts including cores, handaxes, cleavers and flakes that were not *in situ* and considered part of a widespread landscape scale artefact scatter. Further the report notes historic buildings of conservation-worthy status situated on the western part of the property.

Lavin's (2020) HIA for a proposed vineyard development on Rem Portion 10 of Farm 502, Stellenbosch (part of Spier Wine Estate) identified a small number of ESA and one MSA

lithics, mostly concentrated on the northern portion of the site. All the sites were associated with soil test pits indicating that such tools are present below the surface among the orange/ yellow coloured clays and near surface gravel deposits. The source material is most likely cobbles derived from old river gravels or terraces. Further, Lavin's HIA identified the cultural landscape as significant, and taking from the SMHS, the elements of significance for this landscape are the commonage, intact Renosterveld, the identified archaeological sites and the historic structures associated with early land grants and the relationship of all these elements within the Eerste River.

Table 1: Summary of heritage resources along R310 (Clift, 2011)

Heritage resource	Proposed Grading	Description/Comment
Cultural landscape:		
Eerste River/R310 corridor	Grade 3A/3B	For the most part a rural agricultural landscape; extremely vulnerable to unmanaged urban sprawl
Faure	Grade 3B	A small rural settlement associated with an Anglican Church (design attributed to Sophia Grey) and adjoining cemetery; historic association with the farm Gedult, later the Fox and Hounds Inn
Archaeology:		
Stone Age	Grade 3C	Occurrences are low and sparse; mostly in disturbed contexts
Built environment:		
Vergencegd	Grade 3A	Well preserved (renovated) farmstead with intact surrounding farmlands; PHS, Set back from the R310
Spier	Grade 3B	Renovated historical core obscured by multitude of additions and add-ons; original werf set back from the R310. Historic furrow (late 19th/early 20th century) parallel to the road.
Meerlust	Grade 3A	Well preserved (renovated) farmstead with intact surrounding farmlands; werf complex includes a cemetery and the dovecot (PHS); present avenue of palms and oaks are modern; De Wijnlanden are visually intrusive
Klein Welmoed	Grade 3A	Well preserved, but uncelebrated historic farmstead; well setback from R310; gateposts suggest the alignment of earlier wagon route to the east of the present R310
Vredenheim	Grade 3A	Well preserved (renovated) farmstead; PHS; modern entry gates, set back from the R310
Vlottenburg/Van Ryn Distillery/	Grade 3B	Well preserved turn of the 20th century distillery; associated Brandy Museum; railway line separates complex from R310
Stellenbosch Hills Winery	Grade 3C	Representative of 20th century industrialisation of the wine industry; nature of the complex mitigates the impact of the road widening
Annandale cottages	Ungraded	Older than 60 years; cottages associated with single oak tree; both cottages occupied on a temporary basis by seasonal workers; Southern cottage to be demolished; northern cottage remains
Welmoed cottages	Ungraded	Older than 60 years; set back from R310 situated close to railway line

3.2 Archaeological context[1]

Early Stone Age (ESA) implements were first discovered by the French entomologist Dr Louis Peringuey in 1899 at Bosman's Crossing at the foot of the Papagaaiberg alongside the Eerste River in Stellenbosch (Peringuey 1902, 1911; Seddon 1966). The artefacts, exposed in the railway cutting, are associated with the younger gravels of the course alluvial fan on which much of Stellenbosch is situated, and are dated to the earlier part of the Middle Pleistocene, between 700 000 and 300 000 years ago (Deacon & Goosen 1997). Among these tools was an artefact type of great antiquity recognized as an early handaxe. For many years after this, the ESA of South Africa was referred to as the `Stellenbosch Culture' until the term was re-defined in the 1960s (Goodwin & Van Riet Lowe 1929). A large sandstone boulder marks the location of the Bosman's Crossing Provincial Heritage Site (PHS), which was declared a National Monument in 1962.

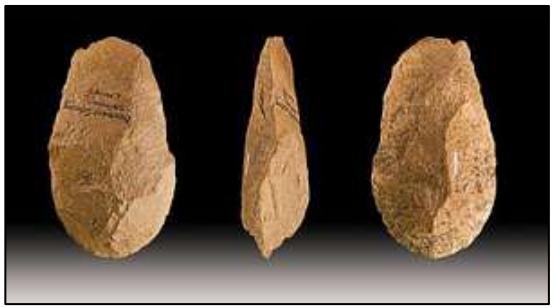


Figure 20: Example of type of handaxe recovered by Peringuey (1911) from Bosman's Crossing.

ESA Acheulian sites, which are characterised by the presence of specific types of tools such as handaxes, choppers and cleavers, have been recorded throughout the country, and are especially associated with river terraces and streams, mountain slopes, and in degraded and transformed areas such as slope washes, cuttings, excavations, and in vineyards and old fields, where they are often brought to the surface by ploughing. In his 1967 review of the ESA from Stellenbosch, Seddon listed a total of 22 known ESA sites in and around Stellenbosch. They were: Gleneagles Hotel (2), Olives Farm Lynedoch, Spier, Vlottenburg winery, Louishoogte site, Blaauklip vegetable garden and golf course, Vredenburg, Bosman's Crossing, General Box Factory, Suikerbosrand, Altavona, Blake's Quarry, Smits' Quarry, Schoongezicht, Rustenberg, Lorraine, Rozendal, Coetzenburg, Glen Conner and Old Nectar (Figure 21).

[1] Lavin, 2020 and Malan, 2018.

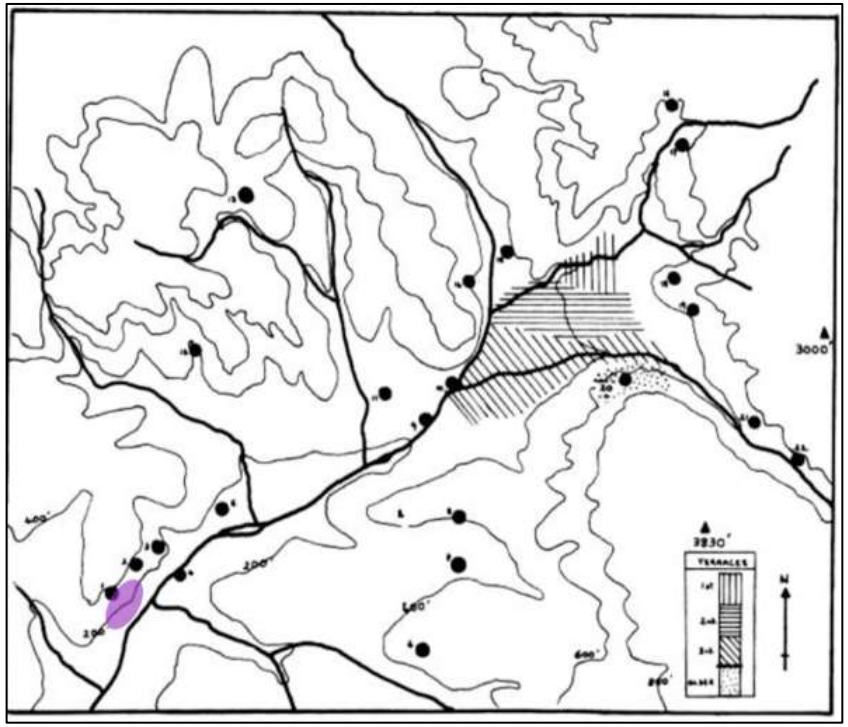


Figure 21: Seddon (1967) ESA sites in the Stellenbosch area with ~ RE/Ptn28/468 (purple).

Further ESA artefacts have been recorded on a number of farms in the Stellenbosch area, at Meerust, Hartlands and De Wijnlanden (Kaplan 2002, Webley, 2016), and on several farms to the east of the R310, at Croyden (Kaplan 2005, 2004) and Faure (Kaplan 2006). Large numbers of tools including handaxes, cleavers, cores, and flakes were also documented in old agricultural lands and vineyards during an investigation of the De Zalze Golf Estate (Kaplan 2009), about 1km north east of the proposed development site, while a rich Acheulian site occurs on the Farm Blaauklippen, on the upper slopes of the Helderberg to the east of the R44 (Deacon and Goosen 1997). ESA flakes and angular chunks have also found on the lower slopes of the Papagaaiberg near the Stellenbosch Cemetery (Kaplan 2010), while ESA tools were recorded alongside Adam Tas Road, and in Devon Road, Stellenbosch during a Heritage Impact Assessment (HIA) for the proposed Plankenbrug sewer pipeline (Kaplan 2015a), and at Vlottenburg Hamlet inside the urban edge (Kaplan 2015b). More recently, relatively large numbers of ESA tools, including a number of handaxes were recorded on the Farm, overlooking the Annandale Road, close to the banks/floodplain of the Bonterivier, where quartzite river cobbles would have been readily available to early ESA hominins as a source material for making tools (Kaplan 2018).

ESA and MSA tools were found scattered on the surface of the farm Solms-Delta situated near the confluence of the Dwars and Berg rivers. Similarly, they are found in fields and orchards in Franschhoek. Large flakes and cores, some with bifacial flaking, were found on Klapmutskop. While these particular artefacts were not in a formal archaeological context, their presence even on the surface gives testimony to the presence of our human ancestors on this landscape for millennia (Malan, 2018).

The people occupying the Western Cape before 2000 years ago were all hunter-gatherers, but after that time large-scale organisational and subsistence changes began, with the gradual introduction of pottery-making and domesticated sheep to the local economy. Presently it is considered likely that sheep were introduced to Southern Africa through diffusion and trade rather than by a migrating people, as was often thought in the past, and that pottery was present slightly earlier than sheep (Orton 2005).

Small groups of hunter-gatherers followed the seasonal round in this landscape, collecting plants and catching wild birds and animals. They found shelter in caves and rock formations and constructed windbreaks and waterproof *skerms* (screens) in more open areas. Their stone tool assemblages are characterised by the simultaneous occurrence of three particular retouched stone tool types: segments, backed bladelets and backed scrapers.

3.2 Historical context[2]

The area now occupied by the Stellenbosch district was inhabited by hunter-gatherers for thousands of years. However, by the time the first Europeans visited the area, Khoekhoe herders (living in groups of up to 100 people), who were supporting themselves through pastoralist subsistence methods, were mostly found inhabiting the district (Todeschini, Jansen 2018: 13). The Khoekhoen's tendency to amass large herds of livestock (such as longhorned cattle, fat-tailed sheep and goats), as well as oxen for pack animals and riding, resulted in a series of wide trails (possibly following old animal tracks or former narrow paths) being created in the landscape (and crossing streams and rivers). Kraals were also established to give a degree of protection to large herds of livestock from wild animals and raids (Ibid: 13). The herders have left evidence of their presence in the shards of their unique pottery, associated with stone and bone tools, which can still be found. Stellenbosch Museum archaeologist Hennie Vos noticed several fragments in the dust of a road on the farm Meerust in 2004.

For the new colonial settlers the fifty-year period before 1700 was a time of learning how to live on the land and to construct buildings with whatever means were available. The VOC supplied them with tools, muskets, powder and ammunition, provisions for a few months, wood to build shelters and a team of oxen to break the soil. They were able to exploit the game and timber from the forests and vleis, but the poor soils forced them into working long backbreaking hours to increase the productivity of a fixed quantity of land. A demand for

[2] Todeschini et al, 2018. and Malan, 2018.

labour was created and this was met by the VOC's importation of slaves. Slaves were the central and vital component of the 18th century colonial economy. Khoekhoen descendants were incorporated into the farm labour pool, as a result of loss of independent economic means and through coercion, with little more freedom of choice than slaves. Some managed to retain an independent life by keeping beyond the reach of VOC guns and horses, but were increasingly pushed into marginal environments.

The later 18th century was a period of great agricultural prosperity and expansion, especially in the wine industry. It was during this time that most of the larger, grander historical farm werfs were established, either newly built or altered/rebuilt to reflect the status and prosperity of the land owners.

Historically, commonage provided a place for town residents to keep their transport animals, milk cows, animals for slaughter and butcher's stock. Stock being moved between grazing lands could depasture on the commonage. Access to commonage, free-flowing water and natural mountain slopes were held as extremely significant rights by Cape communities. It was on the commonage where old traditions were (and are) performed, family and communal gatherings take place, and freedom and solace may be found.

Burials also took place beyond the boundaries of farms. Initiation sites are another category of heritage resource that requires privacy and solitude. As many of these places have been kept secret from property owners and authorities, they are extremely vulnerable to accidental damage or destruction.

During the 18th and 19th centuries, the region was well known for its mixed farming; grain fields, grazing lands and vineyards but with an increasing emphasis on wine production. Up until about the 1860s wine was one of the most important sources of income for the Cape Colony and the Drakenstein became a major wine production area. In the late 19th century the wine industry at the Cape collapsed as a result of Phylloxera. By the 1890s, 80% of the vineyards of Drakenstein had been destroyed despite all sorts of attempts to control the disease. It was only later that the 'winelands' returned, and under centralised control.

After WW2, commercial enterprises and commercial farming transformed land use and saw the demise of traditional Cape colonial family network farming practices. Mechanisation resulted in a decline in the attachment of the farmer to his land, his workers, his animals and their communal co-existence. New linkages were established between the new class of commercial farmers and the growing stratum of intellectuals that Victoria College in Stellenbosch was producing. Driving livestock from Franschhoek to seasonal pastures on the West Coast came to an end. The old pastures, on the middle mountain slopes, were replaced with forestry. Agricultural Boards supported White farmers and regulated production and markets. KWV (1918) and SFW (1935) centralised wine-making and exports and SAD (1938)

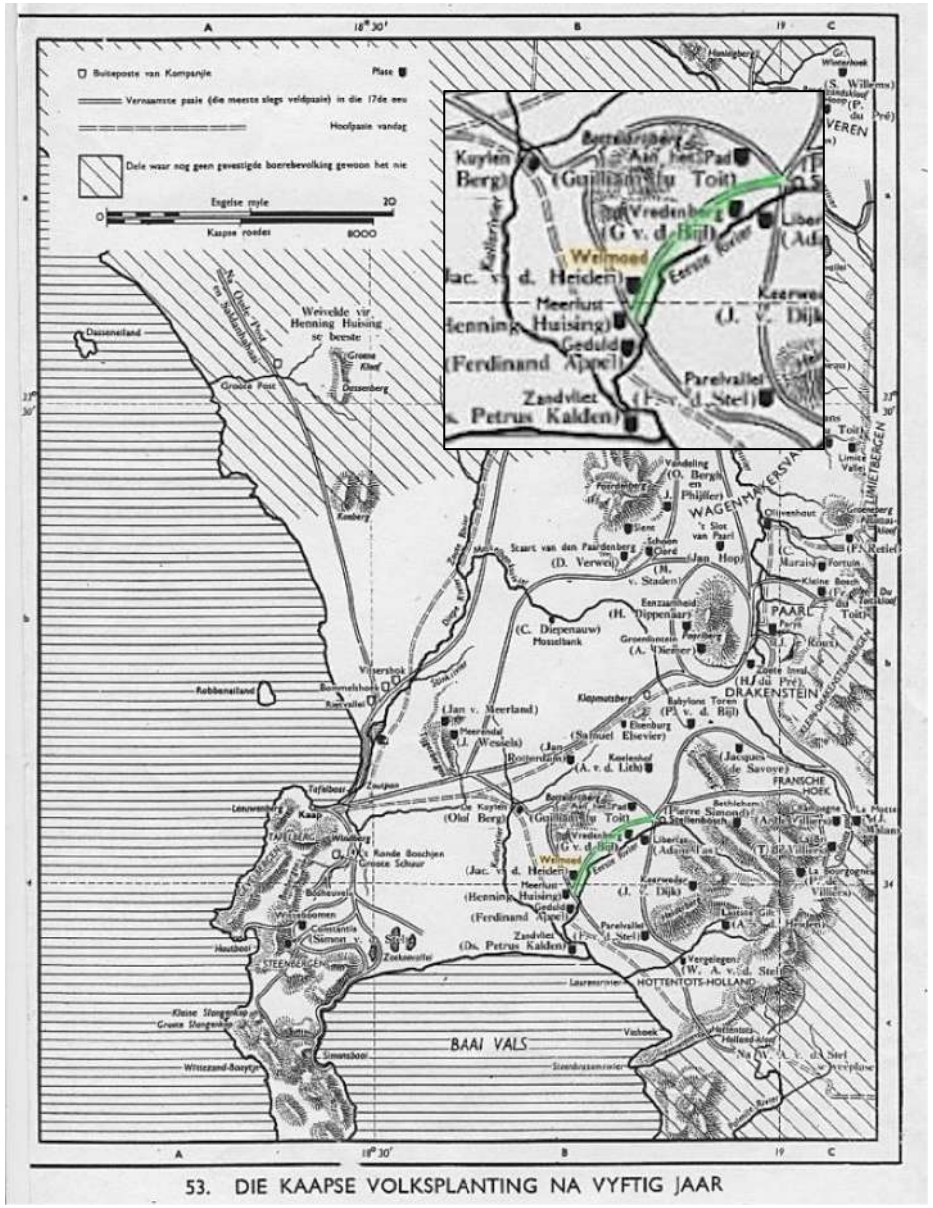


Figure 22: "Die Kaapse volksplanting na vuftig jaar" (Boeseken, 1948) with inset showing Welmoed and the C17th historic route that is now R310

did the same for dried fruit. Several Co-Operative cellars were formed in the 1940s.

The extensive building and development after WW2 escorted South African wine cellaring into a new era: cold fermentation, better pumps, and monumental vaults of wines and brandies. In 1971, the first South African wine route was opened in Stellenbosch, the brainchild of Frans Malan of the Simonsig Estate and Niel Joubert of Spier. Dairy farming was consolidated into mega-businesses, vineyards and wineries replaced grain crops and orchards, and market gardens were usurped by infill suburban or social housing. A Cape wine estate became a prestigious investment (also for tax relief) for local and overseas magnates, and big injections of capital were necessary to sustain agriculture and the rural economy. Buildings and infrastructure were replaced and modernised and properties were subdivided. Small-scale fruit and vegetable traders continued their operations in and around the villages during the 1950s before being restrained by apartheid laws and other obstacles. The last 80 years have seen massive changes in the development of the subject cultural landscapes with much agricultural land being lost.

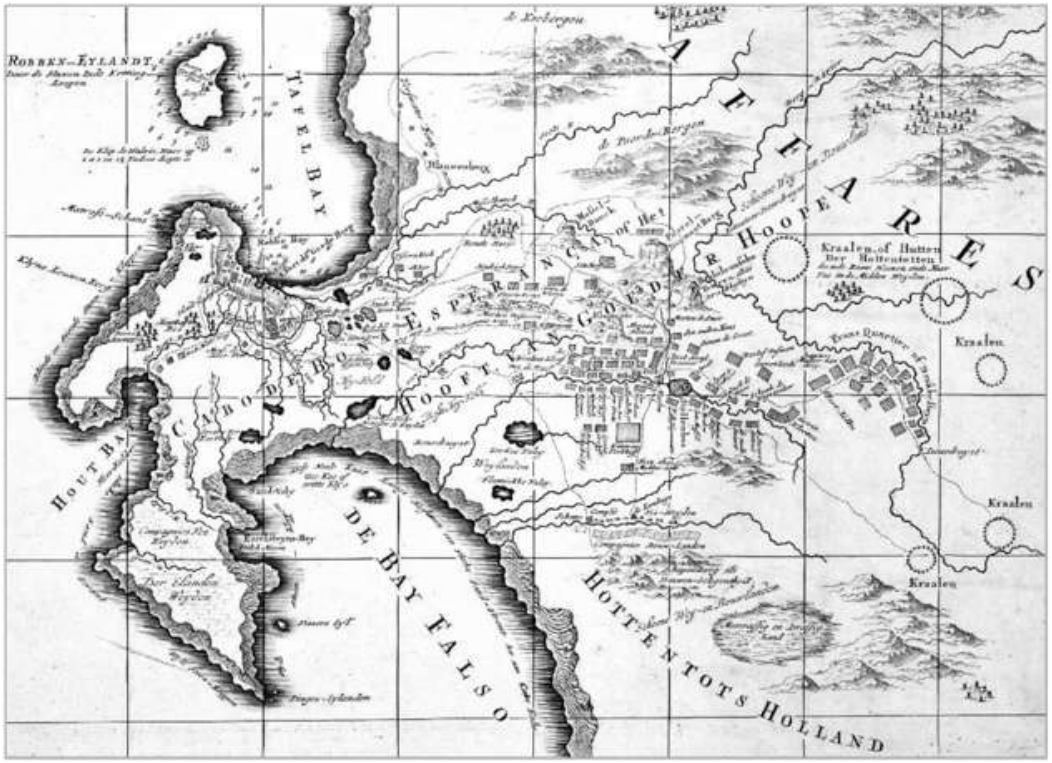


Figure 23: Cape Colony c.1700 (UCT Digital Archive)

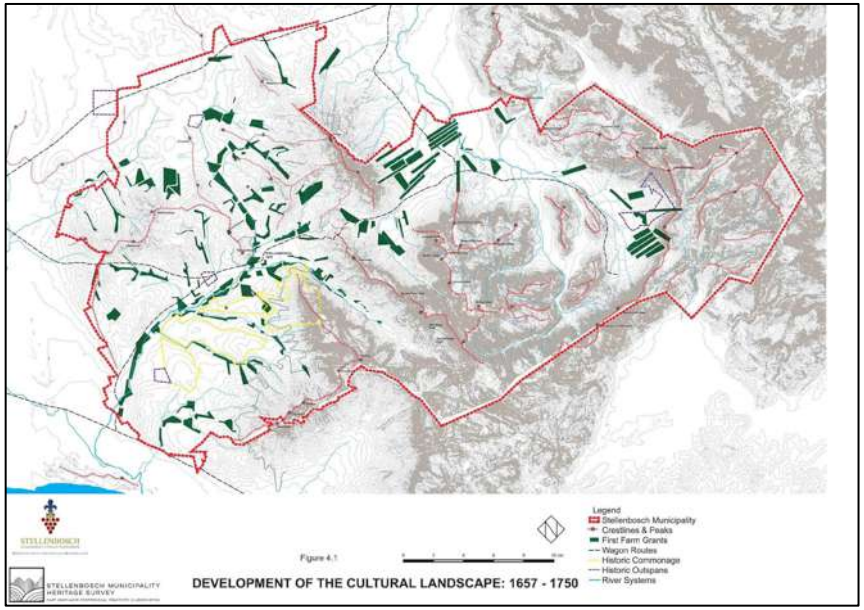


Figure 24: Development of the Stellenbosch cultural landscape 1657 to 1750 (Todeschini et al, 2018)

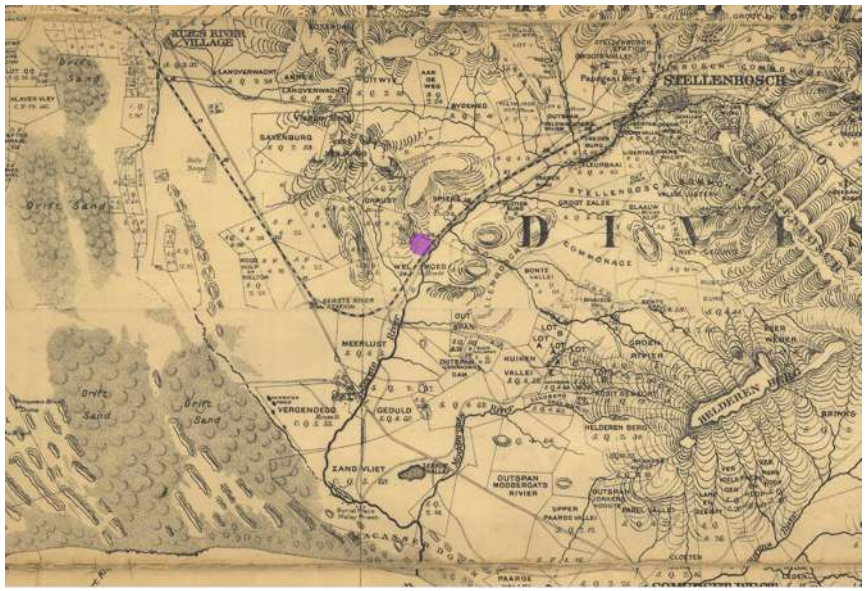


Figure 25: Cape Quitrent Grants Map, 1880 with ~RE/Ptn28/468 (purple)

3.3 Site history

Farm Welmoed is one of the earliest freehold land grants along the Eerste River dating to 1690. In 1690 it was granted to Henning Huysing and in 1696 to Huysing's friend, Jacob van der Heyden, who was a "man of means" (Vos, 1998). From 1725 to 1759, the farm was owned by Andries Schutte, Heyden's son-in-law. Jan de Villiers, son of a Huguenot, Pierre de Villiers, took ownership of Welmoed in 1759 until 1796 when he passed away. In 1797 the farm was acquired by Pieter Gerhard van der Byl, and stayed in the family's ownership for many decades. It must be noted that, before the Van der Byl's, the owners of the farm Welmoed were buried in the DR Church cemetery in Stellenbosch. By 1800s the church became too small for the growing congregation and cemetery space became unavailable, which, together with the increased move to ownership and self automony, led to the development of farm family graveyards (Vos, 1998).



Figure 26: c.1690 schematic map of early land grants, with Welmoed on the far left (Cape Archives M1/ 273)

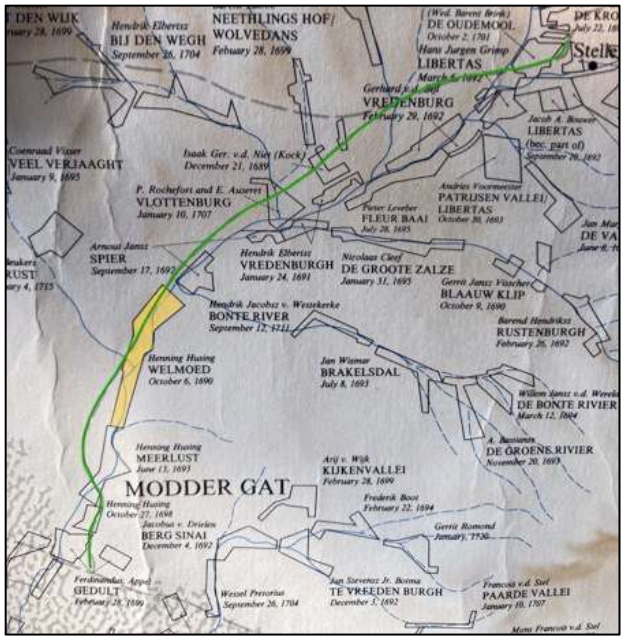


Figure 27: Guelke map (1987) of early freehold grants at the Cape showing farm Welmoed, 1690 (yellow) and the historic route of the R310/ Baden Powell Dr (green).

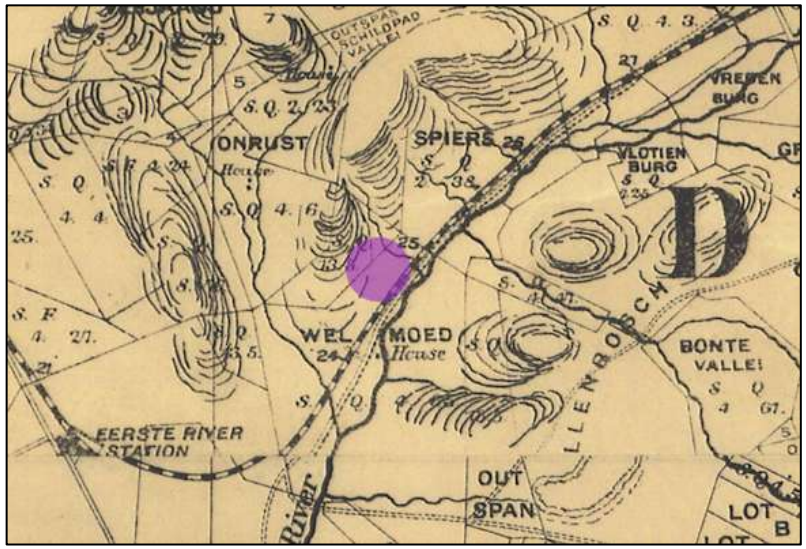


Figure 28: 1902 Divisional map showing approximate location of RE/Ptn28/ 468.

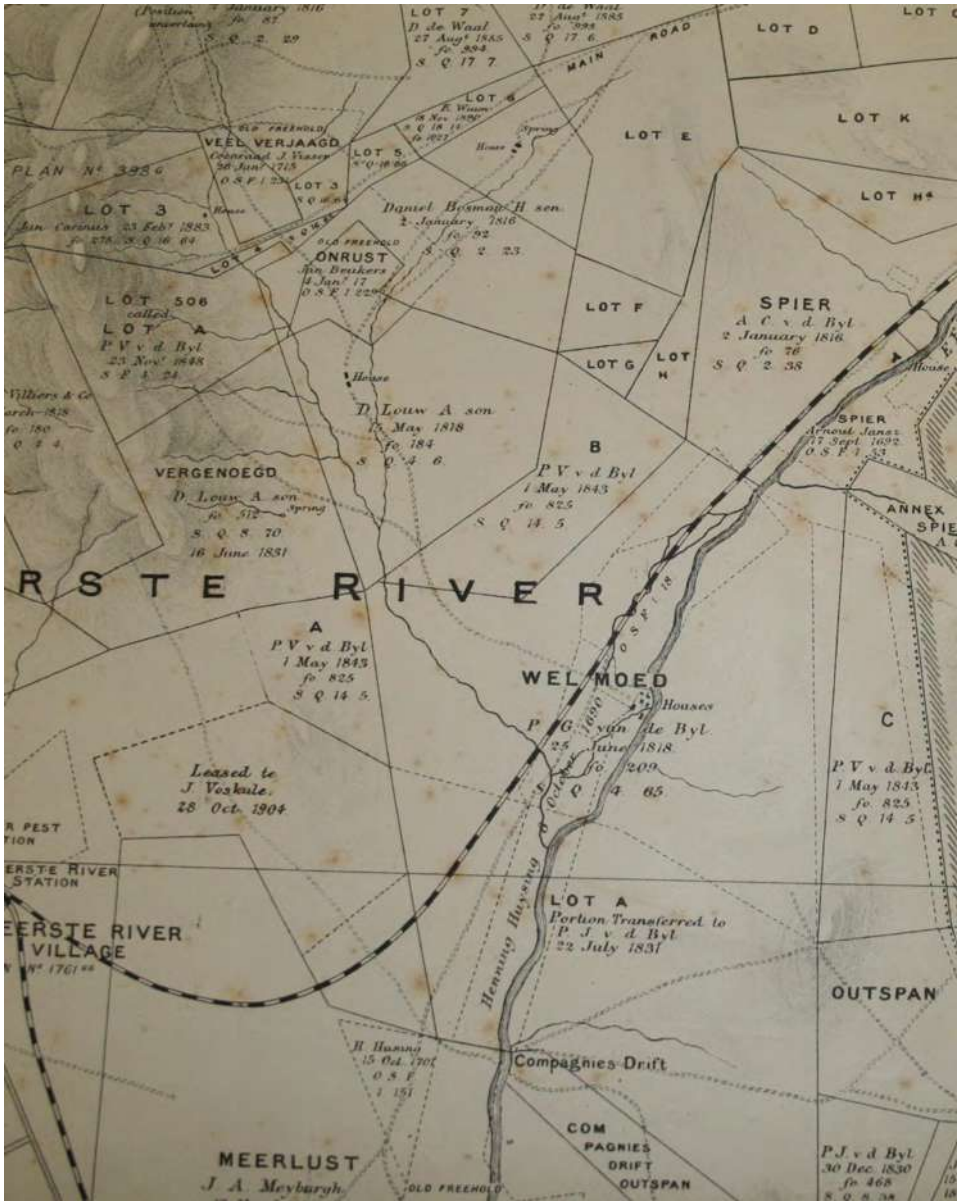


Figure 29: Excerpt of Brink map 1892 showing Welmoed. No buildings are identified on RE/ Ptn28.

Rudolph Kramer, an extremely wealthy Jewish gentleman, owned the United Tobacco Company of SA and had large financial interests in The Castle Wine & Brandy Company. He purchased the farm Welmoed in 1917 and built and lived in the new house. Now known as the Drie Geuwels Hotel, in the 1930s it was known as Glen Eagles Hotel (Figure 36). Drie Geuwels Hotel is a grand old Cape Revival house with a high degree of architectural significance. This building falls outside the study area. The Stellenbosch Municipal Heritage inventory (2018) graded the Drie Geuwels IIIA as a rare local example[3].

Today a few historic and modern structures are clustered around the central historic path that runs across RE/Ptn28 Farm 468. The 1920s SG Diagram shows structures in the location of the Drie Guewels Hotel as well as the barn (Structure G). It is likely that the historic structures on RE/ Ptn 28/ 468 as well as the historic buildings within Lynedoch precinct were constructed in the period of Kramer's ownership of the property.

In 1999 the Sustainability Institute and Lynedoch Village was formed by Eve Annecke and Mark Swilling as a place to create an ecologically restorative community. The 6ha of land was purchased with financial assistance from Spier's Enthoven family with the shared interest in the vision to uplift the local community. At the time, the old historic Drie Geuwels Hotel was in a dilapidated condition with various associated structures in states of disrepair[4].

The Lyndoch Ecovillage is pioneering approaches to creating socially diverse ecological communities. A mixed community of over 15 families from diverse racial and social economic groups has been built around a child-centred learning precinct. It is intended to be a financially and economically viable community requiring no external funding to sustain itself. It is managed by a Home Owners Association. Today there are 32 families living at the eco-village.[5] The Lynedoch Eco-Village and Sustainability Institute fall outside the proposed development site.

The R310, Baden Powell Drive, running adjacent to the study area, is a significant historic and scenic route, which has linked the Stellenbosch area to the Cape since precolonial times. It is evident on the first maps of the Cape made by the Dutch VOC administrators (Figure 22)

Several hamlets/projects are proposed for consideration as development nodes (as well as housing for farm employees). The Stellenbosch Municipality SDF (Sustainability Institute 2017), approved in May 2017, includes Lynedoch, however, this has not been formalized and currently the land proposed for development lies outside the urban edge.

The agricultural use of the land, dating back to the earliest settlers, is ongoing, however the insensitive recent intrusions, such as industrialised farming activities and associated agri-industrial structures cluttering the historic landscape, is threatening the significant historic pattern of settlement distinct to the Eerste River Corridor.

[3] https://www.stellenboschheritage.co.za/property/drie-gewels-hotel
[4] https://www.sustainabilityinstitute.net/wp-content/uploads/2020/03/SI-20YRS-Full-Doc-small-spreads.pdf
[5] https://www.sustainabilityinstitute.net/wp-content/uploads/2020/03/SI-20YRS-Full-Doc-small-spreads.pdf



Figure 30: Aerial photo of Lynedoch before renovation by Sustainability Institute taken c. 1977.



Figure 31: Drie Geuwels Hotel circa 1999.

3.4 External Services component

The external services are proposed to run alongside existing roads, the Vlottenburg service road and internal private farm roads, which are located within the area considered in the historical context for the Welmoed development. No proposed external services run over the first freehold grants as shown in Guelke's map (Figure 27).

3.4.1 Baden Powell (R310) - Vlottenburg Road

The R310, Baden Powell Drive, running adjacent to the study area, is a significant historic and scenic route, which has linked the Stellenbosch area to the Cape since precolonial times. It is evident on the first maps of the Cape made by the Dutch VOC administrators (Figure 22). The establishment of the railway adjacent to this road in the late C19th confirms the significance of this route as a major transport link between Stellenbosch and the Cape.

There are currently roadworks taking place along the historic R310 adjacent to Spier and at the Vlottenburg intersection for road widening of this road (Figure 17). No archaeological impact assessment was completed or submitted to Heritage Western Cape for this work.

The site visit identified one potential historic structure, a corrugated iron shed, along the proposed sewer line route adjacent to the Vlottenburg service road at the entrance to The Olives. This structure was not identified in the SMHS as a heritage resource. The proposed route of the external service does not impact negatively on this structure, however some buffers may be required to protect the structure during the construction phase.



Figure 32: Corrugated iron shed located adjacent to Lynedoch Rd and the proposed sewer line route (Bailey, 2024).

Build Chronology

Archaeological resources (over 100yrs):

Pre-1920
Identified in 1920 SG Diagram

- G - Barn-like structure
- Drie Geuwels within Lynedoch precinct (not surveyed – Graded IIIA by SMHS, 2018).
- The Smithy corrugated iron shed located on Ptn7 of Farm Spier 491.

1920-1930
Identified in 1930 SG Diagram

- B - Rectangular structure in linear alignment with structure G along the same contour.
- F - "Windmill" located where there is currently a cement dam.
- Footpath across Ptn28/ 468.
- Small structure within Lynedoch precinct (not surveyed).
- Lynedoch railway station (outside study area)

Historic resources (over 60yrs):

1930-1938
Identified in 1938 aerial photograph.

- C – possible small structure at location of the cement dam, most likely related to water management.
- D – evidence of earthworks
- E – Small rectangular structure
- F – small structure at location of "windmill".
- Orchards in the fields adjacent to location of D.

1938 – 1944
Identified in 1944 aerial photographs

- C – dam structure
- D – possible structure with different orientation to current building
- E – large rectangular addition to north-east façade.

1944 - 1955
Identified in 1953 aerial photographs

- D – large rectangular structure in position and orientation of current barn
- E – terraced gardens have been laid out to the south east of the building
- Orchards no longer evident, only vineyards and open fields.
- Hipped roof structure on the south-east boundary near the Lynedoch station building (not within study area).

1955-1977
Identified in 1977 aerial photograph

- A - Modern residential building c. 1953-1977
- B – extention to south east façade of barn structure
- E – structures are no longer evident on the aerial photo
- Hipped roof structure on south-east boundary no longer evident.

1977 - 2023
Identified in 2023 aerial photograph

- E – New hipped roof residential structure

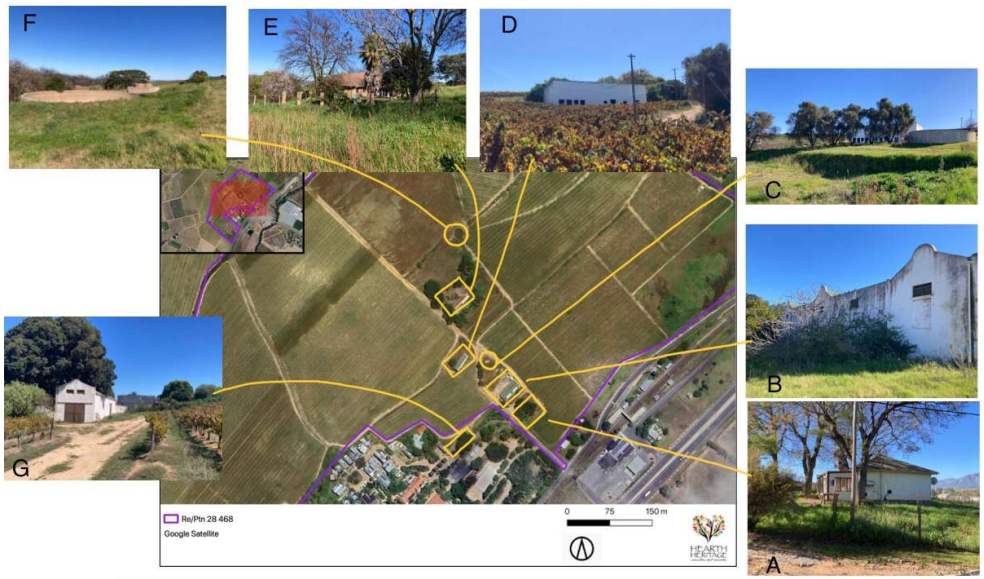


Figure 33: Aerial image of residential development study area indicating layout of structures on site (Bailey, 2023)



Figure 34: 1920 SG Diagram of Farm 468, Stellenbosch, with insert showing close up of RE/Ptn 28/ 468 structures

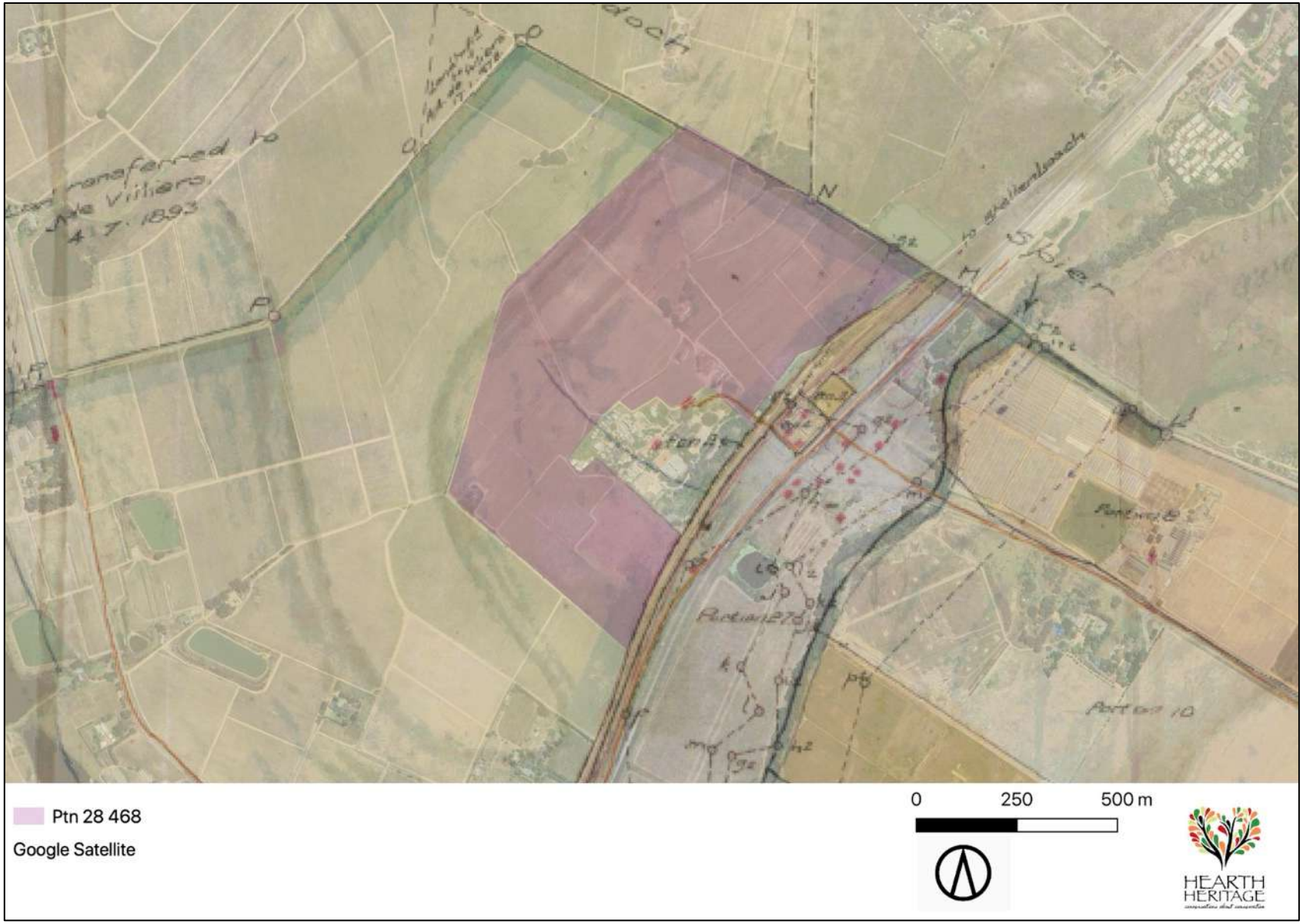


Figure 35: 1920 SG Diagram with RE/Ptn28/ 468 in purple – two historic houses are noted in the area of Drie Geuwels Hotel and the historic barn. The historic entrance road from the R310 is evident as is the non-perennial stream running down through RE/Ptn28/ 468. Both Baden Powell and Annandale Roads are evident.

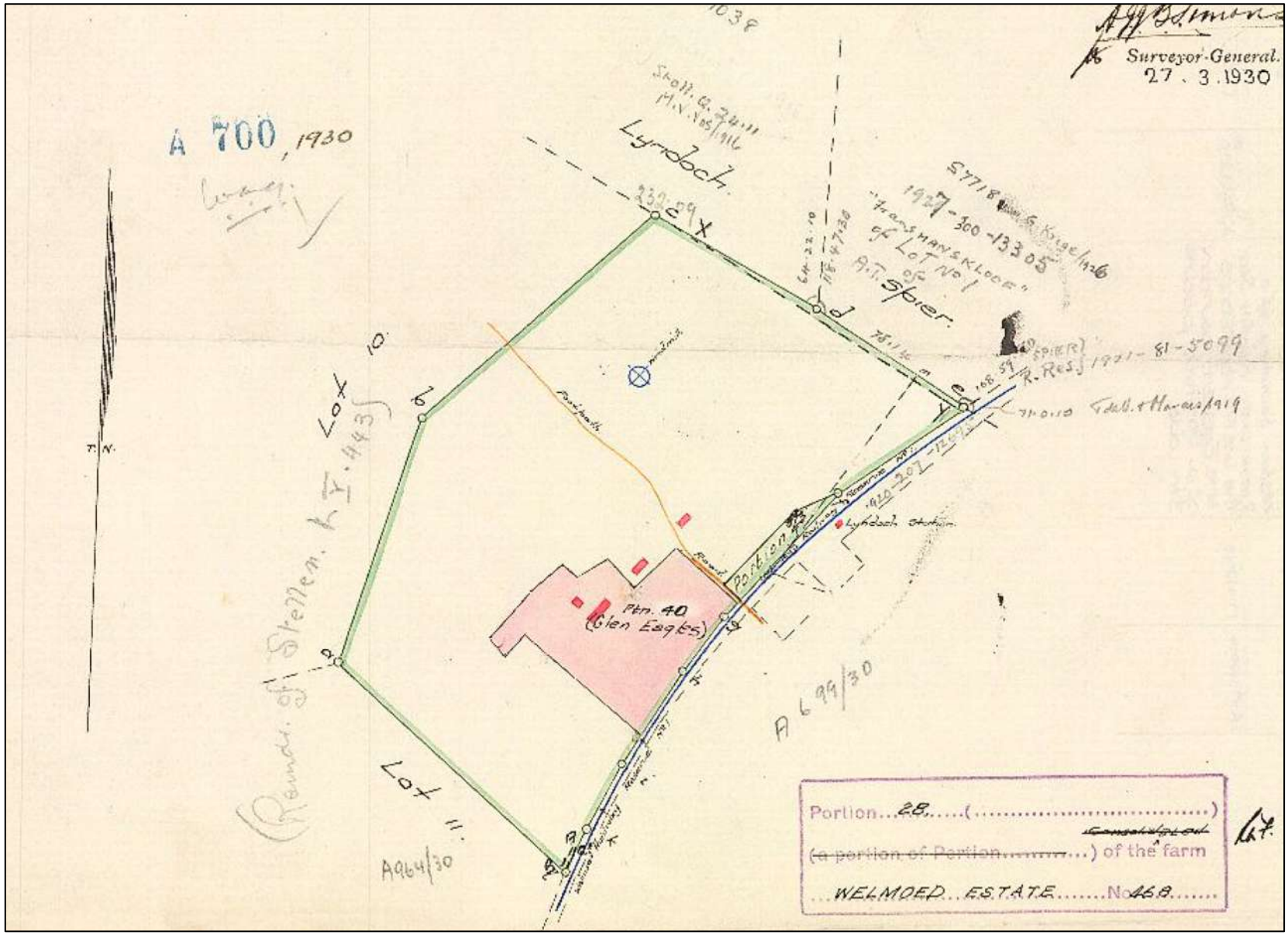


Figure 36: 1930 SG Diagram for RE/Ptn 28/ 468.



Figure 37: 1930 SG Diagram of Welmoed farm over Google aerial image showing ~ RE/Ptn 28/ 468 in purple. The Drie Geuwels and two historic buildings (B and G) are noted as is Lynedoch Station along the railway and the footpath running through RE/Ptn 28/ 468 and onto R310. A windmill is identified where the current concrete dam is located.



Figure 38: 1938 aerial photo



Figure 39: 1944 aerial photo



Figure 40: 1953 aerial photo



Figure 41: Figure 42: 1977 aerial photo

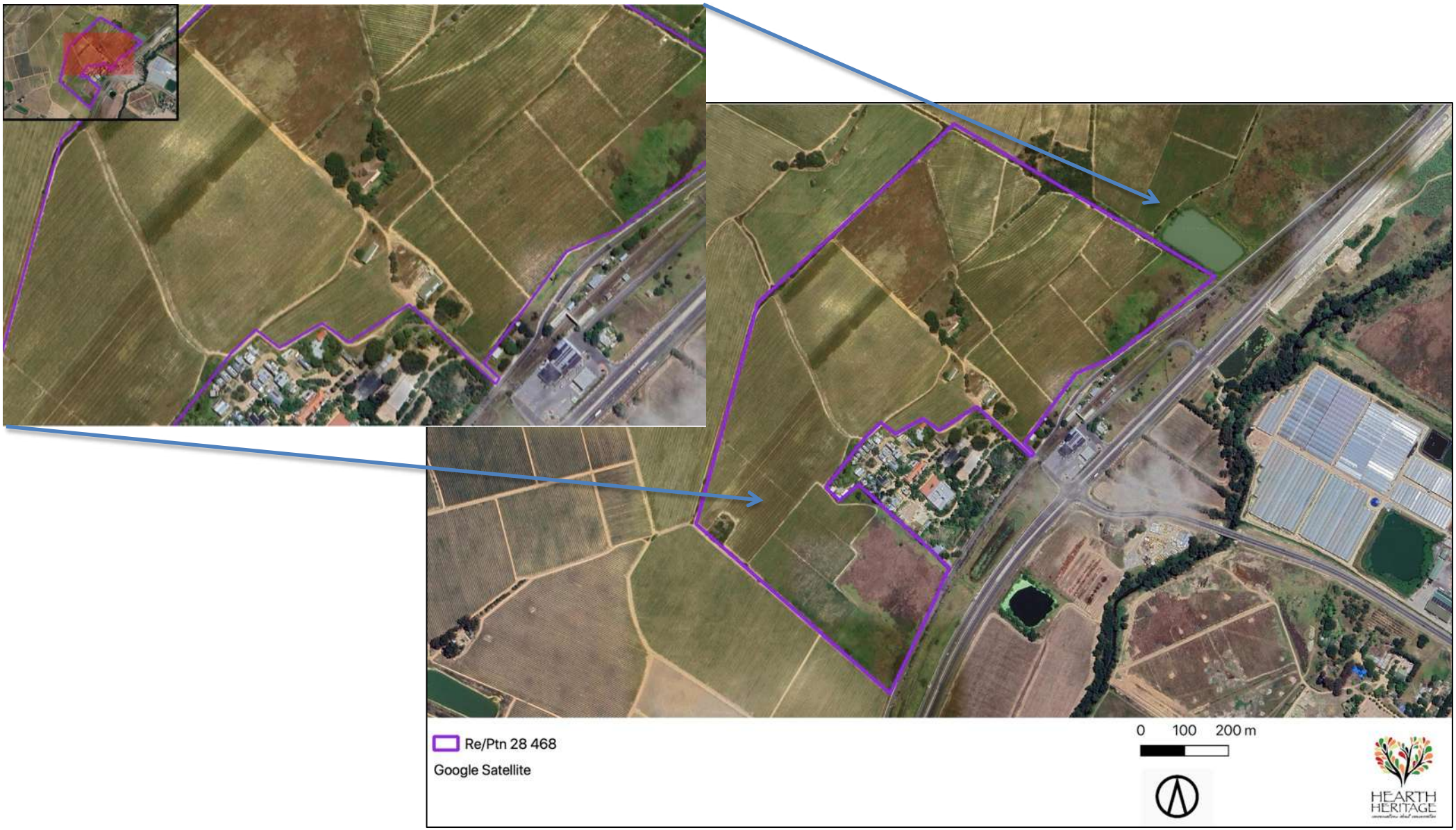


Figure 43: 2022 aerial image showing surrounding area and excerpt of structures on RE/Ptn28 of 468.

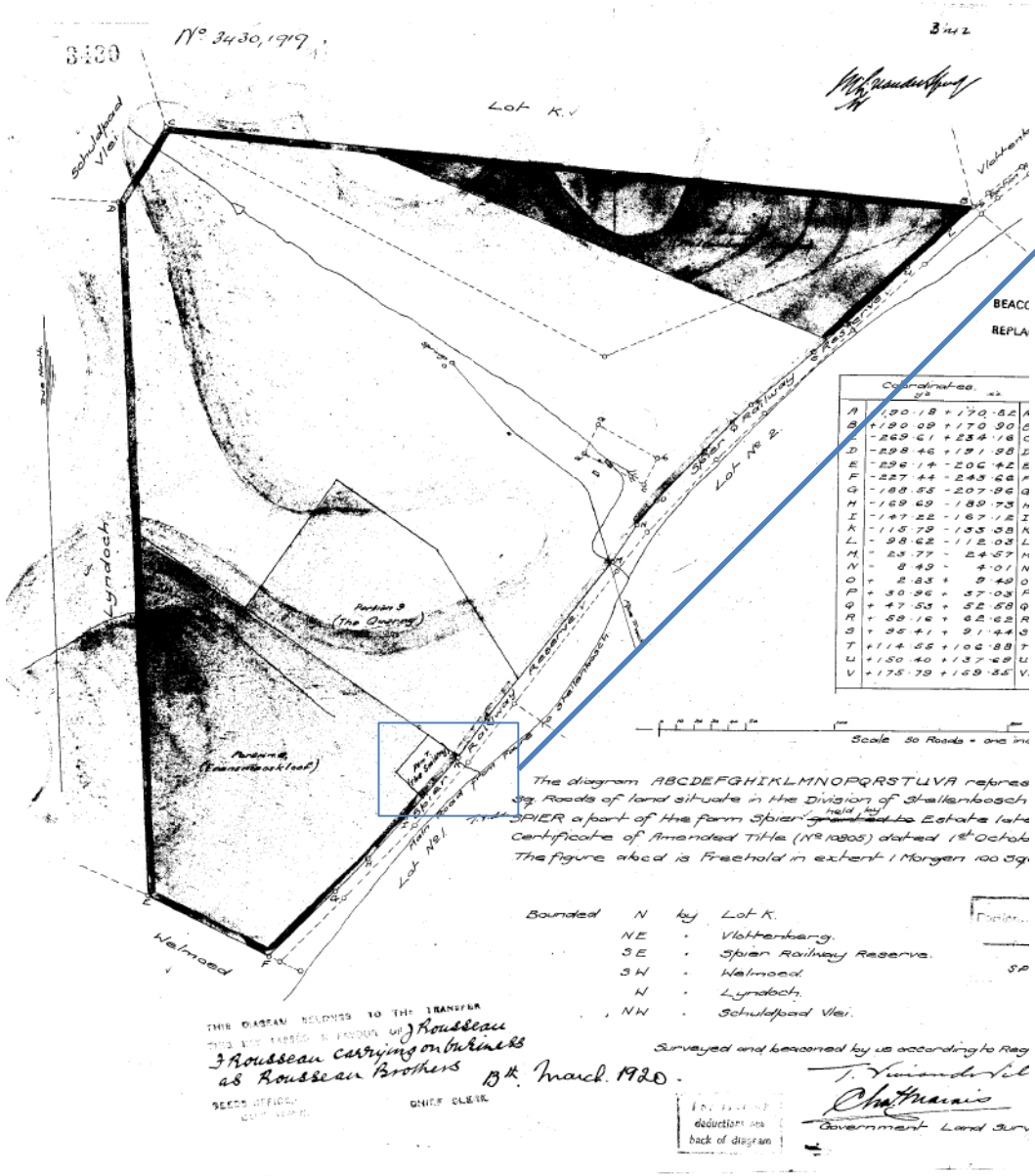
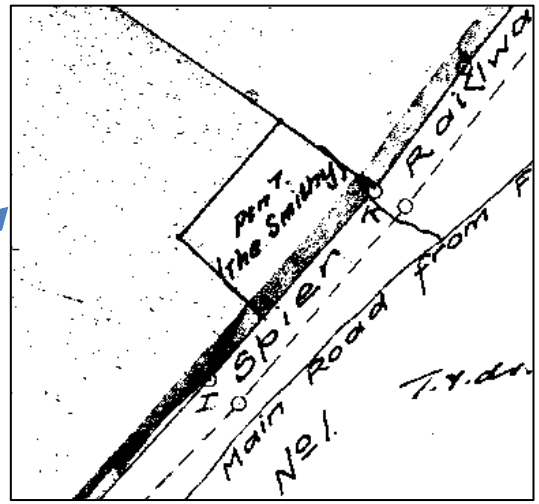


Figure 44: 1919 SG Diagram showing Ptn7/ 491 "The Smithy" on Farm Spier Ptn 2/ 491 on the north side of the railway and Baden Powell Dr.



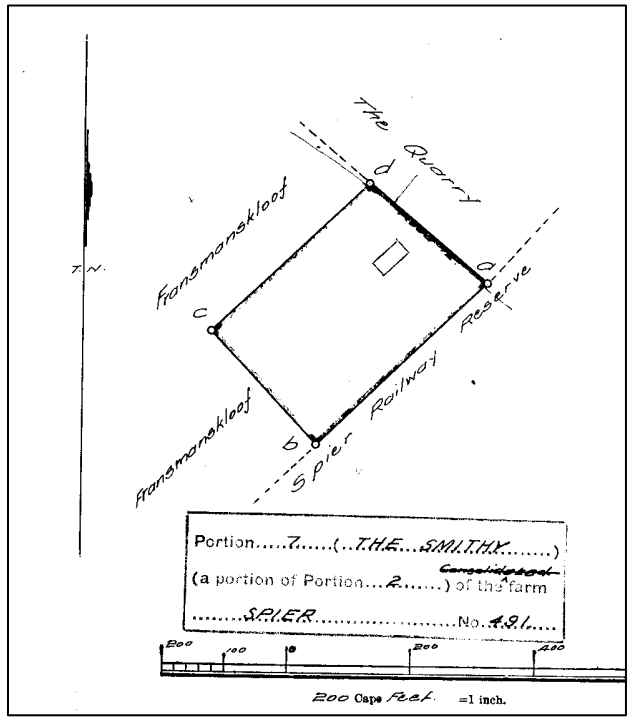


Figure 45: 1923 SG Diagram of Ptn 7/491 for The Smithy indicating the location of the shed in its current position.







Figure 46a, b and c going clockwise from top left: 2024 Google aerial of Ptn 7/419 "The Smithy" showing a) location of the corrugated iron shed (green) in relation to the proposed sewer line (orange), b) to Farm 419 Spier (blue), a graded Provincial Heritage Site, with which it is historically associated and c) the proposed development site on RE Ptn 28/ 468 (red)

4. IDENTIFICATION OF HERITAGE RESOURCES

4.1 Archaeological background[6]

Pre-colonial material is known from the wider area, predominantly in the form of Early Stone Age material such as cores, flakes, handaxes and cleavers, although ephemeral Later Stone Age material has also been located (Halkett and Webley, 2009; Webley and Halkett, 2009; Webley and Orton, 2009). The ESA material is quite ubiquitous in the region, but is predominantly identified in secondary context, found along field margins, in vineyards, cuttings, slope washes or other disturbed contexts (Kaplan, 2006). Such finds are generally accorded low significance (Halkett and Webley, 2009; Webley and Halkett, 2009; Webley and Orton, 2009). ESA finds have been recorded in the vicinity of the Drie Geuwels Hotel (Seddon, 1967).

No pre-colonial burials have been recorded in the Lynedoch area, but it is possible, that pre-colonial human remains might be encountered.

Historic period finds might include structural remains of demolished or collapsed buildings, farm structures or irrigation features such as stone-lined channels or stone-lined wells. Closer to the farm buildings, one might expect to locate middens containing household debris such as discarded food remains, glass, ceramic and metal items. Diffuse scatters of such material could be found more widely across the property, but these would likely be in secondary context. Historic period burials are possible, but none have been identified to date.

4.2 Field Assessment

The field survey was conducted on foot to inspect the vineyards and undeveloped portions of RE/Ptn 28 Farm 468, as well as the existing historic structures on the site proposed for development. No archaeological investigation was conducted within the Lynedoch village precinct as this area does not form part of this study area. Historic relationships do, however, exist between the historic buildings within the Lynedoch precinct and the study area, and these have been kept in mind in the consideration of the significance of the historic structures within the area proposed for development. No specific development footprints were available for detailed survey and a general survey was conducted of the whole study area as far as visibility allowed. A foot survey of the external services component routes was conducted to inspect the farm roads and either side of Vlottenburg Rd.

4.2.1 Agricultural land

The vineyards and open land encompass most of the development site. The lower reaches of the study area are densely covered in kikuyu grass and act as a seasonal water retention area during the rainy winter season. From halfway up the slope to the top of the site, the land has been divided into vineyards, with some currently being rested/ open. The fields and vineyards were densely covered with foliage limiting visibility, however no structures were identified in these areas on any maps and the seasonal water logging would have made these areas unsuitable for building. Most visibility was along farm tracks and around the existing buildings. Rows of olive trees run along contour lines on the top boundary of the study area.



Figure 47: Photo of study area showing thick grass lower down with vineyards on slopes.





Figure 48: Looking NE over Lynedoch to Stellenbosch and Jonkershoek Mountains (left); Water collection after rainfall (right).

[6] Smuts, 2021.




Figure 49: Looking S over Lynedoch to Helderberg and Macassar (left) and view of seasonal wetland in eastern corner of the site (right).




Figure 50: Looking N from NW crn of site (left); View SE over neglected vineyards (right).

External services component

The majority of proposed routes for the external services run adjacent to existing farm roads on agricultural lands Most visibility was along farm tracks and on open, cleared vineyards which allowed for very good visibility. Some hedgerows between fields were densely covered in natural vegetation.

The fields adjacent to Vlottenburg Road were densely covered with foliage limiting visibility. Most visibility was along farm tracks and around the existing buildings. Where roadworks for the R310 were underway, visibility was good but due to the large scale earthworks that had already occurred, the provenance of archaeological material would be extremely limited.







Figure 51: Views showing land proposed for Water Line external services adjacent to existing farm roads (Bailey, 2024)




Figure 52: Views of agricultural land adjacent to Vlottenburg Rd proposed for the Sewer Line external service.

4.2.2 Structures

A few altered historic and modern structures are clustered around the central historic path that runs across RE/Ptn28 Farm 468. The 1920s SG Diagram shows structures in the location of the Drie Guewels Hotel as well as the barn (Structure G) (Figure 35). It is likely that the historic structures on RE/ Ptn 28/ 468 as well as the historic buildings within Lynedoch precinct were constructed and altered in the period of Kramer's ownership of the property as most are indicated on the 1930 SG Diagram (Figure 36). None of the structures on RE/Ptn28/468 were identified in the Stellenbosch Municipal Heritage Survey (2018).

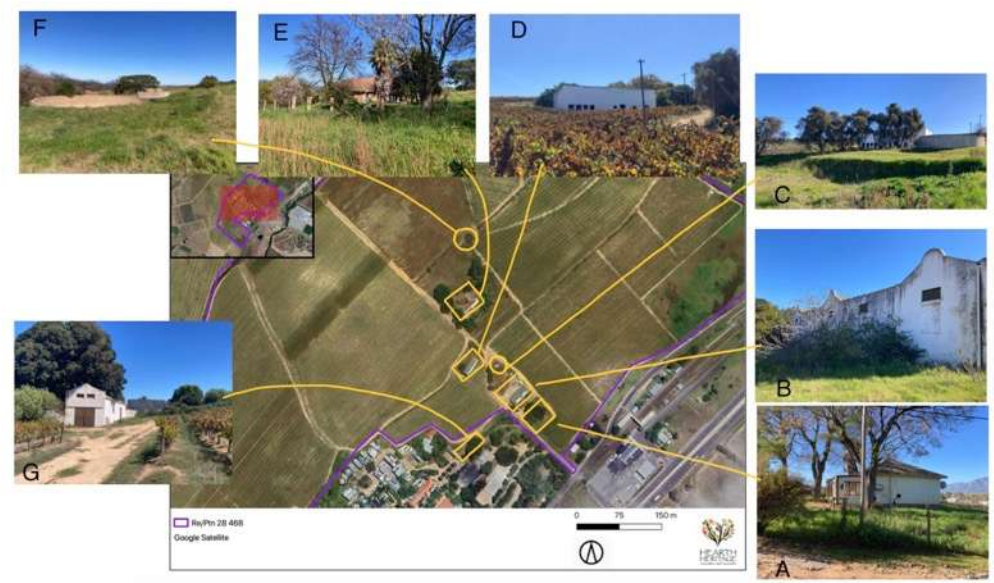


Figure 53: Layout of identified structures on study are

A

- Hipped roof residential building built c. 1955-1977
- Currently occupied.
- Possibly >60yrs
- No cultural material was found relative to the structure.
- NCW



Figure 54: South-west façade of structure at A.



Figure 55: Lower vineyards looking north to structures at A (left) and B (right).

B

- Wine cellar built between 1920-1930. The building has been altered and additions made over time to accommodate function. Currently the building is in a dilapidated state and not maintained well. No cultural material was found relative to the structure.
- The Drie Geuwels Hotel (within Lynedoch precinct) and barn like structures B and G create a linear build typology along the contour and were likely all built by Kramer.
- Suggested Grade IIIB due to its relationship to Drie Guewels.



Figure 56: South-east elevation of structure at B (left) and interior (right)



Figure 57: Interior of structure at B showing (left) and north-west elevation of B with ruined foundation in front (right).

C

- Terrace with a concrete dam/ reservoir
- No cultural material was found relative to the structure.
- >60yrs
- NCW



Figure 58: Terrace with reservoir at C and structure at D behind the treeline.



Figure 59: Vineyards looking north-east to Structures B (right) and D (left)

D

- Double volume barn like structure with wooden internal rafters and floor boards for second floor. The building is in a dilapidated state and is currently being used to store animal feed. No cultural material was found relative to the structure.
- >60yrs
- NCW




Figure 60: Structure at D south east elevation (left) and south west elevation (right) with structure at G in the background.




Figure 61: Interior of structure at D showing wooden ceiling (left) and north west façade of building showing significant terrace cutting (right).

E

- Hipped roof face brick residential building built after 1977 located on terraced landscape.
- Currently occupied.
- No cultural material was found relative to the structure.
- NCW



Figure 62: North-east elevation of structure at D. Remnant of landscapes garden evident.

F

- Water management infrastructure including cement reservoir and modern Jojo tanks.
- Originally marked as “windmill” on 1930 SG Diagram.
- No cultural material was found relative to the structure.
- NCW



Figure 63: Water management infrastructure at F.

G

- >100yrs
- Barn style structure built before 1920 and related to Drie Geuwels hotel structure. The building has been altered and additions made over time to accommodate function. No cultural material was found relative to the structure.
- The Drie Geuwels Hotel (within Lynedoch precinct) and barn like structures B and G create a linear build typology along the contour and were likely all built by Kramer.
- Suggested Grade IIIB due to its relationship to Drie Guewels.



Figure 64: North-east elevation of structure at G with Lynedoch Ecovillage residential buildings behind.



Figure 65: Barn like structures at B (left) and G (right) orientated along the contour.

External services component

Corrugated iron shed – Old Smithy

- >100yrs
- Corrugated iron shed in decent condition located in its original position. Associated with the Spier farm which is a grade II Provincial Heritage Resource and shown on the SG diagram of 1919 as "The Smithy".
- Recommended IIIA grading or higher for association with Spier Grade II PHS and inclusion in any Spier conservation management strategy.
- 33.97565 S 18.77873 E



Figure 66: South east elevation of The Smithy corrugated iron shed adjacent to Vlottenburg Road on Ptm7/ 491 Spier.

4.2.3 Archaeological Resources

A foot survey of the study area found a few *ex situ* lithic material remains as is expected for this part of Stellenbosch as well as a collection of C18th to C19th century ceramics located primarily in the and around a low lying vineyard approximately 300m from historic existing structures within the study. Without a clear relationship to any particular existing structure, the ceramics may be related to the structure on the south-east boundary adjacent to the study area, identified in the 1955 aerial, which has since been demolished. The ceramics are most likely *ex situ* due to their location in and along the gravel road and vineyard. Due to their disturbed nature and lack of provenance, these finds are graded as NCW or IIIC and it is recommended that their recording through this report is sufficient mitigation.

Due to the dense vegetation covering the majority of the study area, archaeological visibility was largely limited to the gravel roads and pathways between the vineyards and investigation amongst the vineyards revealed limited visibility or finds. Most of the lower portions of the study area were completely covered in long grass and water logged with rain runoff.

Due to the water run off that is prevalent on the downslope of this study area, it is likely that some archaeological material may have been washed down and now lie within the areas of low visibility directly adjacent to and beneath Lynedoch Road (Clift, 2011) as well as the railway line. The provenance of this material will not be clear and thus the significance for it to add to our understanding of the archaeological history of the area is reduced.

Table 2: Observations noted during field survey 25.7.23 and 5.6.24

Find ID	Description	Coordinate	Grading	Mitigation
"LYN139"	ESA/ MSA core/ chunk	"S33°58.988' E18° 45.827"'	NCW	None
"LYN140"	ESA/MSA core/ chunk	"S33°58.741' E18° 45.927"'	NCW	None
"LYN148"	Ceramic pipe/ Stoneware	"S33°58.635' E18° 46.198"'	NCW	None
"LYN149"	Concrete boundary marker	"S33°58.647' E18° 46.210"'	IIIC	20m buffer
"LYN150"	C18th/ C19th ceramic	"S33°58.802' E18° 46.275"'	IIIC	Record
"LYN158"	C18th/ C19th ceramic	"S33°58.806' E18° 46.284"'	IIIC	Record
"LYN159"	C18th/ C19th ceramic	"S33°58.807' E18° 46.284"'	IIIC	Record
"LYN160"	C18th/ C19th ceramic	"S33°58.822' E18° 46.271"'	IIIC	Record
"LYN168"	Ceramic – possibly porcelain from toy/ doll	"S33°58.820' E18° 46.297"'	IIIC	Record
"LYN169"	C18th/ C19th ceramic	"S33°58.820' E18° 46.291"'	IIIC	Record
"LYN170"	C18th/ C19th ceramic and glass (purple)	"S33°58.857' E18° 46.237"'	IIIC	Record
"LYN178"	Hammer/ upper grindstone	"S33°58.912' E18° 46.197"'	NCW	None
"LYN179"	Hammer/ upper grindstone	"S33°58.841' E18° 46.134"'	NCW	None
"LYN180"	C18th/ C19th ceramic	"S33°58.827' E18° 46.181"'	IIIC	None
"LYN188"	C18th/ C19th ceramic	"S33°58.846' E18° 46.205'	IIIC	Record
"LYN189"	C19th ceramic	"S33°58.814' E18° 46.263'	NCW	None
"LYN198"	ESA/ MSA core/ chunk	"S33°58.781' E18°45.978'	NCW	None
"LYNES33"	ESA/ MSA core/ chunk	33.961343°S 18.772855°E	NCW	None
"LYNES45"	ESA/ MSA core/ chunk	33°57.80967' S 18°46.36800' E	NCW	None
"LYNES46"	MSA Lithic?	33°57.81367' S 18°46.36280' E	NCW	None
"LYNES70"	ESA/MSA core	33° 58.17450' S 18° 46.30650' E	NCW	None
"LYNES82"	C20th ceramic	33°58.28117' S 18°46.29650' E	NCW	None
"LYNES83"	ESA/ MSA lithic (pre-handaxe)	33° 58.29100' S 18° 46.29617' E	NCW	None
"LYNES96"	ESA/ MSA core/ chunk/ and hammer	33° 58.42300' S 18° 46.28617 E	NWC	None
"LYNES104"	MSA/ LSA core/ chunk	33° 58.61020' S 18° 46.24870' E	NCW	None
"LYNES115"	Hammer/ upper grindstone	33° 57.80070' S 18° 46.38030' E	NCW	None
"LYNES118"	MSA/ LSA core/ chunk	33° 57.68300' S 18° 46.37330' E	NCW	None
"LYNES122"	MSA/ ESA cleaver/ chopper	33° 57.68100' S 18° 46.36850' E	IIIC	Record

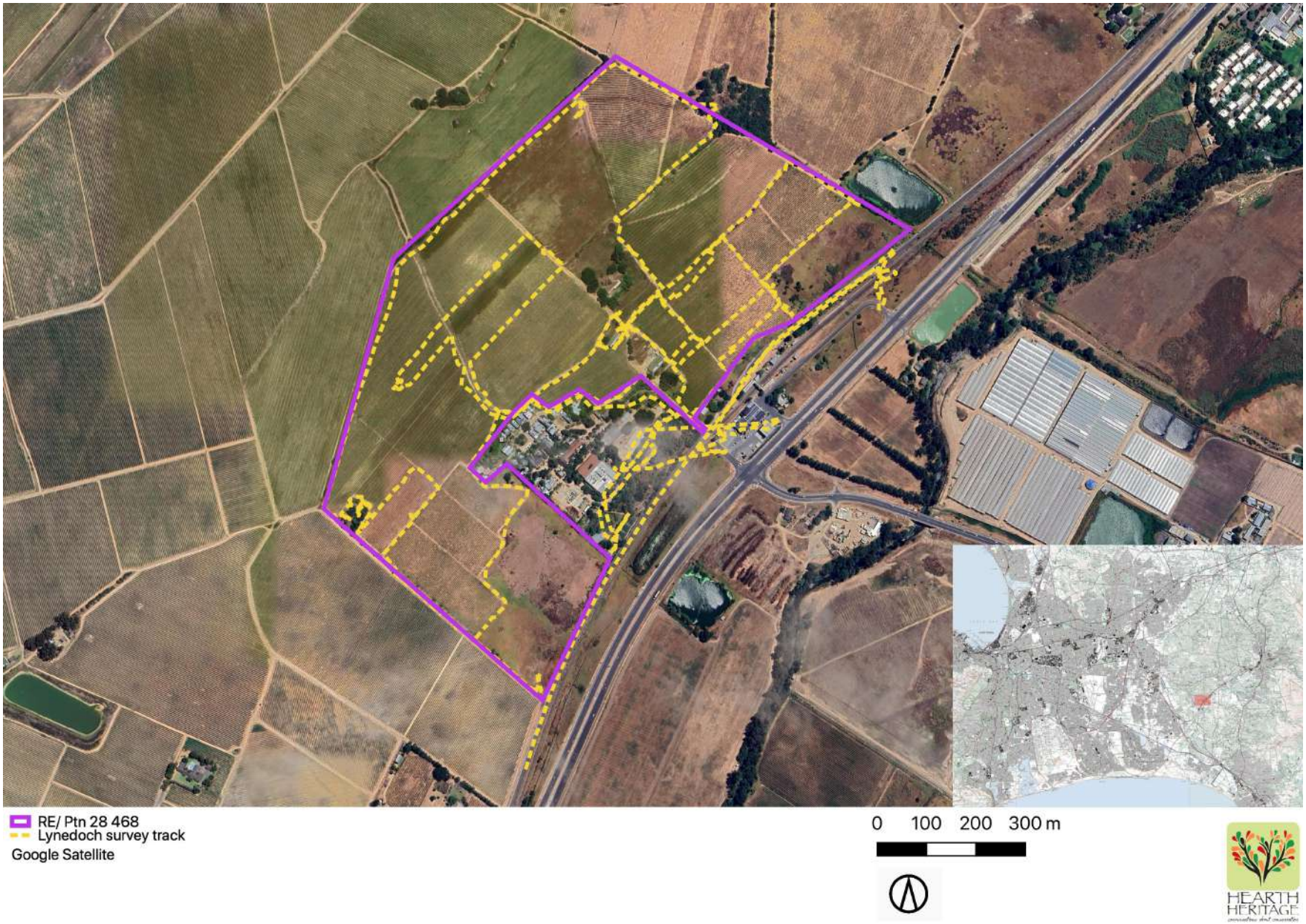


Figure 67: Survey tracks for RE Ptn 28/ 468



Figure 68: Survey tracks for External Services (5 Jun 2024)

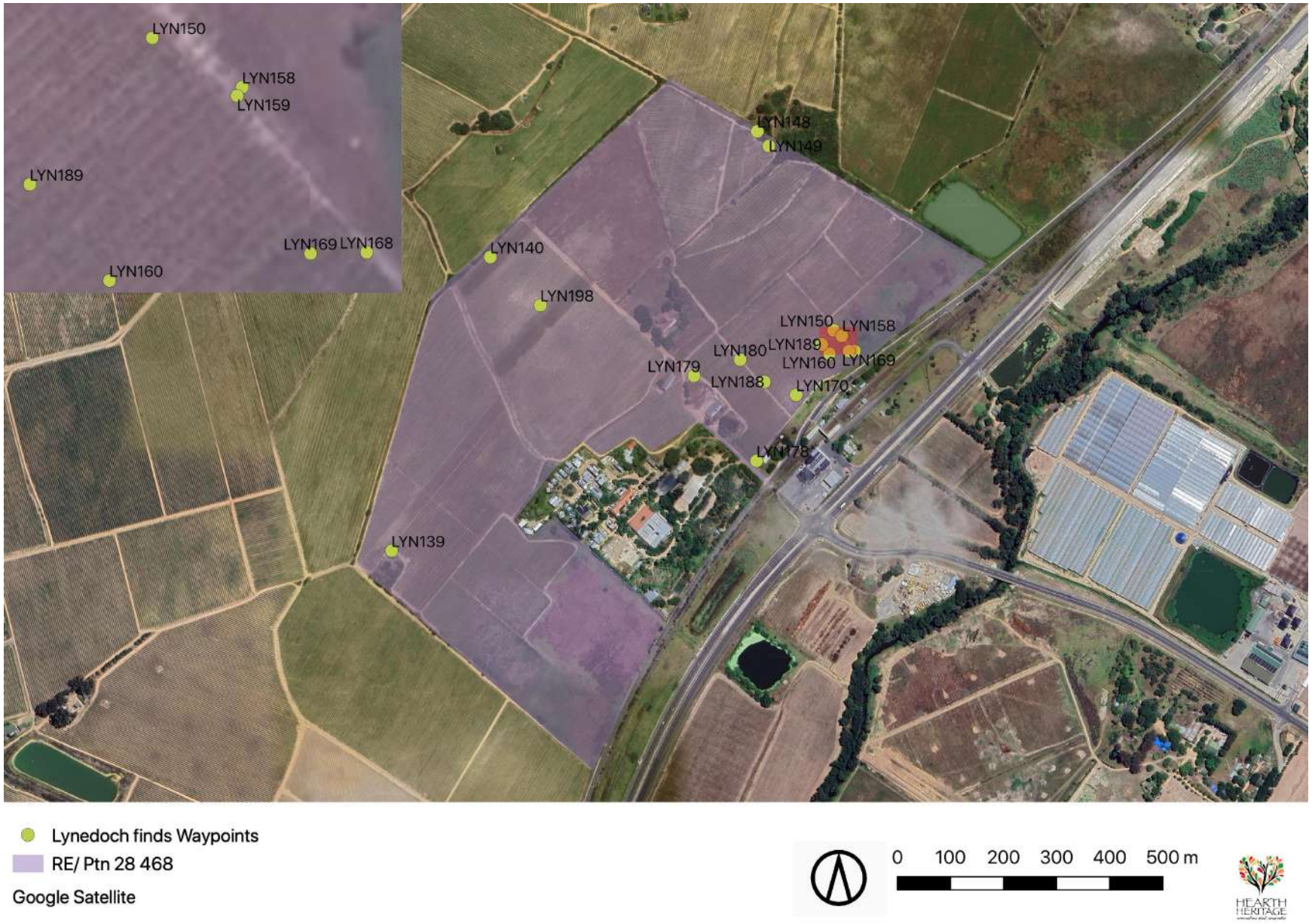


Figure 69: Survey observations for RE Ptn 28/ 468

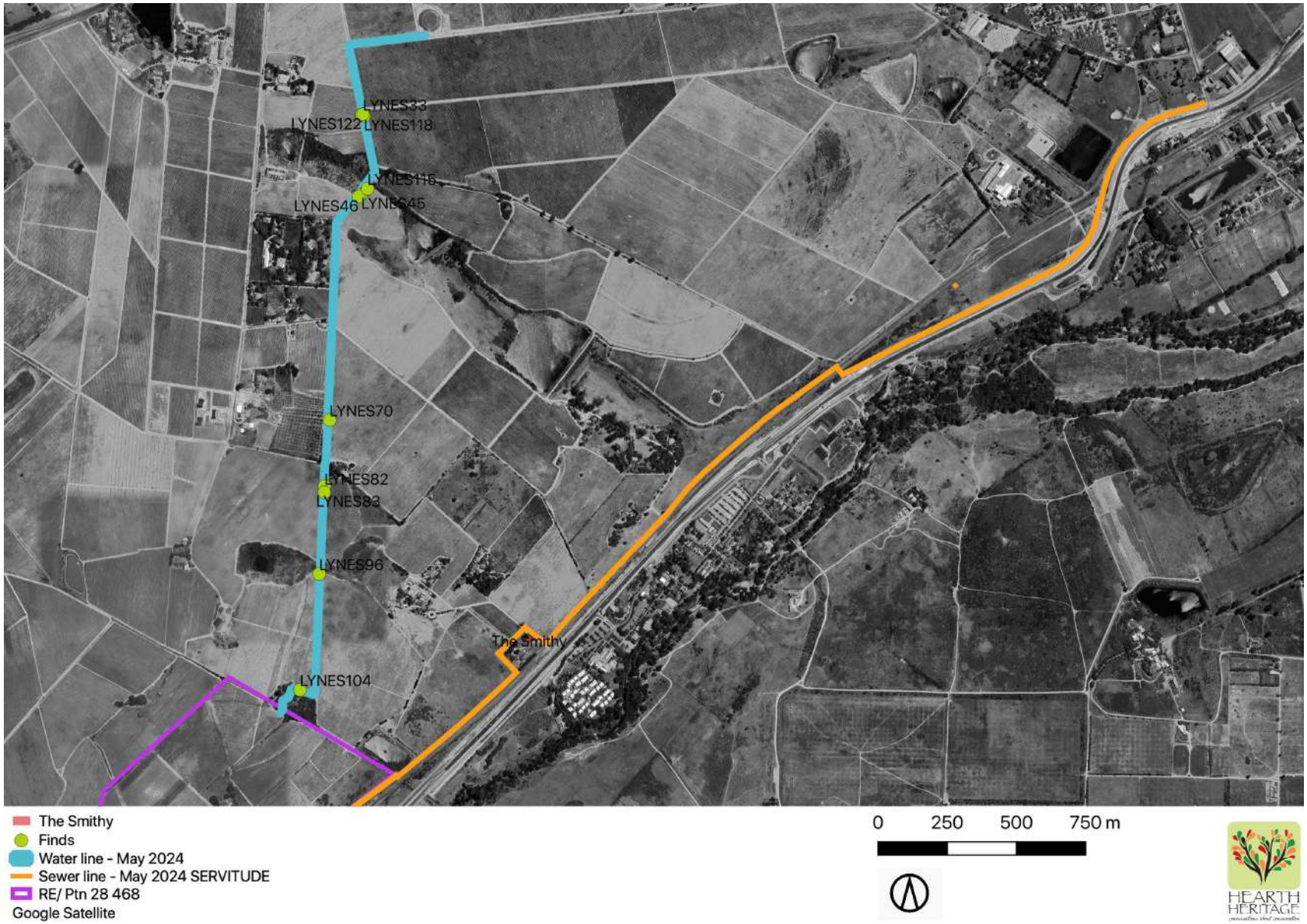


Figure 70: Survey observations for External Services (5 Jun 2024)

4.3 Selected photographic record of artefact observations



Figure 71: Artefact observations L to R: LYN139; LYN149; LYN140; LYN148



Figure 72: Artefact observations L to R: LYN150; LYN158; LYN159; LYN160



Figure 73: Artfefact observations L to R: LYN179; LYN169; LYN189; LYN198

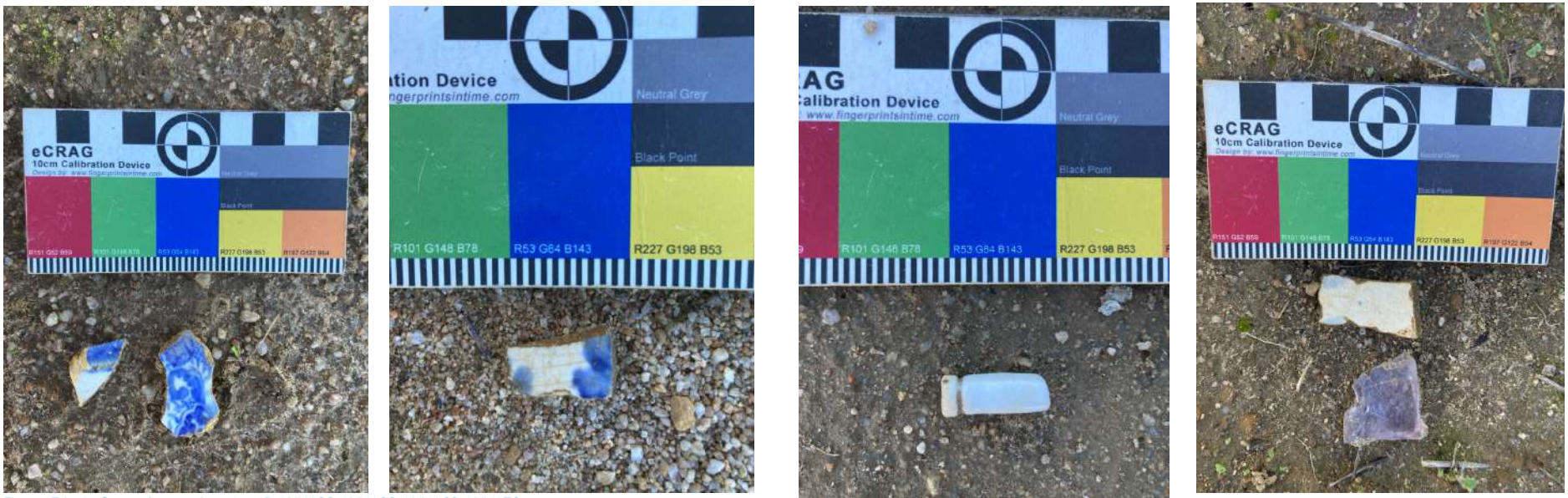


Figure 74: Artfeact observations L to R: LYN180; LYN188; LYN168; LYN170.



Figure 75: Artefact observations L to R: LYNES33, LYNES45, LYNES82, LYNES83,



Figure 76: Artefact observations L to R: LYNES104, LYNES96, LYNES122, LYNES122, LYNES118.

6. CONCLUSION

Previous archaeological surveys within the Eerste River floodplain have identified large numbers of Early Stone Age artefacts and as such the significance of the ESA within Stellenbosch is well established. The lithic scatter artefacts in the study area are typical of the transformed agricultural landscape of Stellenbosch and have limited value considering that they have been accumulated and modified to their current *ex situ* state.

The area proposed for the development has yielded some cultural remains but with varied value and preservation:

- The isolated historic ceramics are graded IIIC for their potential to add to the understanding of the Stellenbosch historic landscape context.
- The historic structures are common for the Stellenbosch area and have been heavily altered over time, and do not represent any rare or significant heritage. The structures at B and G are directly related to the Drie Geuwels Hotel building (IIIA) and, as such, should be graded IIIB as contextual heritage elements and retained in form in any future development.
- The corrugated iron "Smithy" should be graded IIIA for its relationship to Spier PHS and as an example of vernacular architecture.
- Various "not conservation worthy" ESA and MSA lithics on the farm roads of the south eastern slopes, most likely *ex situ* and with very low provenance.

The anticipated negative impact of the proposed development on the archaeological resources is considered low due to the degraded and heavily transformed nature of the landscape from centuries of agricultural use.

Alternative A, 2019 SDF Infill, will have the least impact on the archaeology due to its limited scale and scope, with Alternatives B (March 2023) and C (January 2025) having similar impact. Impacts will be mitigated by the recommendations in this Phase 2 AIA.

It is the conclusion of this Archaeological Impact Assessment report that the development proposed for RE/Ptn 28 of Farm 468, Stellenbosch, Alternative C (January 2025) including the proposed external services, will not negatively impact on the archaeological heritage resources of the site if recommendations are followed and should be allowed to proceed.

7. RECOMMENDATIONS

1. No mitigation required for identified pre-colonial archaeological resources.
2. Simple archaeological recording of historic ceramics.
3. The structures at B and G are directly related to the Drie Geuwels Hotel building (IIIA) and, as such, should be graded IIIB as contextual heritage elements and retained in form in any future development.
4. The Smithy building on Vlottenburg Rd should be graded IIIA for its relationship to Spier PHS and as a rare example of its kind and included in any conservation management strategy for Spier PHS.
5. A minimum buffer of 50m around The Smithy structure should be in place for any development or excavation and care should be taken to reduce negative impact to the structural integrity of the building during earthworks.
6. Historic early C20th roads as depicted in the SG Diagrams and related to Drie Guewels and Structures at B and G should be retained in form in any future development.
7. No development within 20m of the concrete boundary marker at LYN149.
8. Archaeological monitoring of all earthworks and/ or development within 50m of the structures B and G, and the old Smithy on Ptn7/ 419, and all upgrades to extant historic farm roads, by a qualified archaeologist and any archaeological material uncovered should be recorded and photographed unless deemed significant enough to halt construction.
9. Archaeological monitoring of areas with no current visibility, including any exposed areas of Lynedoch and Vlottenburg road, during earthworks by qualified archaeologist and any archaeological material uncovered should be recorded and photographed, unless deemed significant enough to halt construction.
10. *Archaeological monitoring plan to be prepared and approved by HWC for any work adjacent to Vlottenburg and Lynedoch Roads and R310 including but not limited to excavation and construction of the external services.*
11. *Any buildings older than 60 years not included in the SDP attached will require Section 34 (NHRA, 25 of 1999) permits from Heritage Western Cape for any proposed demolitions, alterations or additions unless any such work is indicated in full in the proposed development plan approved by HWC.*
12. If any human remains are found, work in the immediate vicinity is to stop, SAPS Accidental Finds Protocol is to be followed, and Heritage Western Cape to be notified immediately.
13. The HWC Fossil Finds Protocol is to be implemented.
14. Although unlikely, there may be buried or currently hidden archaeological material, including human remains, present on site and should these be uncovered or exposed during excavations or vegetation clearing, HWC should be notified immediately and all development work on site (preconstruction included) should be halted until these finds are investigated by HWC (Att: Ms Waseefa Dhansay 021 483 9685).

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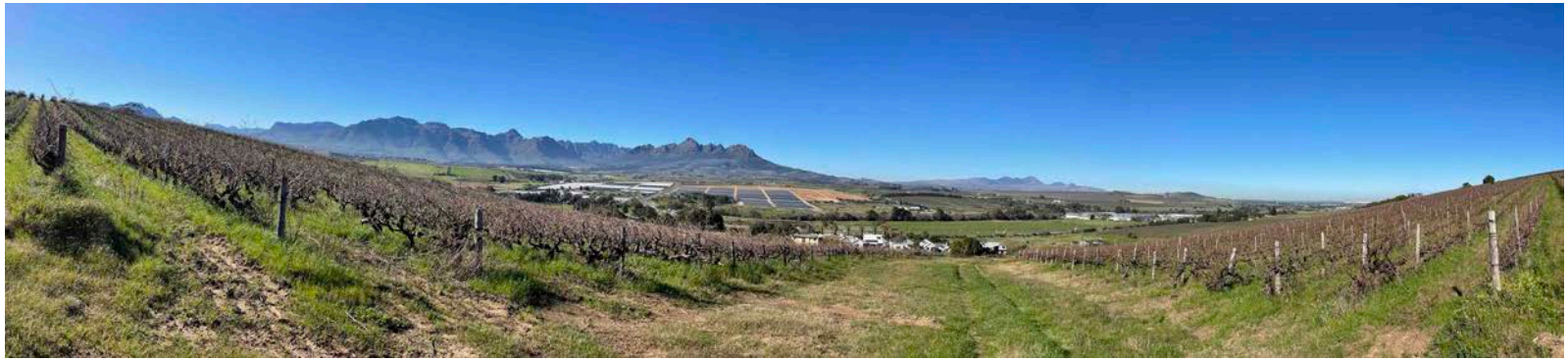
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- Cape Farm Mapper
- Google Earth

CULTURAL LANDSCAPE & VISUAL IMPACT STUDY FOR THE PROPOSED HIGH DENSITY RESIDENTIAL WITH ADDITIONAL FACILITIES ON PORTION 28 WELMOED FARM 468, STELLENBOSCH.

CASE NUMBER: HWC23040509AM0411

February 2025





Bottom image, SMHS CMP, http://stellenboschheritage.co.za/smhs/map/landscape-unit-pdfs/c-eerste-river/c08.pdf

Prepared for Billy Visser Trust

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CULTURAL LANDSCAPE & VISUAL IMPACT STUDY FOR THE PROPOSED HIGH DENSITY RESIDENTIAL WITH ADDITIONAL FACILITIES ON PORTION 28 WELMOED FARM 468, STELLENBOSCH.

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CULTURAL LANDSCAPE & VISUAL IMPACT STUDY FOR THE PROPOSED HIGH DENSITY RESIDENTIAL WITH ADDITIONAL FACILITIES ON PORTION 28 WELMOED FARM 468, STELLENBOSCH.

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February 2025

1. INTRODUCTION, PURPOSE OF THIS STUDY AND METHODOLOGICAL APPROACH

PURPOSE OF THIS STUDY

A Notification of Intent to Develop (hereafter NID) for the above property was discussed at Heritage Western Cape on the 4th May 2023. Since HWC have reason to believe that the proposed development will impact heritage resources, a Heritage Impact Assessment was called for, which in addition to satisfying the provisions of Section 38 (3) of the National Heritage Resources Act (Act 25 of 1999), additionally called for a "Visual Impact Assessment".

In consultation with the primary heritage consultant, Ms. Emmylou Bailey, it was determined that a Visual Impact Assessment of the cultural landscape and rooted in the cultural landscape context of the site would be appropriate in this instance, especially since extensive technical visual assessment of the Stellenbosch Municipal Area was undertaken as part of the 2018 Stellenbosch Municipality Heritage Survey, led by Prof. F. Todeschini and Mrs. L. Jansen, with the author of this report being part of the consultant team.

This study therefore aims to address the specialist Visual Impact Assessment requirement of the Response to the NID. It looks to analyse and assess the visual setting and character of the wider site, located at the Lynedoch intersection between the Annandale Road and the R310, at the Lynedoch railway station.

Through this analysis, the study also looks to establish the predominant agricultural and settlement patterns and associated visual absorption potential of the site. Following this analysis, heritage-based design indicators that set parameters for potential development in order to allow for it to remain within acceptable levels of impact are then derived for the site. These are intended to be incorporated into the Phase 1 Heritage Impact Assessment being prepared for the site.

METHODOLOGY

It is important to note that, although it is located within a predominantly rural setting, the Lynedoch precinct and subject site are also located within the approved urban edge area (Figure 14). This small and contained urban node is focussed on the road intersection and railway station. As such, a more townscape-type analysis, with landscape considerations in terms of periphery, is considered appropriate here.

The study sets out to:

- Establish the Cultural Landscape Visual Assessment Methodology.
- Understand the Development of the Broader Site and its Cultural Landscape over time.
- Analyse the Receiving Environment and underling Landscape Character of the site. This is done at two scales:
    - The Local Setting of the site: Field of View and Outward Vistas, and
    - The "Townscape" Setting of the site and village node, and Major Character-Giving Elements.
- This allows for the determination of the Site Character, which in turn influences the heritage-based indicators that will underpin the visual impact assessment of the proposed development.
- A review as to whether any development is acceptable within this setting is undertaken.
- The findings of this analysis then influence the heritage-based guidelines and indicators that form the conclusion to this study.

Because this site is located within a rural "skirt" to an historic settlement in the Cape, and because it already combines elements of settlement (hotel and University of Stellenbosch Sustainability Institute, surrounding residential development, railway station and a small commercial node) within a setting of historic farmland, it is clear that a "visual study" must include aesthetic, cultural and spiritual/genus loci aspects of both the urban and rural environment that are closely juxtaposed within this node, and which taken together contribute to the local character of an area and its sense of place.

Therefore, methodologies associated with a townscape analysis are also relevant here.

Fortunately, the landscape character of the site and its surrounds has also been closely studied and documented by Todeschini, Jansen et al as part of the 2018 Stellenbosch Municipality Heritage Survey, as well as by Viridian Consulting in the 2018 Visibility Analysis for the SMHS, and this work is relied on in this analysis.

2. INTRODUCTION

The Cultural Landscape Study and Visual-Townscape Study of the site have revealed elements within the landscape that are fundamental to its character. It follows that, to preserve heritage significance (particularly the tangible and landscape heritage significance associated with physical elements) these fundamental elements must be protected and enhanced during the future development and densification of the site.

Heritage indicators and guidelines give direction to new developments. New development at Lynedoch, Portion 28 of Farm 468, Welmoed, must be cognisant of and responsive to the cultural landscape, built environment and landscape "patterns" that precede it. Thus there is a need to understand the underpinning logic and spatial patterns/materiality of the place, and to recognise and reinforce such patterns in the new developments.

The analysis of the site has given rise to heritage-based indicators to development. The assessors believe these must be stringently followed to ensure that the heritage significance of the surrounds is preserved and enhanced, but which they believe are not so onerous as to completely limit the development and densification of the site.

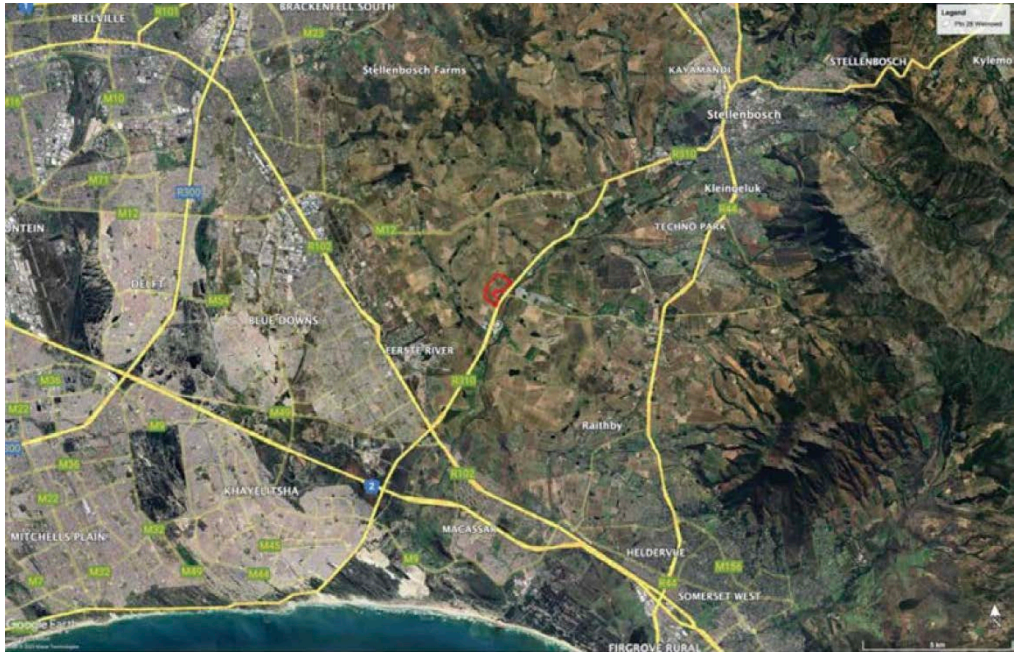


Figure 1: Locality Plan (Source: NID document submitted to HWC, Bailey).



Figure 2A: Site Plan (Source: NID document submitted to HWC, Bailey).

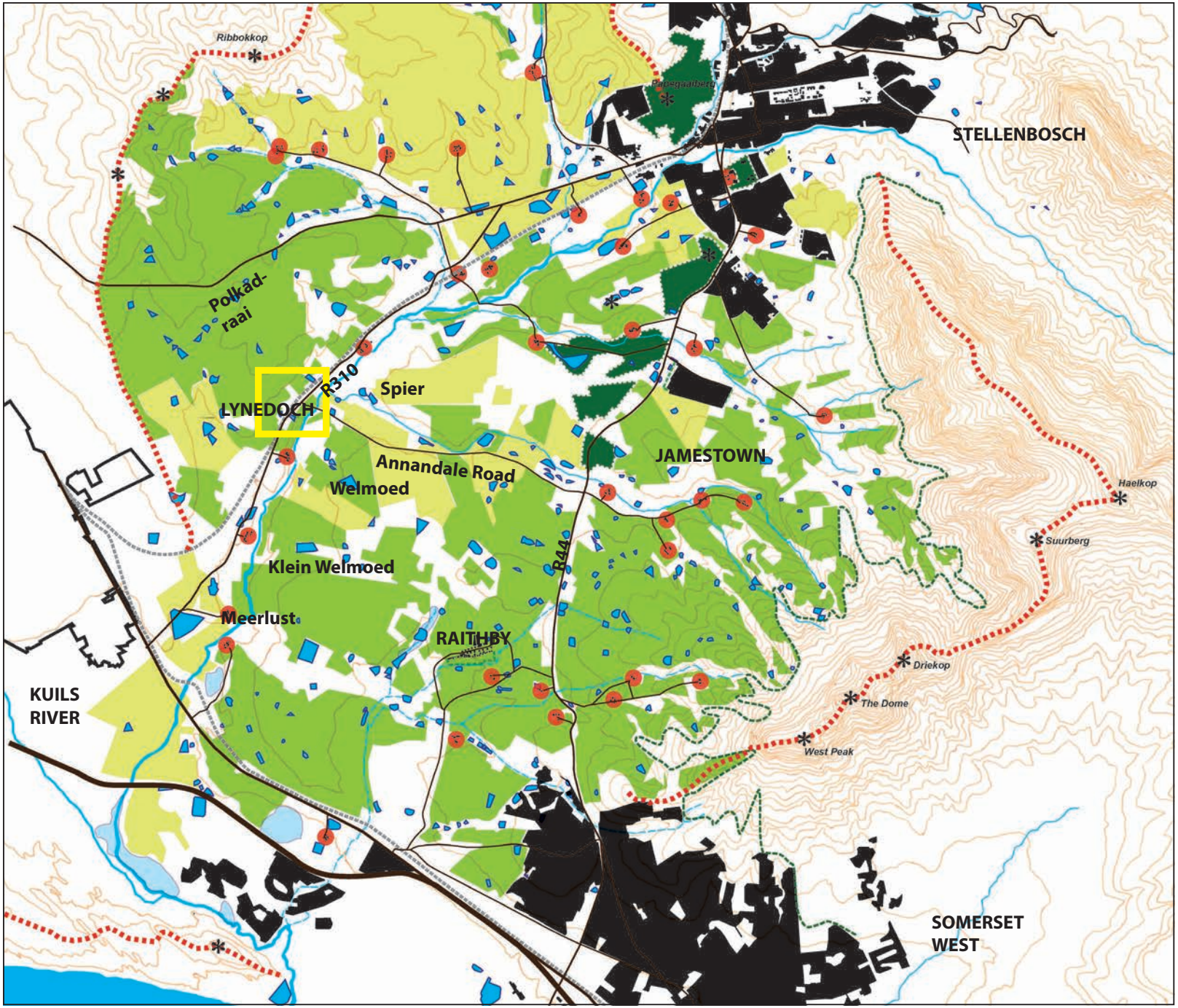


Figure 2B: Locality plan, showing the location of the site in relation to the wider Eerste River Valley, and in relation to the various heritage sites (in red).
(Abrahamse, Stellenbosch Municipal Heritage Survey, 2018).

3. THE RECEIVING ENVIRONMENT

DEVELOPMENT OF THE SITE AND ITS CULTURAL LANDSCAPE.

The subject site and its environs have always comprised highly fertile agricultural land, most especially for grazing livestock. Malan writes that:

> In his 1967 review of the ESA [Early Stone Age] from Stellenbosch, Seddon listed a total of 22 known ESA sites in and around Stellenbosch, although conceding that the "only place where numerous artefacts are to be found in situ is opposite the monument already mentioned; at the Bosman's Crossing site". They were: Gleneagles Hotel (2), Olives Farm, Lynedoch, Spier, Vlottenberg winery, Louishoogte site, Blaauklip vegentable garden and golf course, Vredenberg, Bosman's Crossing, General Box Factory, Suikerbosrand, Altavona, Blake's Quarry, Simts' Quarry, Schoongezicht, Rustenberg, Lorraine, Rozendal, Coetzenberg, GlenConner and Old Nectar" (2018: 7).

The subject site incorporates both the Gleneagles Hotel (now part of the Sustainability Institute) and Lynedoch, so these gentle, east-facing slopes were occupied by pre-colonial people.

However, following colonisation at the Cape by the Dutch, and their gradual expansion into the interior, the slopes of Lynedoch appear to have been of less importance than the land within the valley bottom. Vos writes that Commander van der Stel ventured into this part of the peninsula in 1679, in search of arable land for the cultivation of grain to supplement that being produced closer to the fort at Cape Town (1998: 1). Within 4 years, 30 families had settled along the Eerste River to farm the land, with the encouragement that they were allowed to claim as much land as they could cultivate within 3 years (Guelke, 1974: 117).

Among the first grants along the Eerste River were the farms Vergenoegd, Meerlust, Klein Welmoed, Welmoed, Spier, Vlottenberg and Vredenburgh.

The land that would become Lynedoch was part of the farm Welmoed (Figure 3). Welmoed was first granted to Henning Huysing in 1680 and transferred to Jacobus van der Heyden in 1696. In 1725 it came into the ownership of Andries Schutte through his marriage to van der Heyden's widow Hester, and in 1725 the farm was sold to Jan de Villiers. In 1797, Welmoed was purchased by Pieter Gerhard van der Byl, and would remain in the van der Byl family for many generations, and until the end of the 19th Century (van der Bijl, 2000: 86). However, it is only in the 1902 map that the name "Lyndoch" first appears on the side of the small hill providing the backdrop to Welmoed (Figure 5).

Records in the Cape Archives link the name to the inter-marriage of the van der Byl's with the Grahams of Cape Town, together with the emergence of the railway line. The South African Railways and Harbour Board undertook some research into the names of their stations in 1920, and wrote to the Town Clerk at Stellenbosch:

According to the old timetables which were in our possession, the Station was shewn therein both as "Lyndoch" and "Lynedock". The spelling "Lyndoch" appears to have been finally adopted in 1904 and has since continued to be used.

The Town Clerk must have consulted more widely and managed to contact John Graham who lived in the grand house Monorgan in Newlands, close to the cricket ground. Mr. Graham wrote as follows:

18th February 1920
Monorgan,
Newlands

I think I have arrived at the history of the name "Lynedock". Judge Cloete married a daughter of Robert Graham, a cousin and very intimate friend of Lord Lynedoch. The Judge's son, Laurence, married a sister of Laurence v.d. Byl…. By the intermarriage and acquaintanceship circumstances probably obtained which induced one of the v.d. Byl's to adopt the name for his farm.

May I suggest that your records, or rather those of the Divisional Council, preserve the correct spelling viz: Lynedoch. The e is frequently omitted and sometimes k is substituted for h.

Yours faithfully,
John Graham.

P.S. It is quite likely that one of the v.d. Byl's met Lord Lynedoch in Scotland.

Sir Thomas Lynedoch Graham was a well-known South African judge and politician, as well as a keen sportsman. He won the South African Doubles Lawn Tennis competition in 1891 and represented the Western Province Cricket Club as a fast bowler (https://esat.sun.ac.za/index.php/Thomas_Graham). In his capacity as Attorney-General of the Cape, Graham also acted as Prime Minister of the Cape Colony for a short time in 1902 (while the Prime Minister travelled to London for the Coronation of Edward VII) and was Judge-President of the Supreme Court of South Africa from 1913 until his retirement in 1937

(https://heinonline.org/HOL/LandingPage?handle=hein.journals/soaf21&div=27&id=&page=).

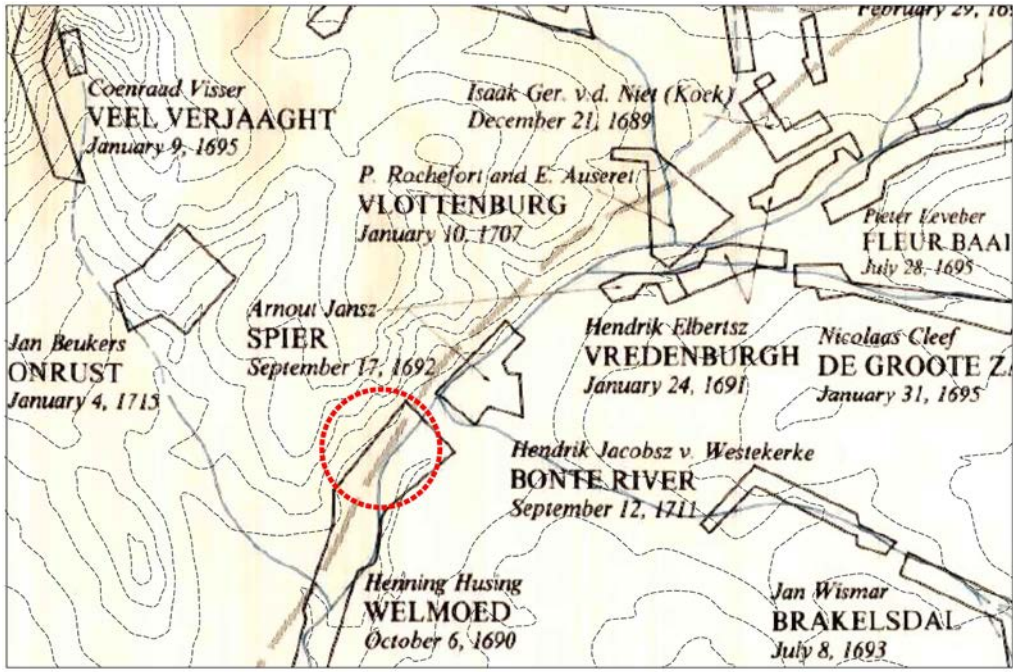


Figure 3: Detail from Guelke's 1657 - 1750 Southwestern Cape Colony Map, showing the first freehold farm grants made during this time. Present day Lynedoch, indicated in a red dashed circle, was part of the historic Welmoed grant of 1690.

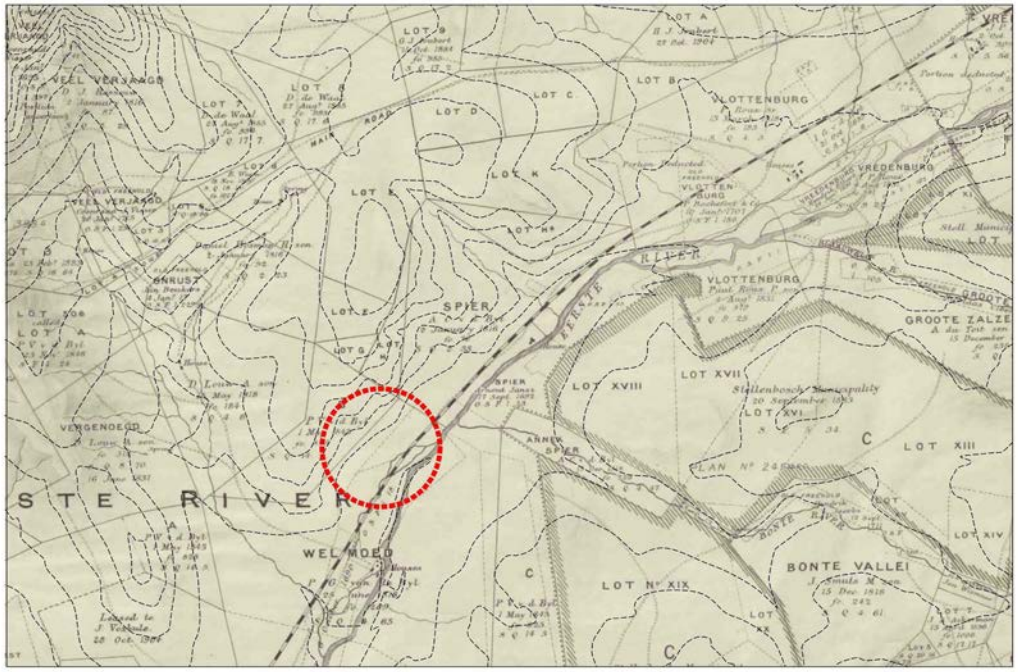


Figure 4: Detail from the 1890 Divisional Map for the Stellenbosch District. The subject site is indicated by means of a dashed red circle.
(Source: UCT Digital Maps Collection).

It seems likely that this Graham was the one after whom Lynedoch was named, although the reference leads back to the same Lord Lynedoch: Thomas Graham's great-uncle, John Graham, "was commissioned in the British Army, joining the 90th Regiment of Foot, which had been raised in 1794 by his kinsman, Thomas Graham of Balgowan [Scotland] (later Lord Lynedoch)" (Robson, 2011: 238). John Graham eventually attained the rank of Major and fought in the Battle of Blaauwberg in 1806, leading to the re-occupation of the Cape by the British. He evidently acquitted himself well, as he was promoted to Lieutenant Colonel and was given charge of the Cape Regiment based at Wynberg (Robson, 2011: 283). The border wars in the Eastern Cape brought Graham to the area, and the military base he established there would grow in Grahamstown.

The establishment of a railway station was a key moment in the establishment of settlement at Lynedoch. Photographs taken from the train form part of the Juritz Collection at the Cape Archives on the 19th October 1891, including at Lynedoch Station, are a rare 19th Century record of the landscape (Figure 6A, B and C).

It seems that the hotel at Lynedoch was established around 1920, with the transfer of land on both sides of the river to Mr. R. L. Kramer. By 1930, the hotel was known as "Glen Eagles", entrenching the Scottish connection to the place (Figure 7).

The SG Diagram of 1920 indicates that the land was sold to J. H. S. Hertzog in 1931, while the 1938 diagram indicates that a smaller portion of this property, centred on the hotel, was

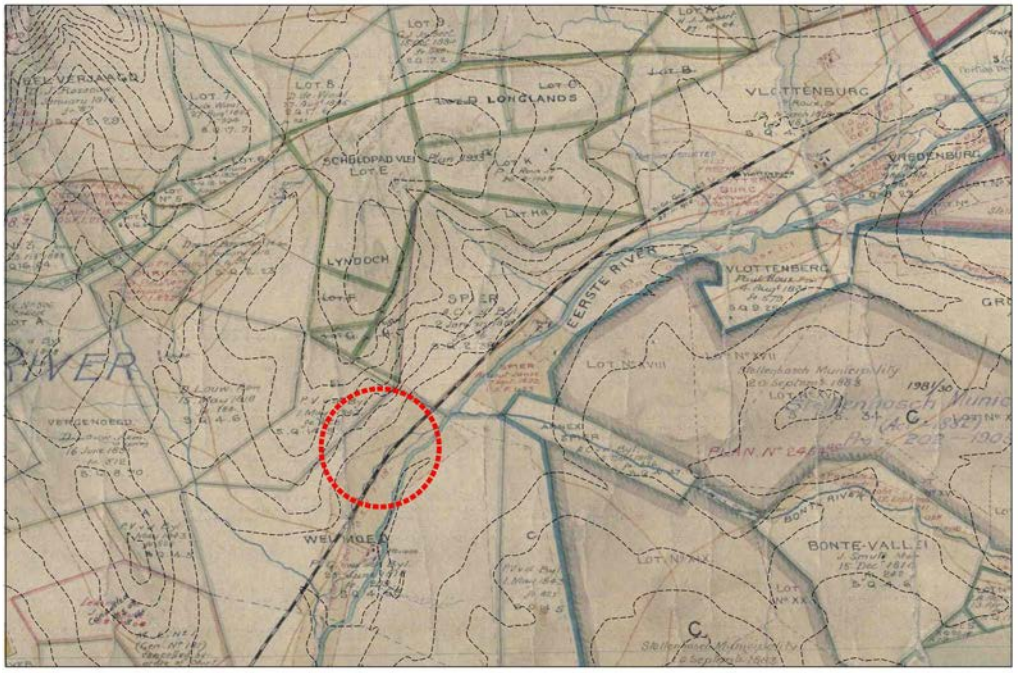


Figure 5: Detail from the 1902 map of Stellenbosch by Brink, which indicates the first use of the term "Lyndoch" adjacent to the site (indicated by means of a dashed red circle). (Source: KAB Map M4/208).

transferred to Charles Kramer in the same year. The diagram indicates the main building, some outbuildings as well as a swimming pool or dam behind, fed from a spring higher up the slope, as well as a pipeline from the reservoir – also located above the property (Figure 8).

The 1944 aerial photography for the property indicates the formal and well-treed setting for the hotel, as well as the swimming pool or dam to the west of the hotel building (Figure 9). The farm buildings to the north are also apparent at this date. Almost all the surrounding land is under cultivation.

Records at the Cape Archives indicate that in 1951, the new owner, Mr. F. Varney, applied to the Stellenbosch Council for a rezoning of the land to allow him to obtain a Liquor License for the hotel. This was approved in 1954 (KAB, 4/STB, 4/1/26: T24/108).

In 1968, the tree canopy has been thinned out and more agricultural buildings added to the north-west of the hotel, but the settlement remained a hamlet, much as it did in 1938 (Figure 10). It is important to note the small dam to the south-east of the hotel in this aerial photograph – the land here is still very wet and has characteristics of the wetland.

In 1999, Stellenbosch University decided to establish its Sustainability Institute on the property. It has been run successfully since, to the extent that in 2004 an area behind the old hotel was subdivided to form a so-called "Eco Village", a community which aims to demonstrate a more sustainable model of living, both in terms of resource use and social justice and inclusivity (https://lynedochecovillage.wordpress.com). The village contains homes built entirely from alternative materials, with an internal waste management system, an on-site water and sewerage treatment system and extensive recycling (Figure 11).

The surrounding slopes have remained under cultivation with vineyards throughout, but the Municipality's recent planning documentation has indicated that the wider Lynedoch area has been included inside an urban edge (Figure 12).

The historic patterns at Lynedoch have been interpreted as Figure 13.

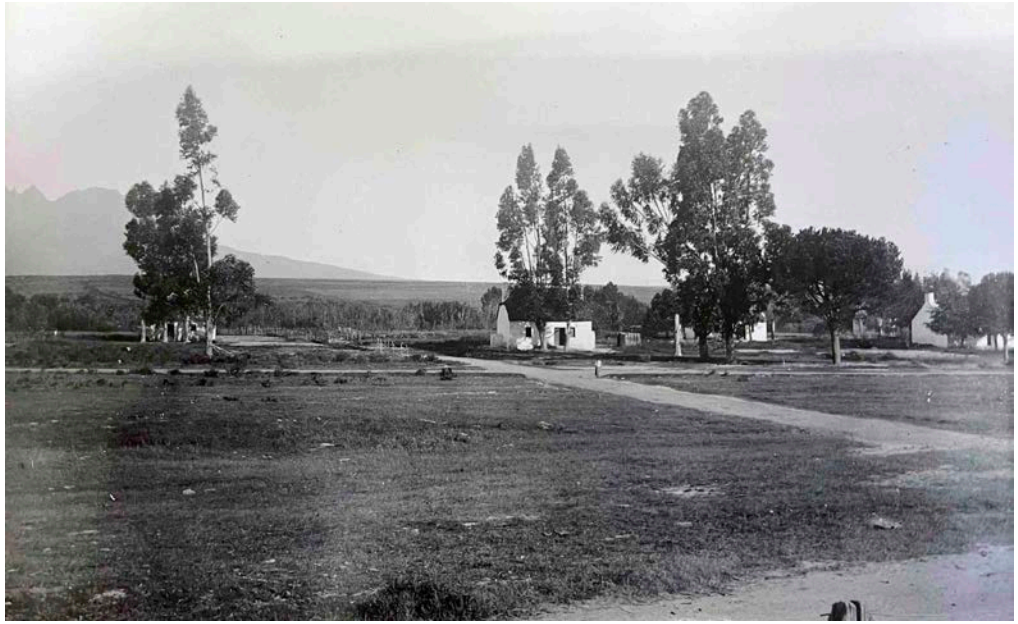


Figure 6A: View of the Lynedoch Station, taken on the 19th October 1891. (Source: KAB, Juritz Collection, Photo 216).

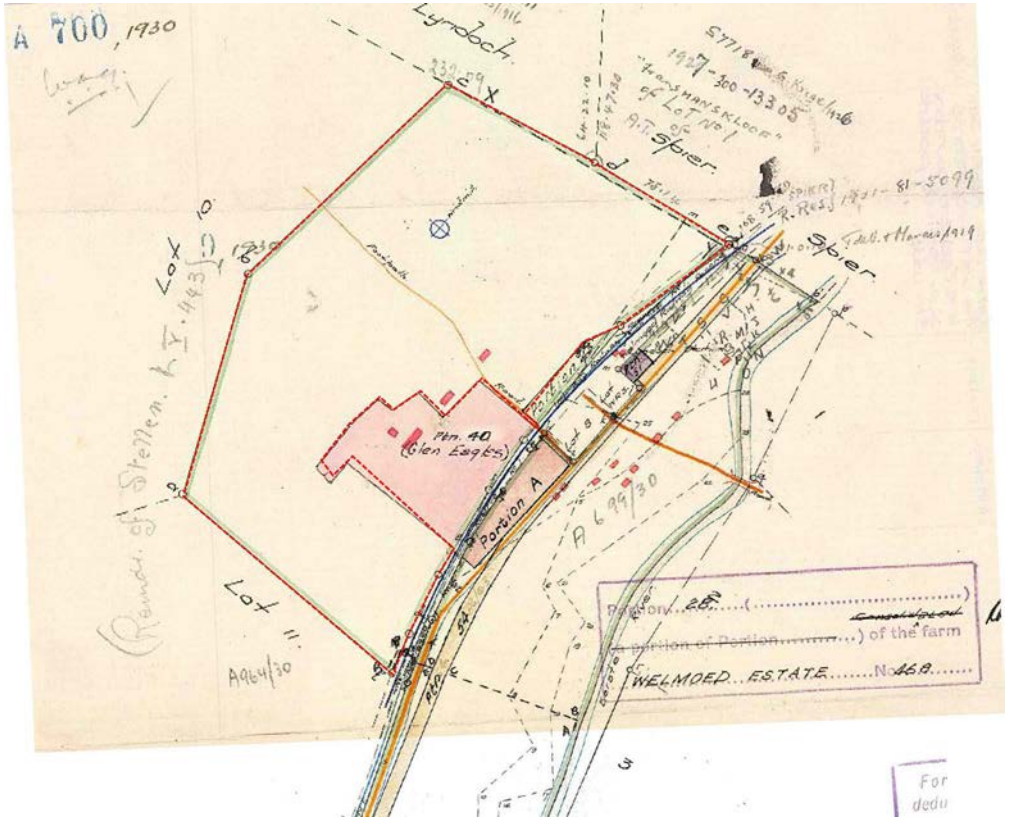


Figure 7: 1930 SG Diagram of the site, with buildings indicated, and the name "Glen Eagles" reflected for the hotel.
(Source: Surveyor General Diagram A700/1930).

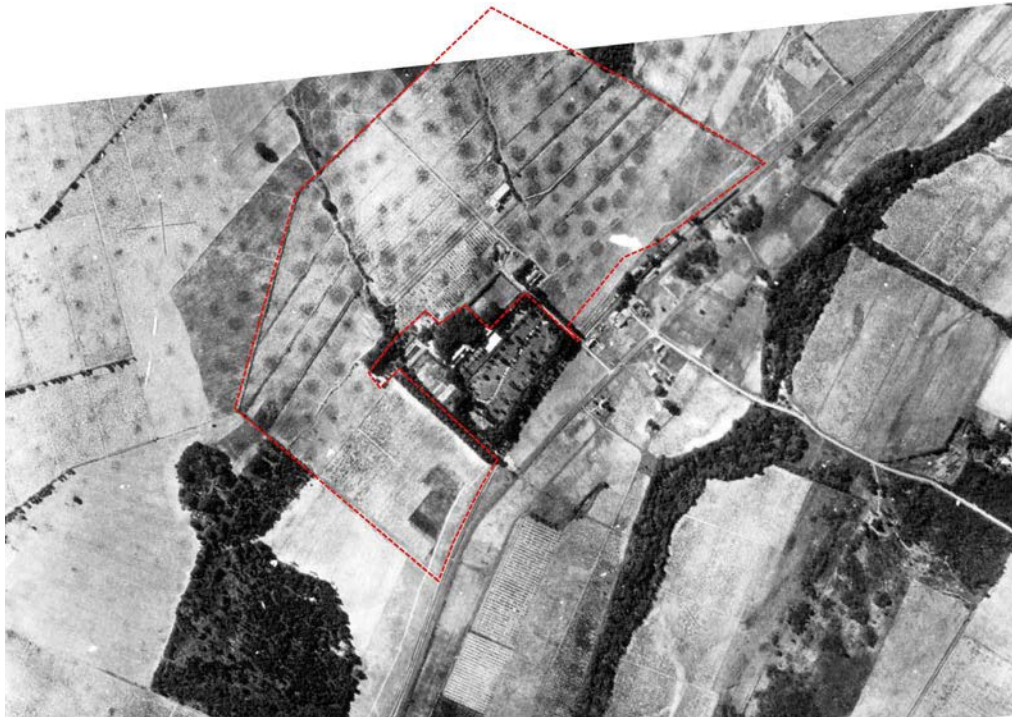


Figure 8: 1944 aerial photography for the site, indicating the landscaped gardens surrounding the hotel. (Source: NGI Mowbray).



Figure 6B: View of Klein Welmoed, taken on the 19th October 1891.
(Source: KAB, Juritz Collection, Photo 214).

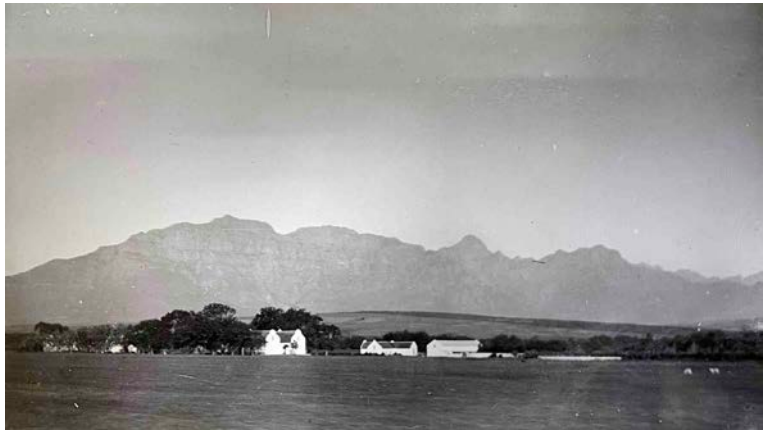


Figure 6C: View of Vredenberg, taken on the 19th October 1891.
(Source: KAB, Juritz Collection, Photo 215).

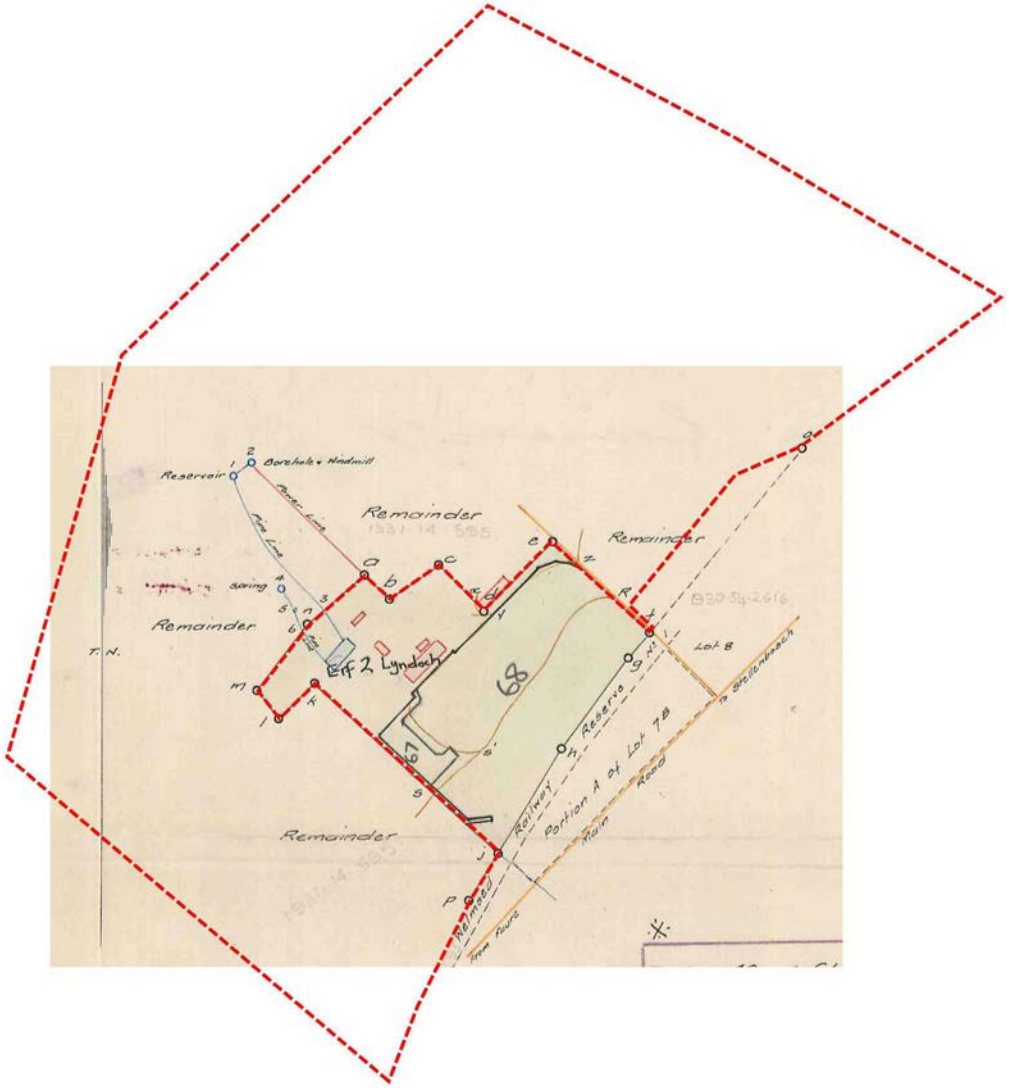


Figure 9: 1938 SG Diagram of the site, with buildings indicated, as well as water sources and roadways.
(Source: Surveyor General Diagram 2912/1938).



Figure 10: 1968 aerial photography for the site, indicating the landscaped gardens surrounding the hotel, with the tree canopy thinned out since 1944. The dam to the south-east of the site is also evident. (Source: NGI Mowbray).



Figure 11 (right): 2022 aerial photography for the site, indicating the new Eco Village and the Sustainability Institute development. (Source: Cape Farm Mapper).

KEY:

- Historic, graded structures.
- Historic structures built pre-1930.
- Structures built post-1968.
- Tree canopy evident on the 1944 aerial.
- Tree canopy evident after the 1968 aerial.
- Water bodies evident in 1968 (removed).
- Current water bodies.
- Spring marked in 1938 SG Diagram.
- Railway Line
- Roads.
- Eerste River.
- Cadastral Boundary.
- 2004 subdivision of the Eco Village.



HISTORIC LAYERS AND PATTERNS

Figure 13: Distillation of the key historic spatial patterns across the site.

PLANNING FRAMEWORK AND THE URBAN EDGE

The Stellenbosch Municipality Heritage Survey consultancy group commented to the Acting Direction of Planning and Economic Development of the Stellenbosch Municipality on the 16th April 2018, and in review of the proposed urban edge at Lynedoch noted that following:

Lynedoch's layout and form has become extremely convoluted since the 'upgrading' of the R310 in the vicinity of the Annandale intersection. Historically, the western side of the settlement took direct access off the R101 across the rail line at a level crossing. This has now been closed for safety reasons.

Only direct pedestrian and cycle access is available over the rail line at Lyndedoch station. The main approach to Lynedoch village west of the rail line by road is now via Vlottenberg, some 3kms to the east, resulting in a 6km long dog leg access route.

The road access management regime imposed by the provincial department of transport along the R101 is likely to only permit direct access onto the property concerned for unsignalized full intersections (SFIs) or high volume driveways (HVDs) every 500 to 600m. The main access is likely to occur off the road. This limited access regime is likely to result in a highly inappropriate walled off-high security character to this section of the R101, completely at odds with its proposed designation as a Class III heritage route.

Furthermore, the urban geometric design and street furniture used in the recent upgrading of the section of the R101 from Lynedoch to the western municipal boundary was considered to be so out of keeping with the rural character of this section of the route that concerned stakeholders took the road upgrading project on judicial review. This resulted in there being no further extensions to the upgrading project east of Annandale road.

It should be further considered that all of the retail, public transport and education facilities at Lynedoch are on the west side of the R101. This means that any future residents on the east side of the R101 will have to cross over this rural arterial road to get to these facilities.

Sadly, and inescapably it has been the experience that pedestrian deaths from motor vehicle conclusions result when there are different land uses straddling arterial routes. Although pedestrians are meant to use pedestrian crossings it is usually too expensive to put in a sufficient number to create sufficient convenience for pedestrians not to take short cuts. Furthermore, the recent upgrading of the R101 has resulted in an increase in vehicle average speeds which, may that be a welcome result in terms of vehicle travelling times further increases the risk of pedestrian accidents. It is a sine qua non that speed kills. Thus it can be confidently, but again sadly, stated that this has been the experience of all urban areas straddling high speed rural arterials. It would be interesting to investigate the status of vehicle accidents in this vicinity since the upgrading of this section of the R101 was completed.

Taking the above into account it is now considered that urban development east of the R101 will be inappropriate, mainly for safety reasons.

Secondary, but still important, reasons include the loss of rural character that would occur at Lynedoch village, partly due to the likely access regime and partly due to the likelihood that a gated estate would be constructed due to both safety and access conditions.

This means that the Lynedoch Urban Edge should be moved westwards to lie along the R101".

(http://www.stellenboschheritage.co.za/wp-content/uploads/APPENDIX-8_Act-70-of-70-Exclusion_Heritage-Response.pdf - see page 17. The reference to the R101 is presumed to be intended to reference the current R310).

The 2019 Stellenbosch SDF entrenched the urban edge around Lynedoch, into which the subject site falls. However, the associated diagram clearly indicates that the envisioned infill development is quite contained, essentially creating an interlinking footprint of urban expansion to the north of the Sustainability Institute, which does not extend closer towards Spier than the Lynedoch Station.

The SDF identifies Lynedoch as follows:

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

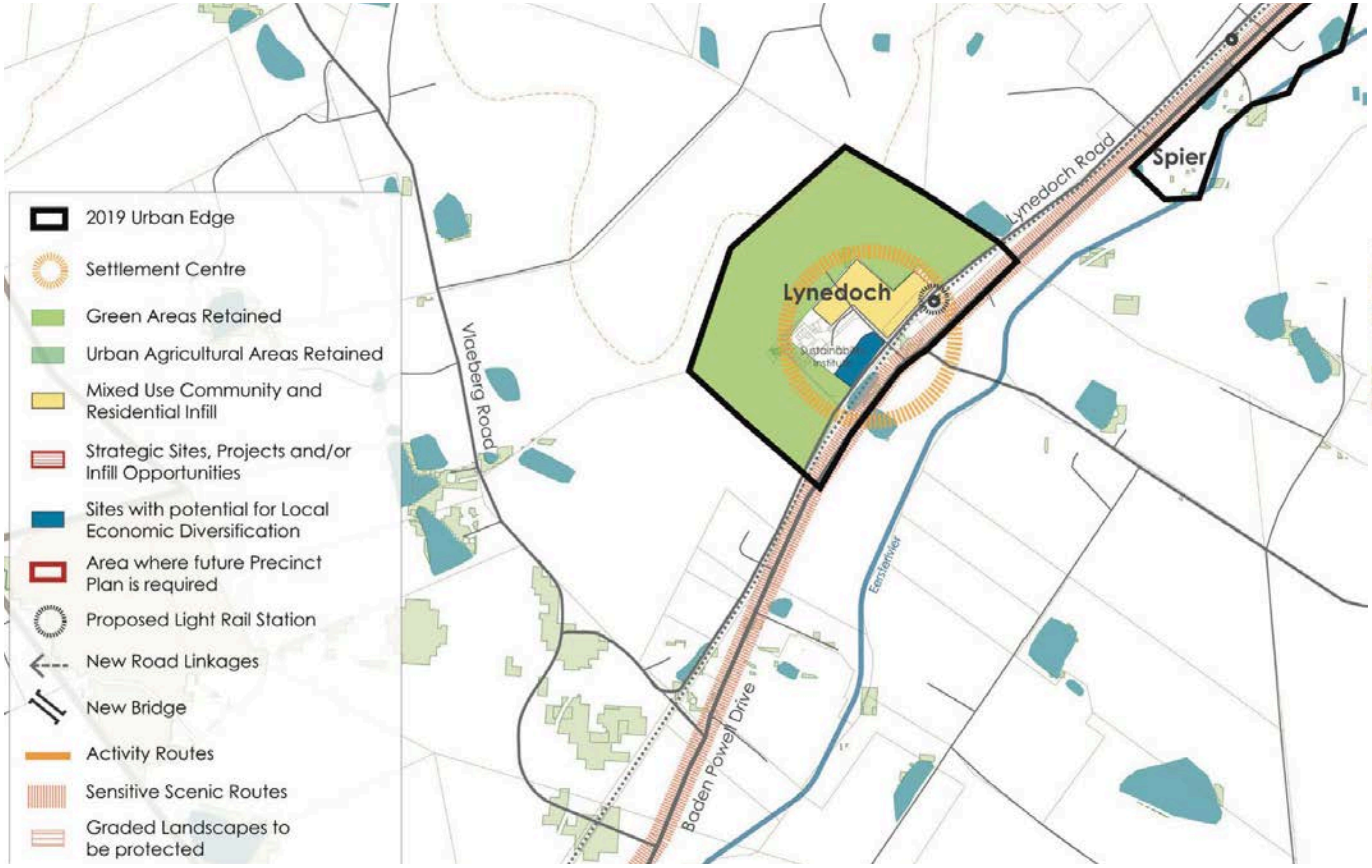
Development commenced almost 20 years ago, managed by a non-profit company called the Lynedoch Development Company (LDC). International and local development aid funders and local banks assisted to fund the development. Technical and institutional arrangements and procedures for the development of the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

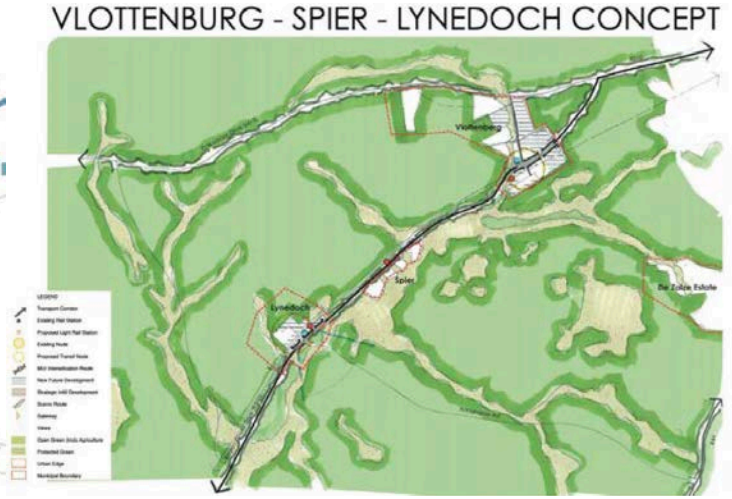
Achieving social inclusivity remains a key aim. The Constitution of the LHOA imposes on all home owners severe restrictions on resale by making it compulsory that any seller of any property must first offer the property to the LHOA and only then offer it to a third party at a price that is not lower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

Further growth of the Sustainability Institute and its partners' education focus and offer, through expanded and new programmes, and further accommodation for students and staff within a compact, pedestrian oriented, child friendly community, appears appropriate (Stellenbosch SDF, 2019: 94).

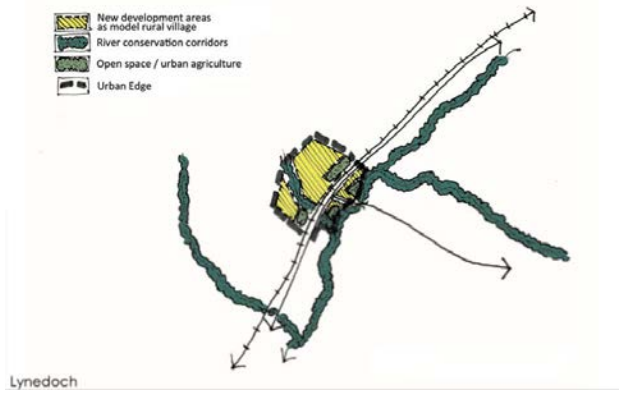
This seems to indicate that a similar model of development should be expanded at Lynedoch. Both the SDF and the comment of the Stellenbosch Municipality Heritage Survey consultancy group indicate that a gated village or security village type of development would be undesirable at this location.

Figure 14: The Lynedoch node, as illustrated in the 2019 SDF for Stellenbosch. The urban edge is indicated via a black line, but it should also be noted that a large area is designated as "green areas retained". (SDF, 2019: 94).





Below: Concept from the 2009 Stellebosch Municipality Draft Spatial Development Framework, CNdV.



See Figure 14.

THE UNDERLYING LANDSCAPE CHARACTER OF THE SITE.

The wider Eerste River Valley.

The Stellenbosch Municipality Heritage Survey (2018, hereafter SMHS) identifies that the Eerste River Floodplain Area… exhibits typical layering and pattern of settlement that includes historic structures at Vredenberg (C14), Troughend (C13), Vredenheim (C12), Spier, Welmoed (C11), Klein Welmoed (Usana) (C10)and Meerlust (C09). Enclosed views are found towards the Eerste River with the Helderberg beyond. A number of wetlands are found towards the river as water drains towards the lowest point in the landscape. Granite outcroppings are a typical element found on all farms, together with their composition of river and historic structures….

The area has a degree of historical, architectural, scenic, aesthetic and contextual significance.

Under strict guidelines, potential for development is found along the railway line nodes at Vlottenburg (C06 and C07) and Lynedoch (C08).

The subject site is similarly east-facing, with expansive views extending up to the mountain peaks of the Helderberg (Figure T, page 37).

The primary means of moving through this valley bottom is along the R310. After passing Welmoed, the slopes of the hill system against which Lynedoch is set become gradually visible,

until shortly before Spier where a ridgeline encloses the fan-shaped valley (see Figure T). The vineyards within this valley are very old, and the pattern of fields seems to have been consistent for much of the 20th Century, with rocky granite outcrops defining natural areas of vegetation.

These elements combine in areas to form a layered and complex rural landscape of very high scenic significance: the Lynedoch hillside forms part of the backdrop for over 70% of the heritage sites in the Eerste River Valley, and so its agricultural natures gives context to historic werf spaces. Therefore the SHMS has identified this part of the R310 as a scenic route (Figure 15).

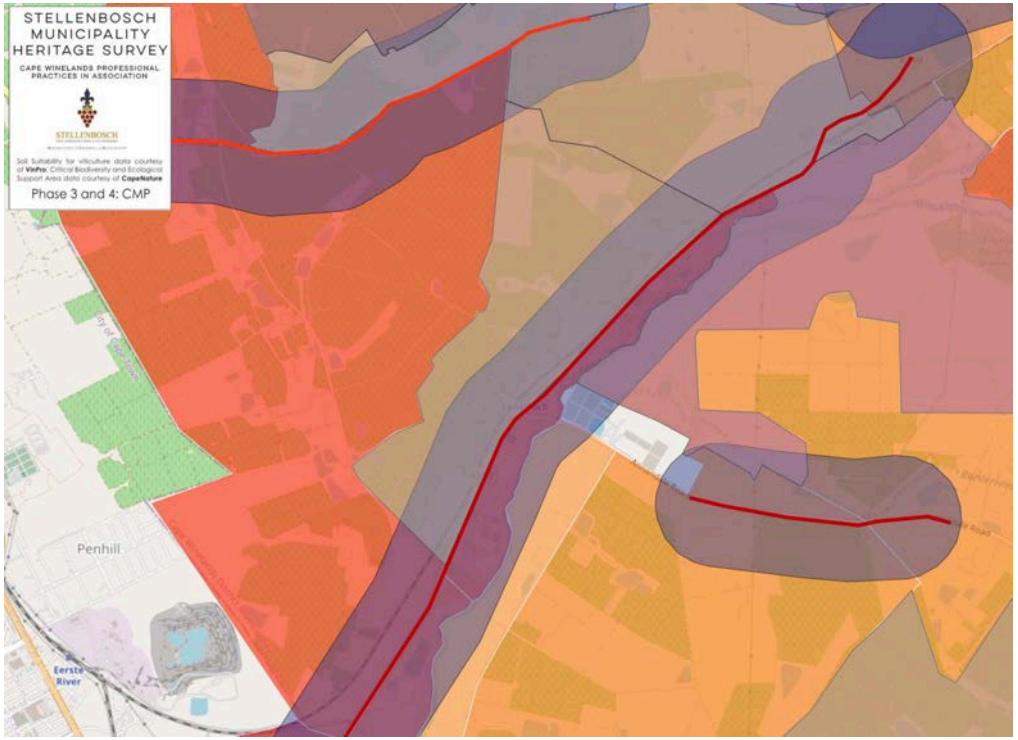


Figure 15: The SMHS CMP grading map indicates that the site falls within a Grade IIIB landscape unit, and along a Grade IIIA scenic route with a 500m buffer. (Source: http://stellenboschheritage.co.za/smhs/map/#15/-33.9804/18.7795).

The Landscape Unit Scale.

The Stellenbosch Municipal Heritage Survey states that the Lynedoch Nodes landscape is a **fine grained scattered, yet ordered landscape** (2018):

> The Land unit features gradual south-east facing slopes with a single drainage line just off the northern boundary leading into the Eerste River. The contrast with the flat floodplains of the Eerste River elevates the scenic quality. It is visible from Baden Powell Drive as well as the Annandale road with expansive views back towards the Stellenbosch mountain range. Characteristically rural in character with a textured balance in its coloured patchwork of vineyards interlaced with vegetated edges and small pockets of settlement. Most of this pocket has high soil suitability for vineyards. The railway line forms the southern boundary to this land unit. Early Stone Age tools found were found on the slopes of this land unit, and a first freehold farm is found on a large stretch of the south-eastern boundary.
>
> The Sustainability Institute's Eco Village (with school and wetland) is a good example of integration of mixed income and use. The hamlet is situated around ESA sites recorded (Seddon 1967) the Drie Gewels Hotel, one of the finest examples of Cape Revival houses within the winelands. In the 1980's it hosted music concerts associated with the Voelvry movement (a genre of anti-apartheid Afrikaans music). The site has a degree of architectural, landmark, historical, artistic and contextual significance next to the R310. The Eco Village is situated in close proximity to Lynedoch railway station, which has a very invasive and bulky concrete pedestrian bridge over the road, and a giant strawberry is the landmark for a filling station and store.
>
> The edge of the rolling hills adds value to the to the scenic route as one enters the Cape Winelands from the N2. Its typology is of a very fine grain with a scattered, yet ordered feel. Taking into account the history and associations of this landscape unit, any form of development especially needs to challenge the current tendencies (gated exclusion) and to pioneer an integrated society.

The site falls within this rather "patchwork" environment and has been graded IIIB. The R310 in this area is identified as a IIIA scenic route. It additionally has over 70% visibility from within the wider Valley Basin and therefore forms part of a wider landscape of exceptional scenic qualities. The visual impact of potential development must therefore be carefully considered, as "maintenance of the green and open agricultural character" of this landscape unit is important.

The SMHS specifically noted that the following would erode landscape character here:

- Over-scaled private dwellings.
- Gated residential estates.
- Suburban development.

The Site.

The landscape around Lynedoch is largely cultivated as vineyards, with a clear system of drainage furrows and windbreaks, as well as outcrops of granite that form pockets of natural vegetation. The Eerste River drains to the south, and the hilly landscape abruptly meets the flat river base, creating a series of wetland areas between the bands of infrastructure laid into this narrow, flat area between hill and river (railway line and roadways). The landscape unit is presently in transition, as the old hotel ("Gleneagles" and later "Drie Gewels") was bought by the University of Stellenbosch for their Sustainability Institute. This has seen expansion at the node, with academic and educational buildings established, as well as the Lynedoch "Eco Village. However, the growth remains modest and the settlement is still of the scale appropriate for a "hamlet", although some inappropriate development has occurred around the station.

This entire property and the south-east facing slope of the hill system has been graded IIIB.

Internally, the site retains buildings and spaces related to its agricultural uses – three barn structures as well as two houses and two circular farm dams cluster around the main driveway up from the station.

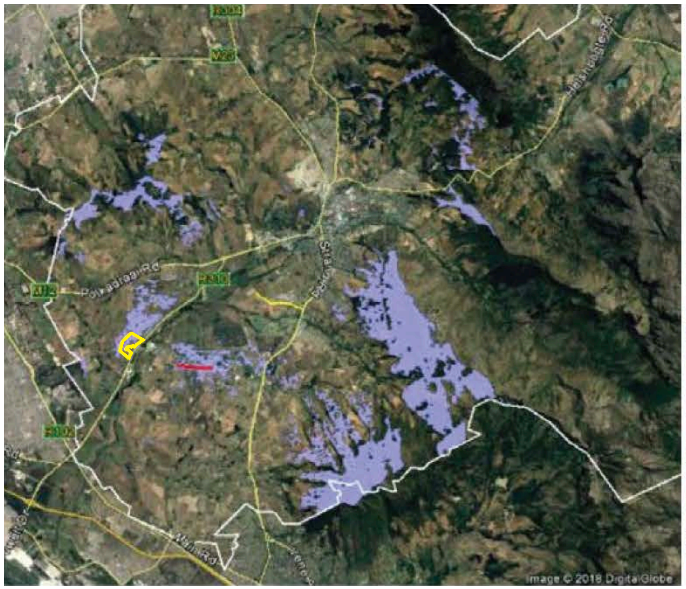
Visual Assessment Criteria in this Settling.

The landscape character of the site and its context has been extensively analysed as part of the Stellenbosch Municipality Heritage Survey (2018). In addition, the Impact Assessment Criteria identified by Obholzer in his 2005 "DEA&DP Guideline for Involving Visual and Aesthetic Specialists in EIA Processes" was consulted. The visual criteria and considerations that inform a visual impact assessment are as follows:

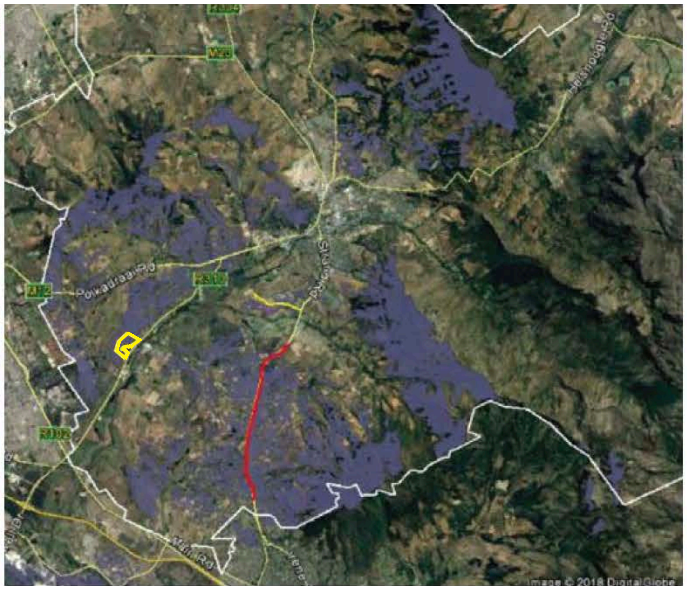
Visual Exposure and Viewshed Area

The visual exposure of the area is the geographic area form which the project will be visible (the "view catchment area"). It analyses the degree to which the site is visually apparent from the identified key viewpoints surrounding the site (Figure 16). Visual exposure and resultant impact tends to diminish with distance: the further away you are away from the development, the lower its visual impact. Visual exposure is defined as follows:

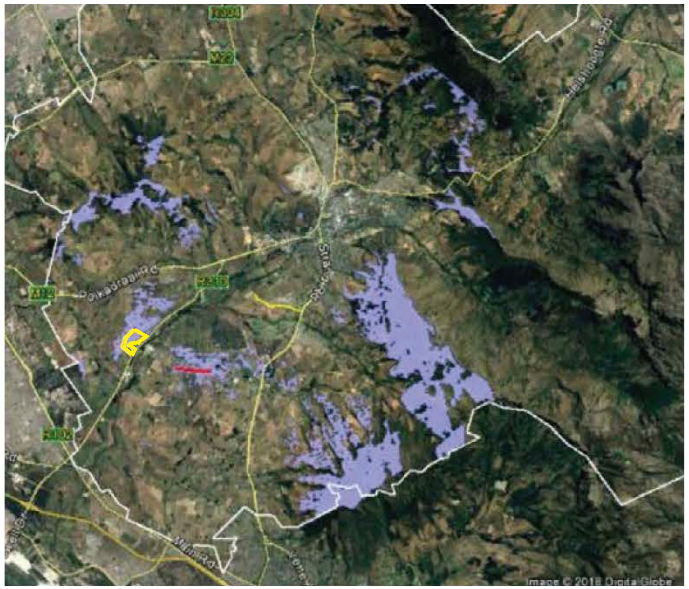
- High exposure: Dominant or clearly noticeable, visible from a large area.
- Moderate exposure: Recognizable to the viewer, visible from the intermediate area only.



Viewshed from Annandale Road, with the site in yellow.



Viewshed from the R44, with the site in yellow.



Viewshed from Annandale Road, with the site in yellow.

- Low exposure: Not particularly noticeable to the viewer, continuing the existing visual character or patterns, visible from a small area around the project site.

The subject site has a degree of visual containment at present, due to the surrounding topography (the ridgeline beyond the railway line screens the site to the north, as does the ridgeline to the south - Figure 17) and existing mature tree-planting and rocky outcrops provide further screening. Therefore, the zones of visibility are already somewhat limited in the foreground (see Figure H & I), although the site is visually exposed from the south-east, where it has been identified as a landscape parcel that forms part of the far backdrop to over 70% of the heritage sites identified within the wider Valley (Figure 18). Therefore, extensive urbanisation of this area would negatively impact the agricultural setting of many historic farmsteads and other heritage sites, some of which are of Provincial Heritage Significance. The receiving environment is thus one of "moderate visual exposure".

Figure 16: Viridian Landscaping undertook extensive viershed analysis of the Eerste River Valley from the various scenic routes identified. The Lynedoch Node and its upper hillcrests forms part of the viewshed of all of the above, idenitified views.
(Source: https://www.stellenboschheritage.co.za/wp-content/uploads/Appendix-4_Visibility-Analysis.pdf).

<u>Visual Sensitivity of the Area and the Viewpoints</u>

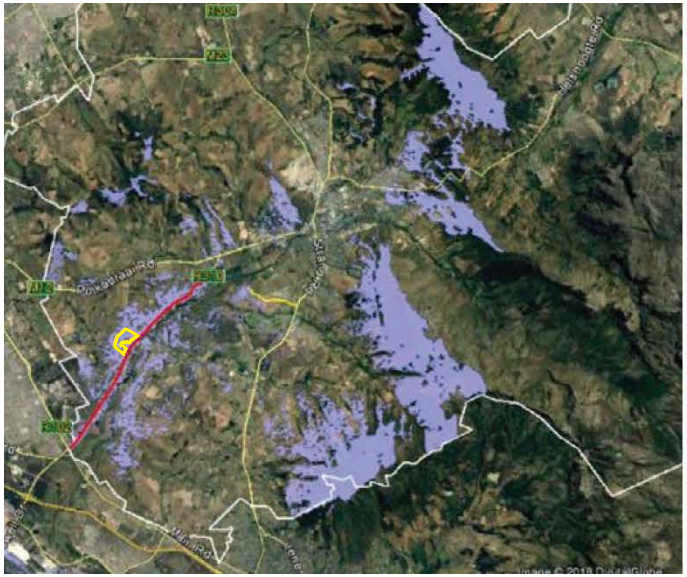
The level of visual impact considered acceptable is dependent on where the site is located in the receiving environment and the sensitivity of its location to development. Visual sensitivity can be defined as follows:

- High visual sensitivity: Highly visible and potentially sensitive areas in the landscape (seen from residential areas, natural reserves, scenic routes etc.)
- Moderate sensitivity: Moderately visible areas in the landscape (visible from typical "town" spaces, with a mixed-use and varied environment).
- Low visual sensitivity: Minimally visible areas in the landscape (for instance seen from degraded area or industrial sites)

The site has already been identified as one of high visual sensitivity on the wider scale, being part of the agricultural background to over 70% of the heritage sites identified within the Eerste River Valley.

In addition, this visual sensitivity is "blanket" and equally distributed over the landscape, rather than focussed towards landmarks.

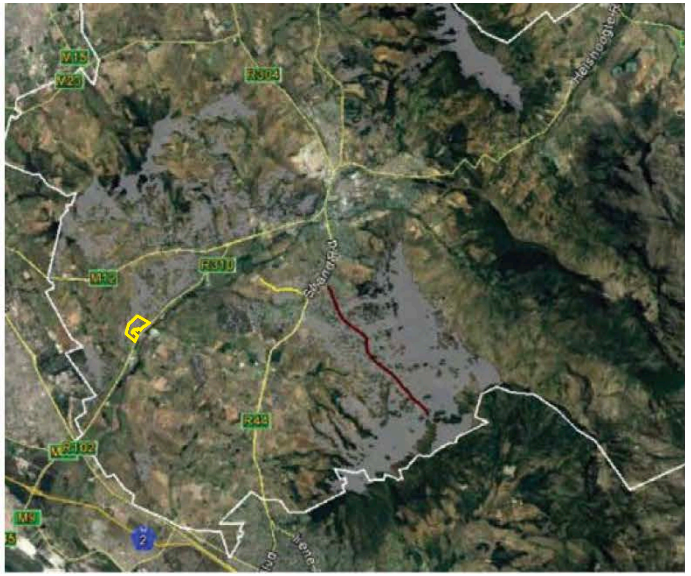
Figure 19 and 20 identify the aspect surrounding the site, and thereby identify the areas (slopes and routes) from which the site is higly visible. These then inform the more detailed view analysis which follows on pages 20 - 28, Figures A - R.



Viewshed from the R310/Baden Powell, with the site in yellow.



Viewshed from Annandale Road, entering Helderberg, with the site in yellow.



Viewshed from Blaauklippen Road, with the site in yellow.

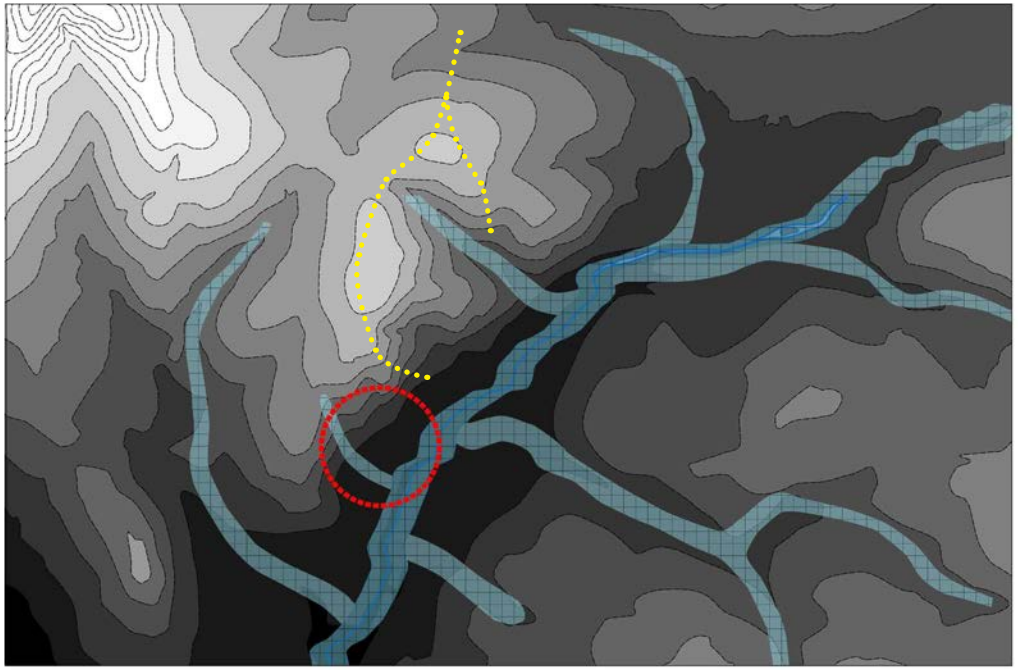


Figure 17: Indication of the topography underpinning the site (in red dashed outline) and with the encircling ridgelines indicated in yellow dots.

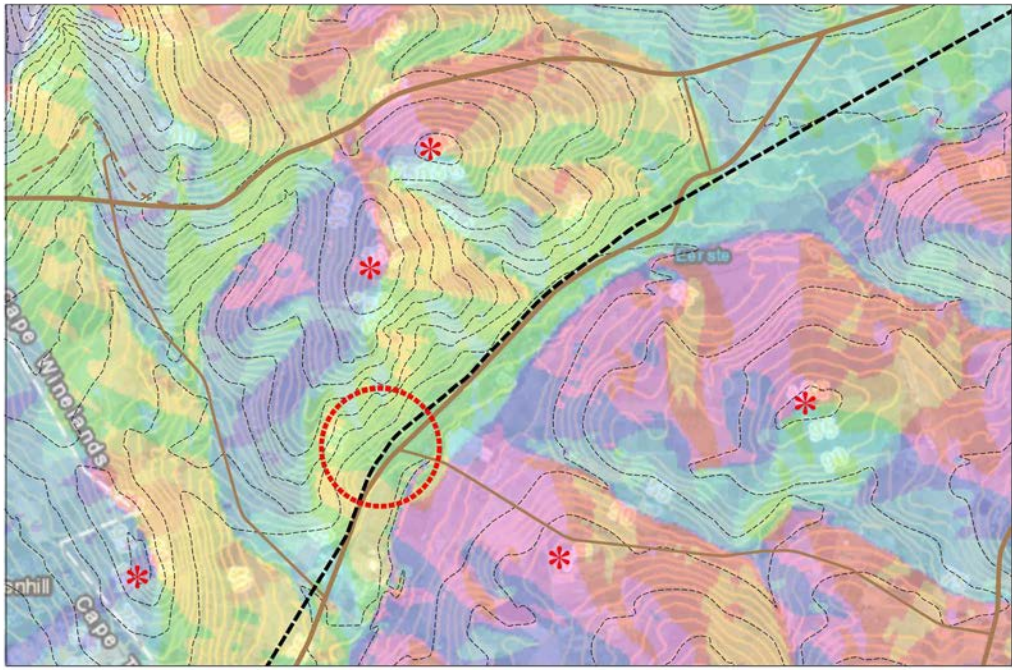


Figure 19: The aspect underpinning the site, which indicates how topography influences the visual sensitivity of the site.
(Source: Cape Farm Mapper).

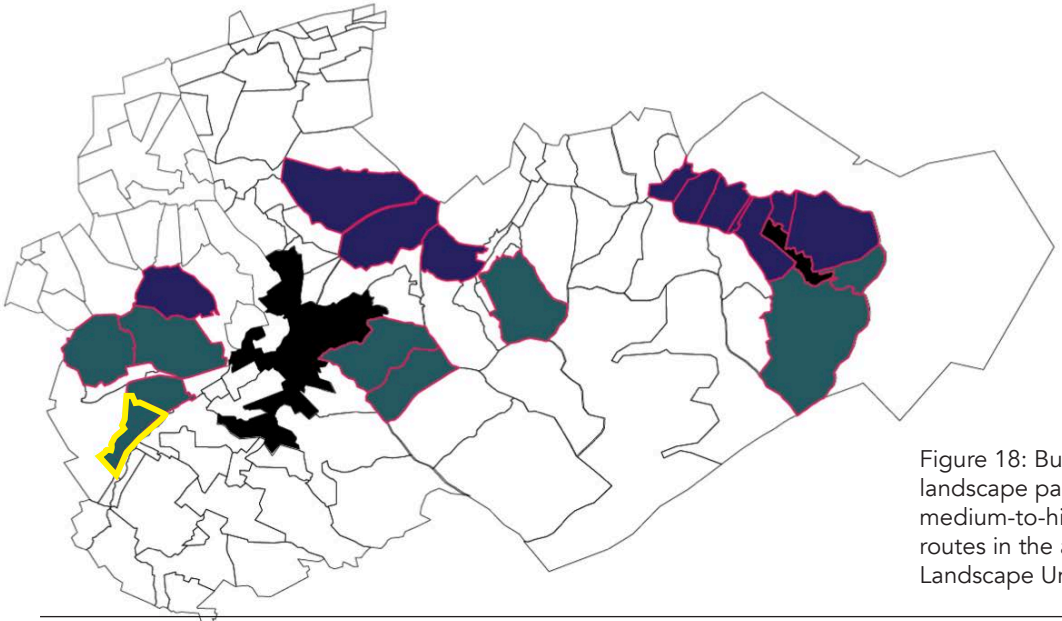


Figure 18: Building on the Viridian analysis, the SMHS identified landscape parcels with exceptional scenic quality, in that they had medium-to-high visbility from scenic routes, with over 70% of scenic routes in the area encompassing views to these areas. The Lynedoch Landscape Unit is outlined in yellow. (Source: SMHS, 2018).

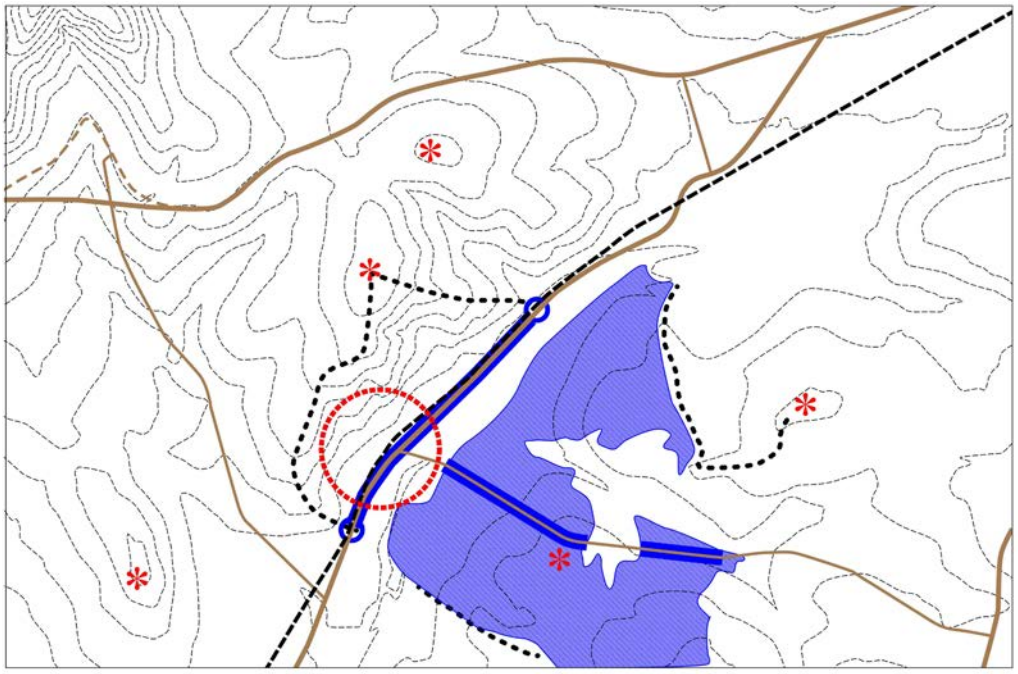


Figure 20: Analysis of the slopes and routes surrounding the site, from which the site is most visible. These are indicated in blue. The dashed lines and red stars indicate ridgelines and peaks.

Visual Absorption Capacity (VAC)

The VAC indicates the potential of the landscape to conceal the proposed development, and indicates how much of the project would be visually "absorbed" or "disappear" into the receiving environment. VAC is defined as follows:

- High VAC: Effective screening by topography and vegetation.
- Moderate VAC: Partial screening by topography and vegetation.
- Low VAC: Little screening by topography or vegetation.

The site has high VAC at the larger scale, due to the enclosing topography. It is otherwise highly visually exposed once these framing ridgelines have been passed. This has been identified on a more detailed scale in Figures A to R.

Visual Intrusion/Landscape Integrity

The visual intrusion that could potentially be caused by the proposed project is related to the level of compatibility or congruence of the proposed project with the particular qualities or sense of place of the surrounding areas. Visual intrusion relates to the concept of placing appropriate development typologies within their context to maintain landscape integrity and sense of place and is defined as follows:

- High visual intrusion: Noticeable change or conflicts with the surroundings.
- Moderate visual intrusion: Partially fits into the surroundings, but clearly noticeable.
- Low visual intrusion: Minimal change or blends in well with the surroundings.

The heritage-based design indicators developed for the site will look to ensure visual integrity of the development with its surrounds.

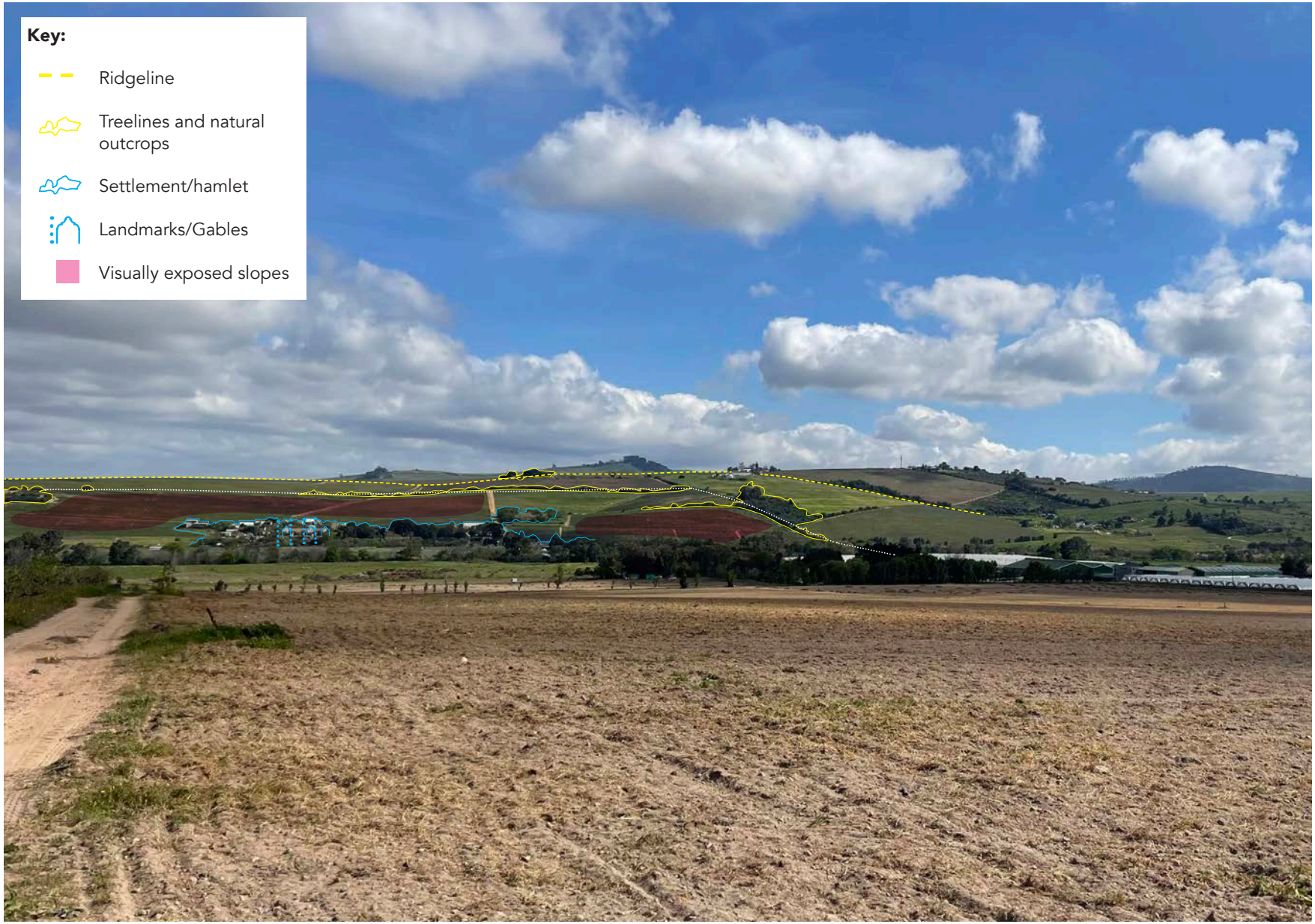


Figure A: View from fields south of Annandale Road, towards Lynedoch. White dotted line indicates approx. property boundary.



Figure B: View from the Annandale Road, above the strawberry farm, towards Lynedoch. White dotted line indicates approx. property boundary. This view indicates the high visual exposure of the upper slopes and east and west "flanks" at Lynedoch.

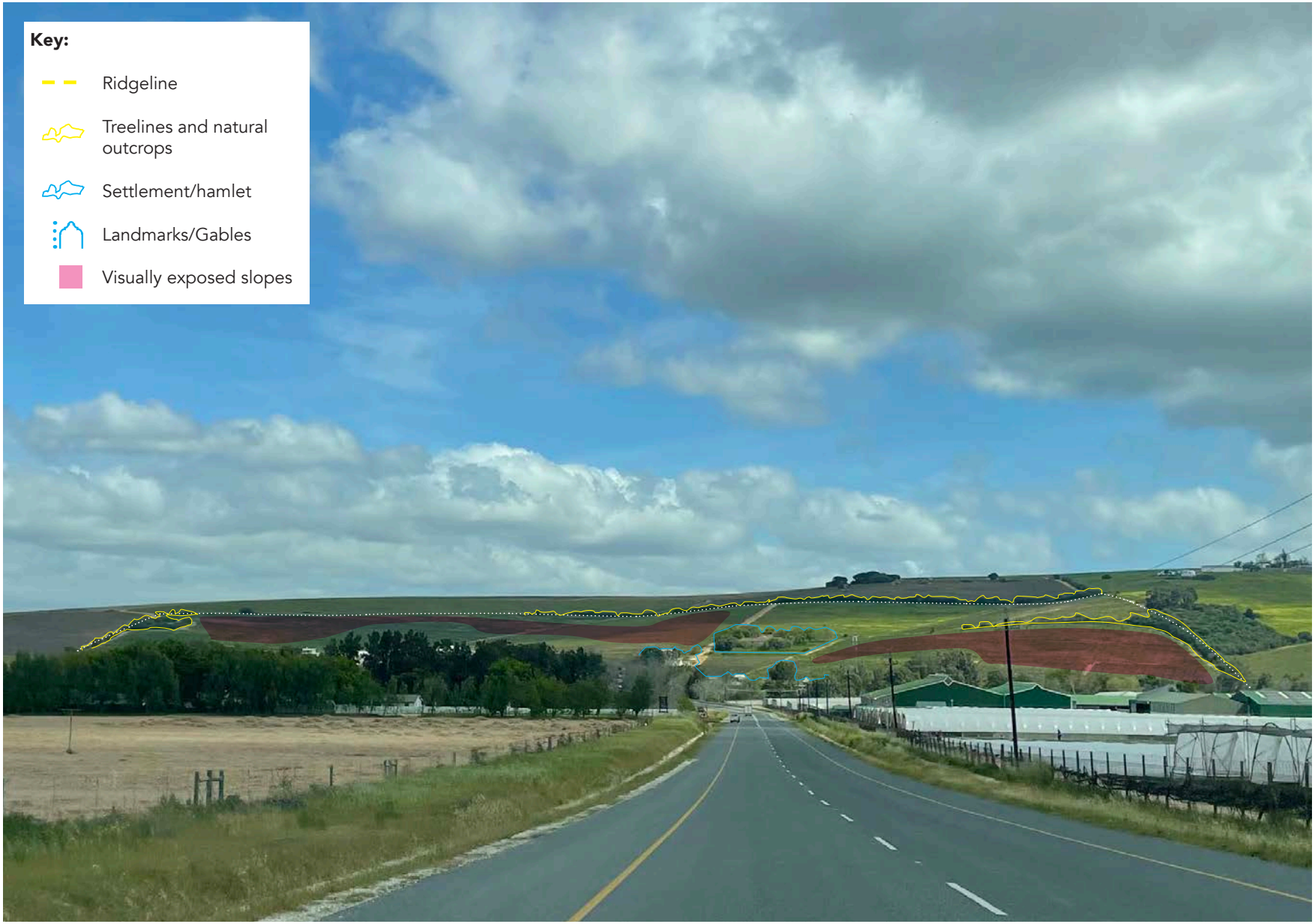


Figure C: View from Annandale Road, towards Lynedoch, at the strawberry farm. White dots indicate approx. cadastral boundary.



Figure D: View from Annandale Road, just before the bridge. White dotted line indicates approximate property boundary.

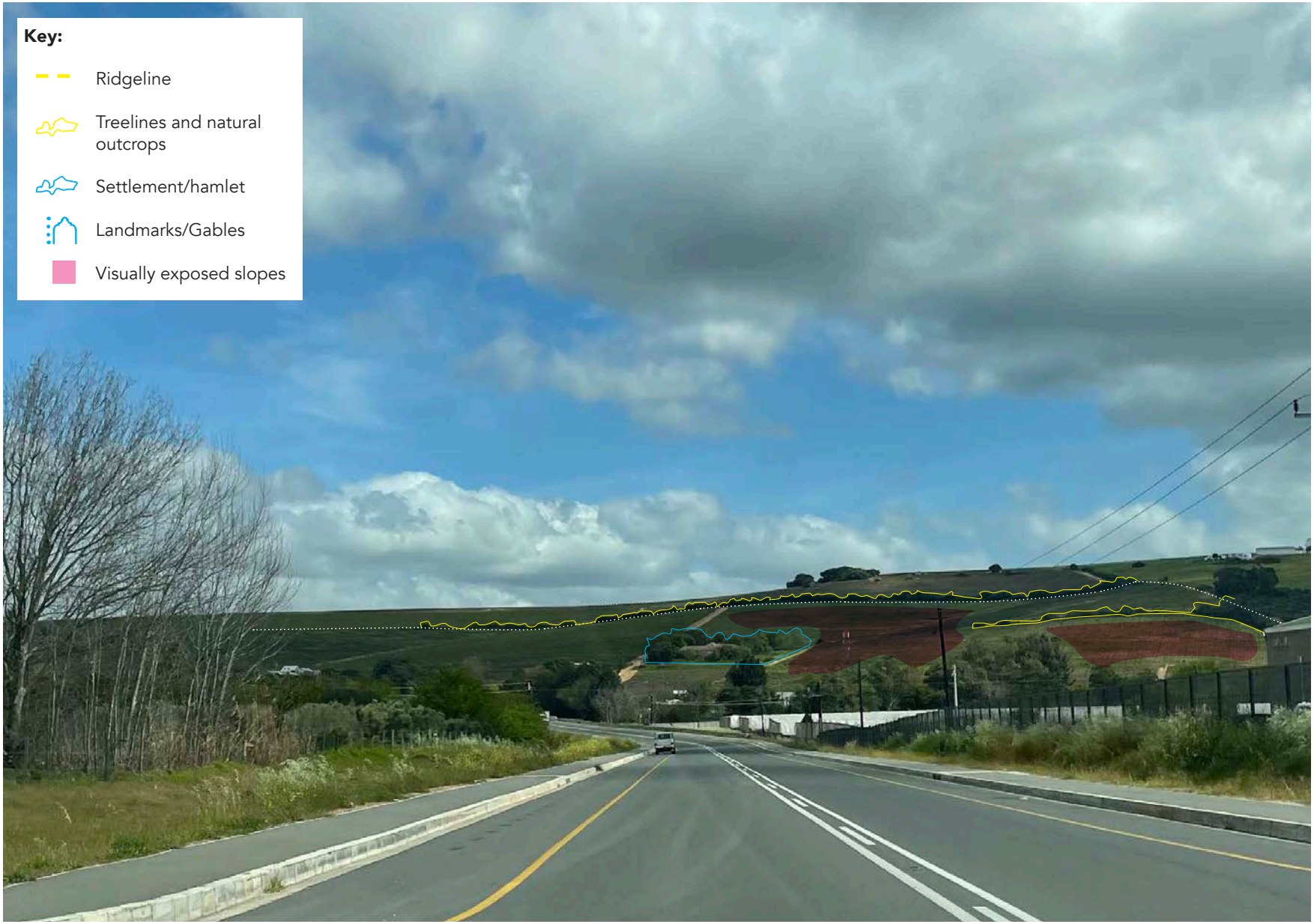


Figure E: View from Annandale Road, towards Lynedoch, just before the bend. White dotted line indicates property boundary.

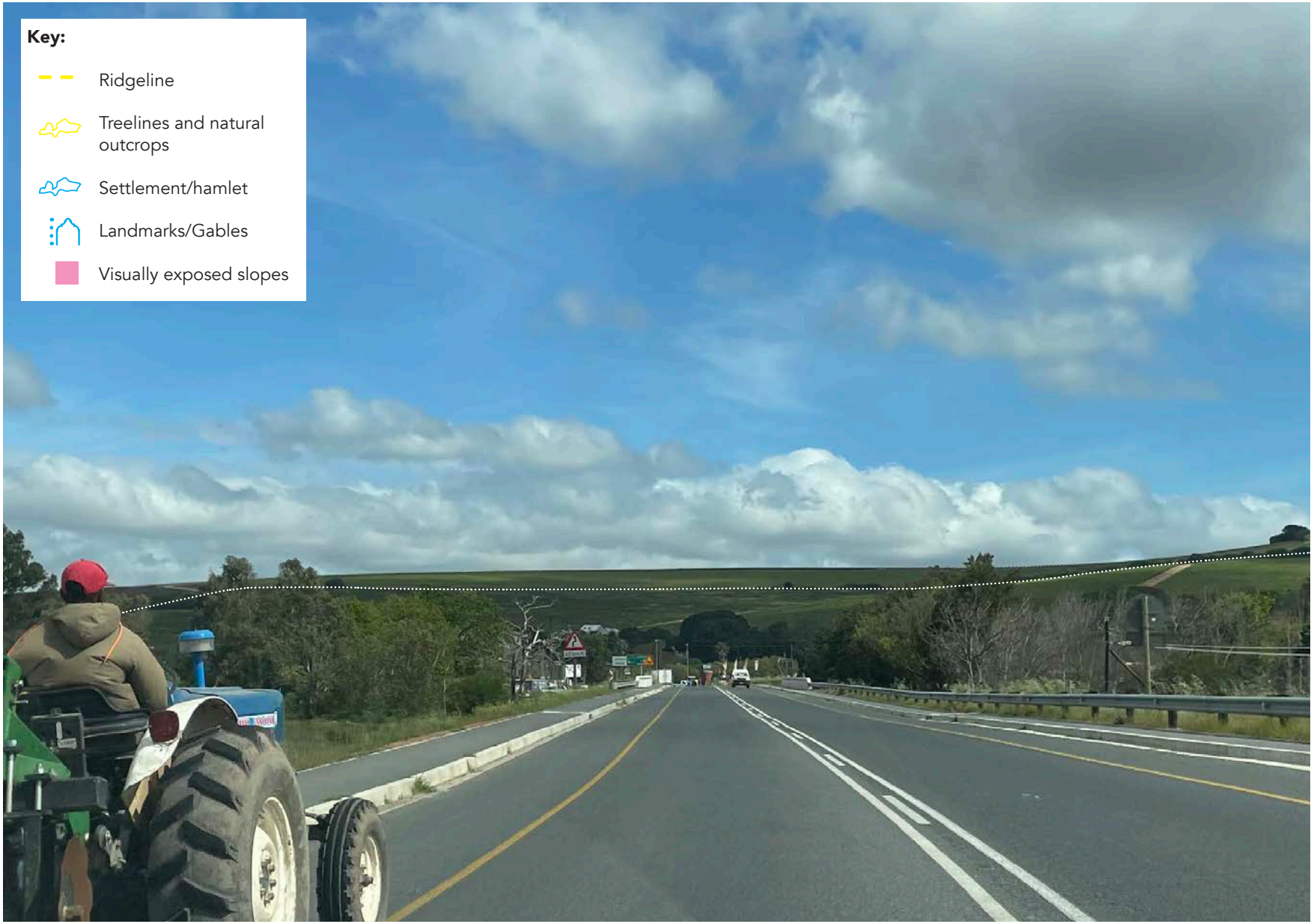


Figure F: View from R310 from the south. The white dotted line indicates approximate property boundary.

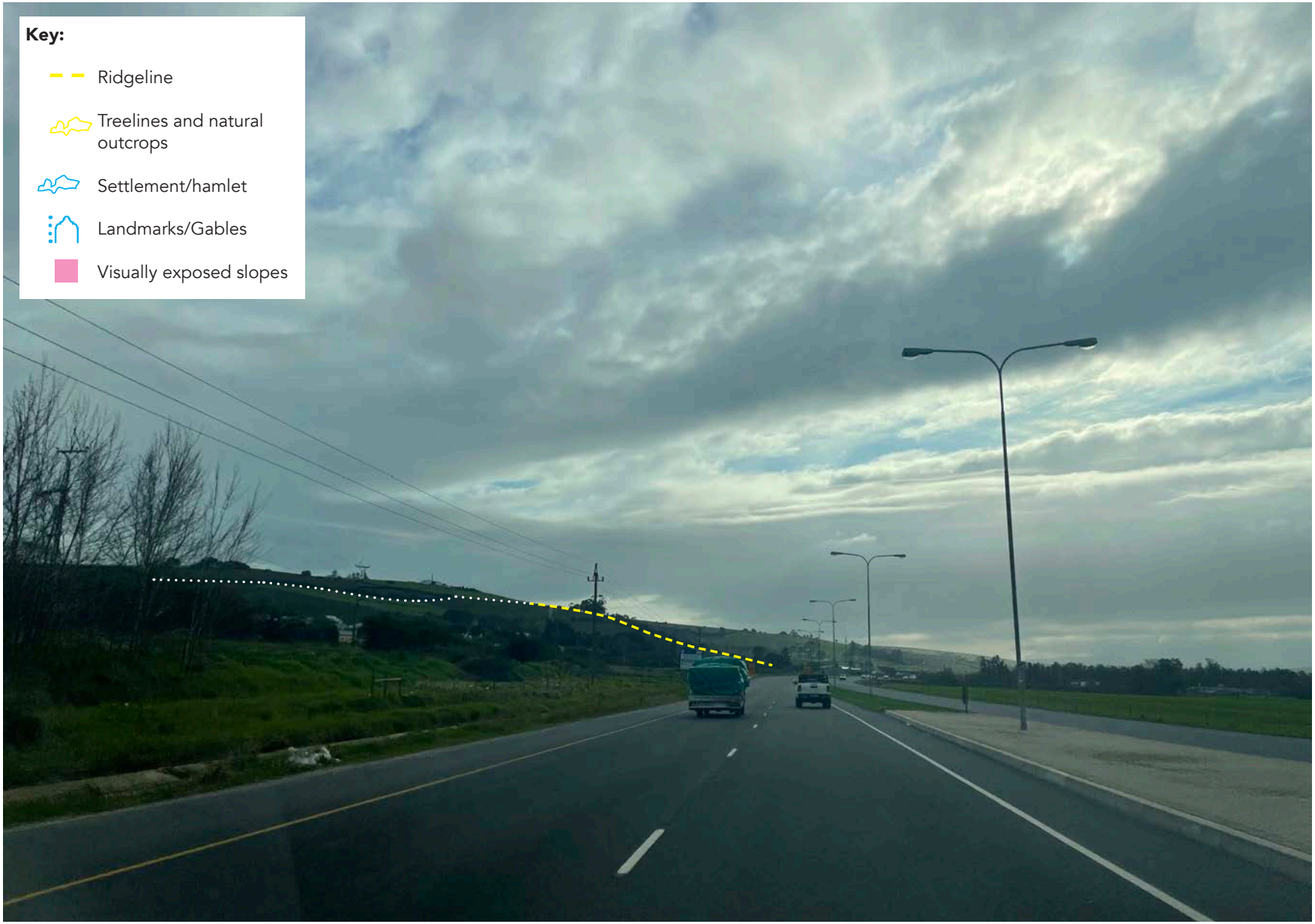


Figure G: View on approach from the R310. White dots indicate approx. cadastral boundary and coincide with the local ridge.

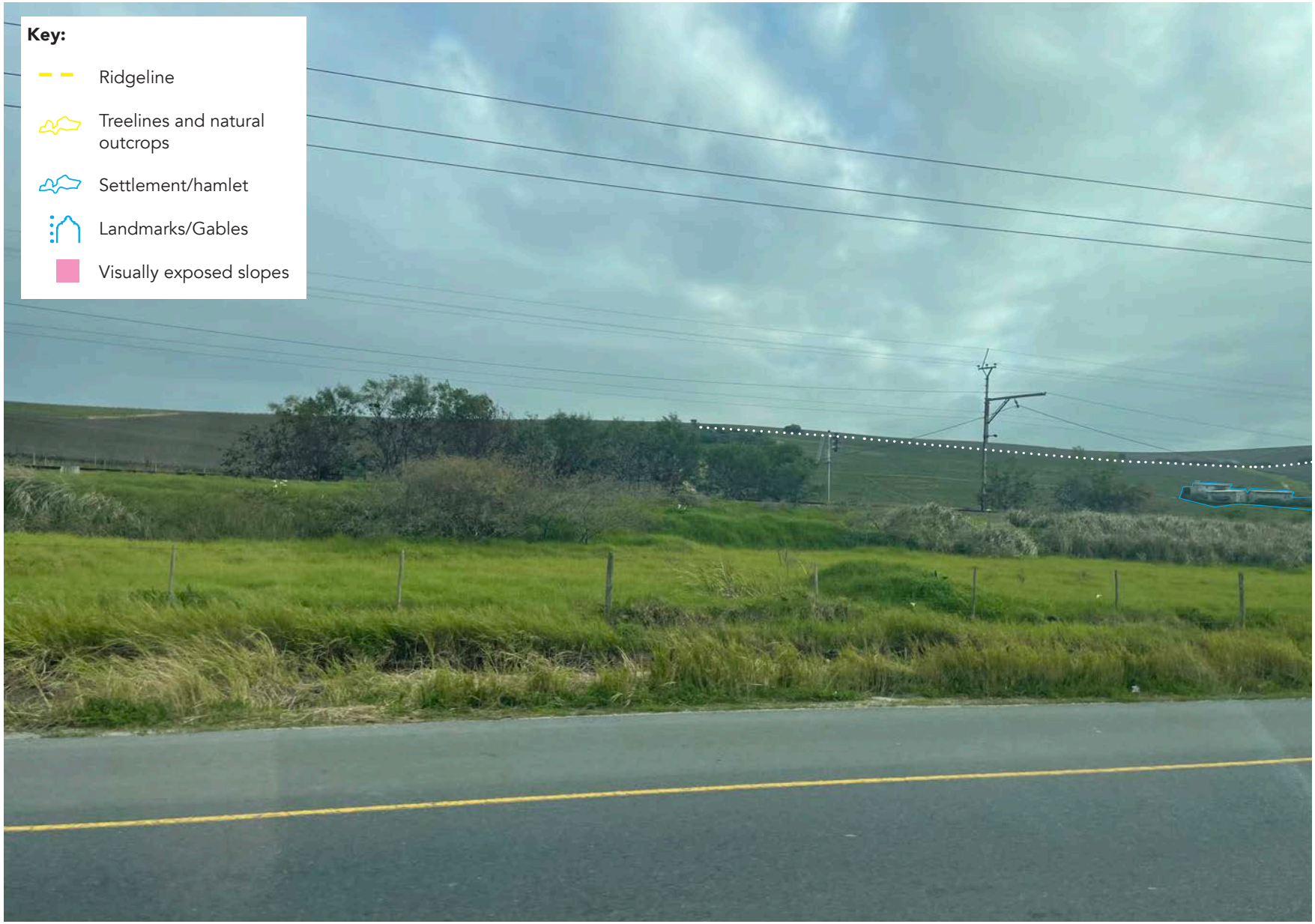


Figure H: View on approach from the R310. White dots indicate approx. cadastral boundary and coincide with the local ridge. The edhe of the Eco Village is also visible.

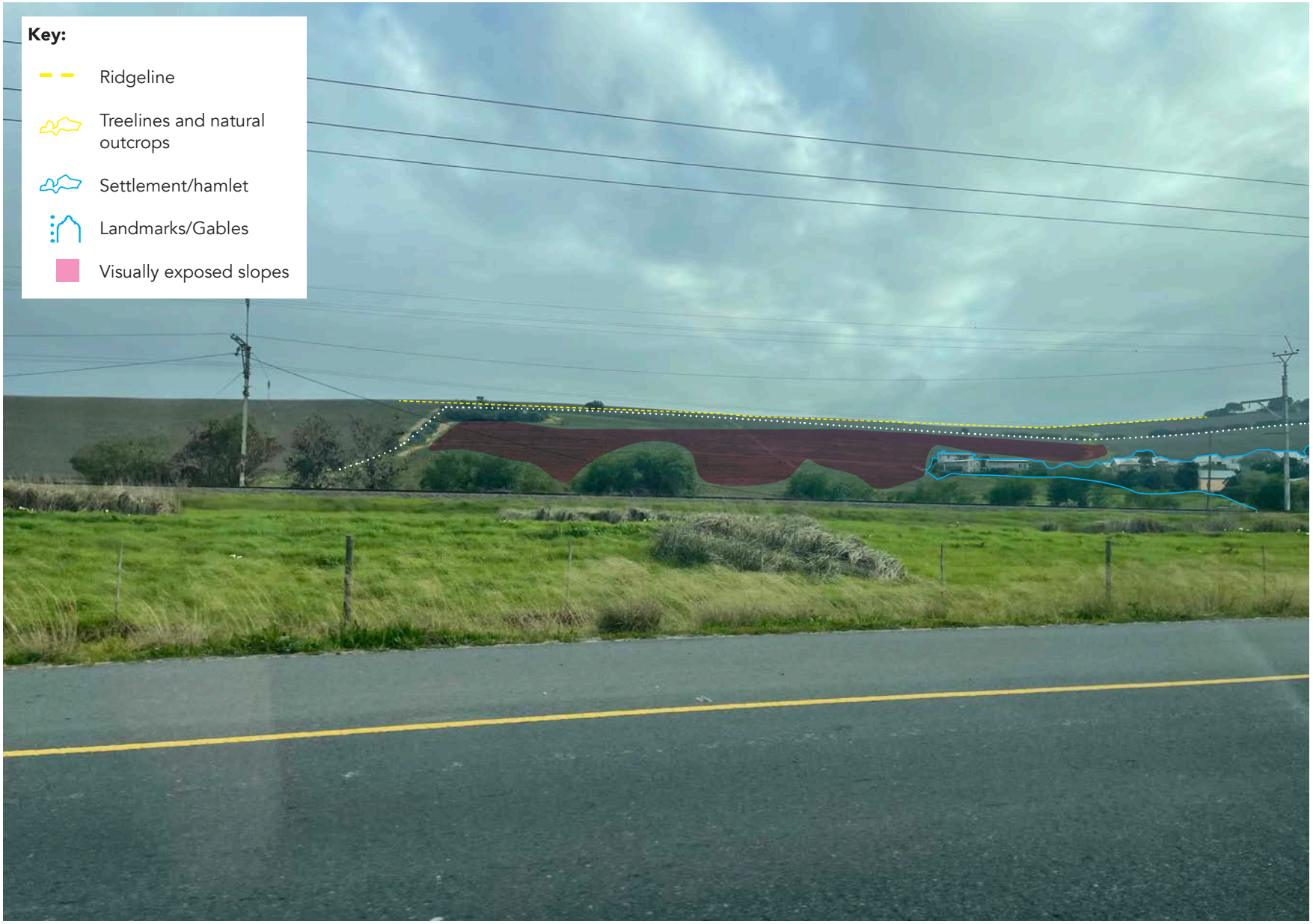


Figure I: View from the R310. White dotted line indicates approx. property boundary. The southern slopes are very exposed here.



Figure J: View from the R310, just further on. The visual focus shifts to the palm trees and gables of the old hotel.

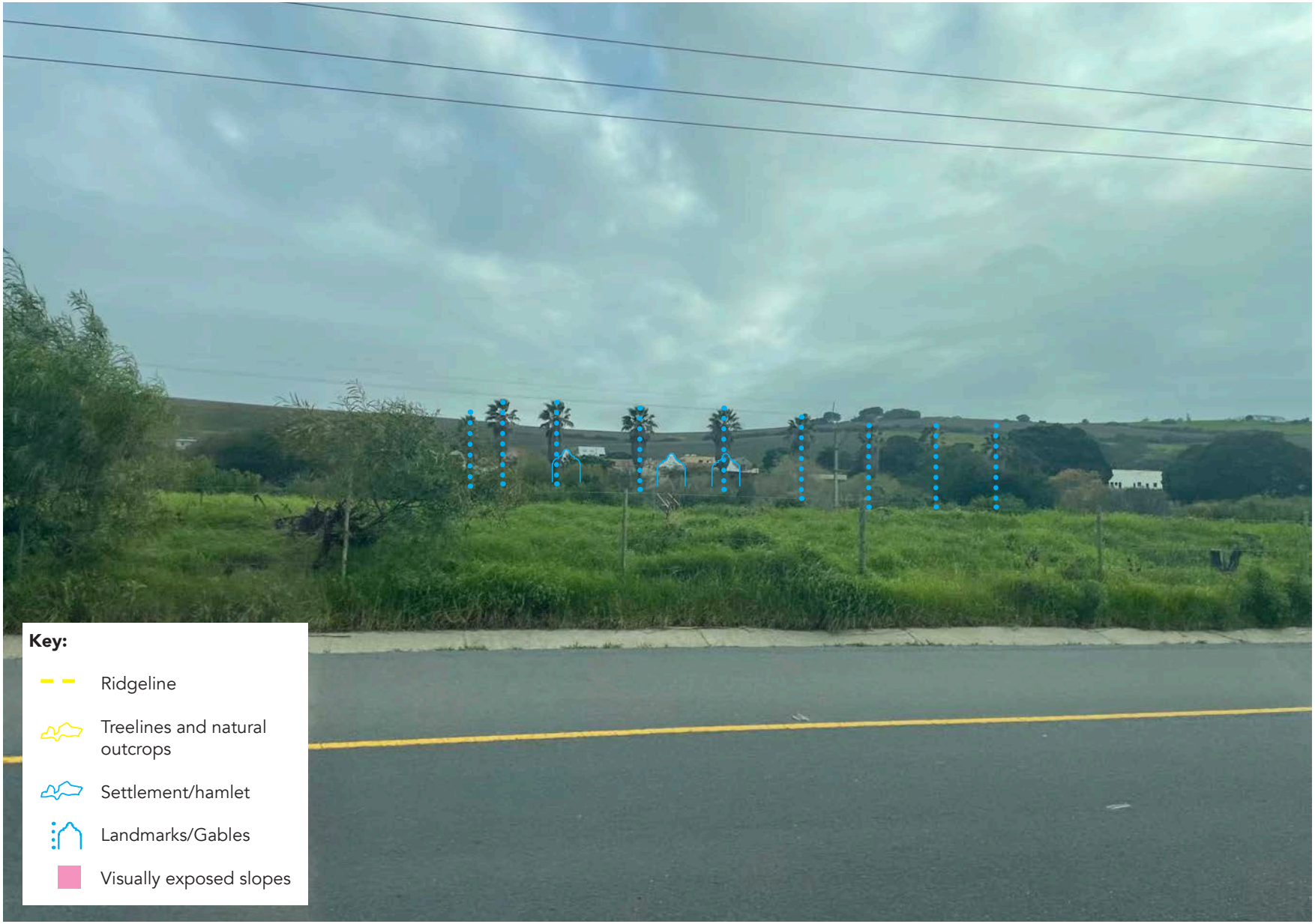


Figure K: View on approach from the R310. Palm trees & the gables dominate the view. The trees screen the slopes beyond.

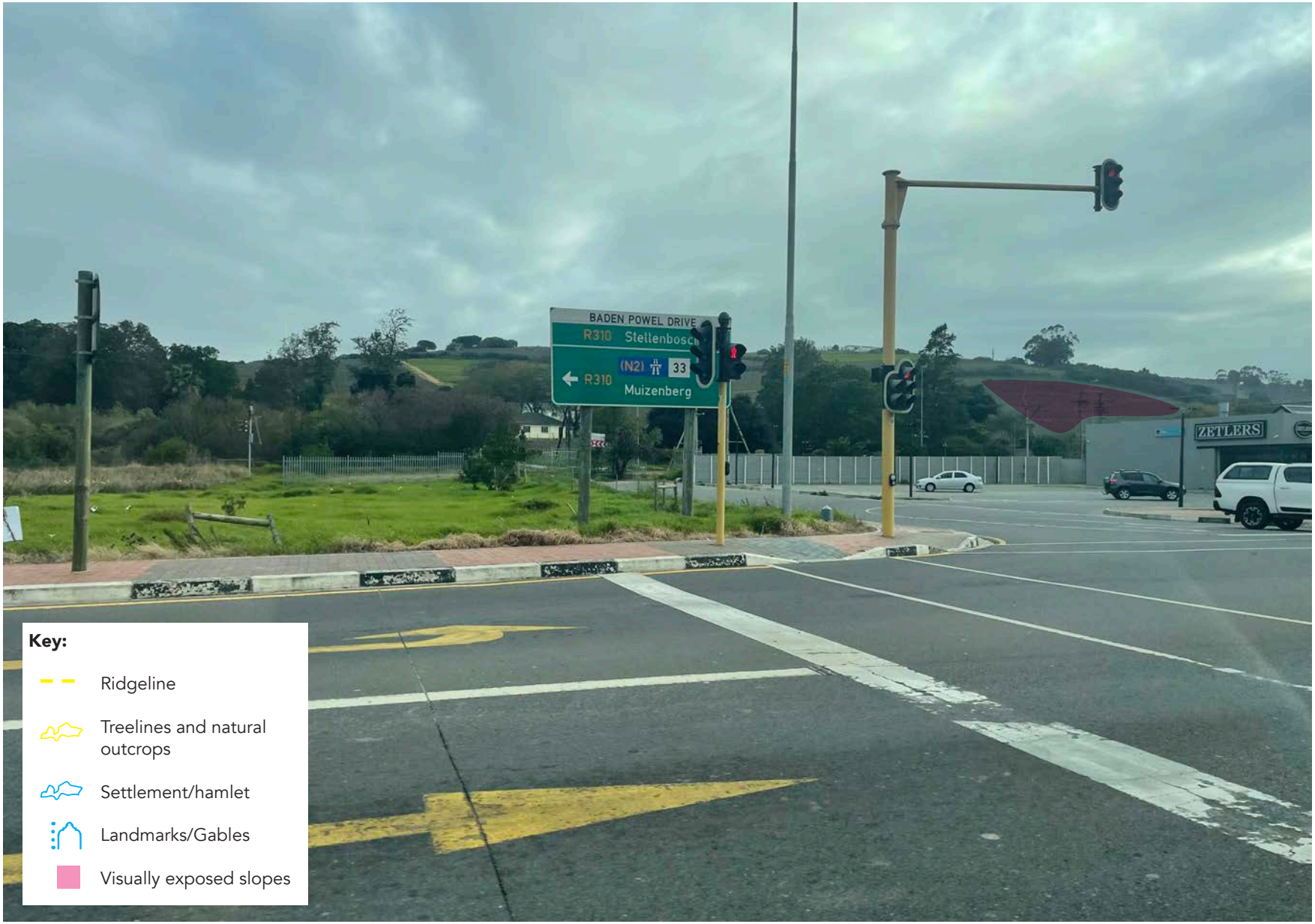


Figure L: View from R310 at the intersection. The foreground clutter associated with the petrol station dominates views.

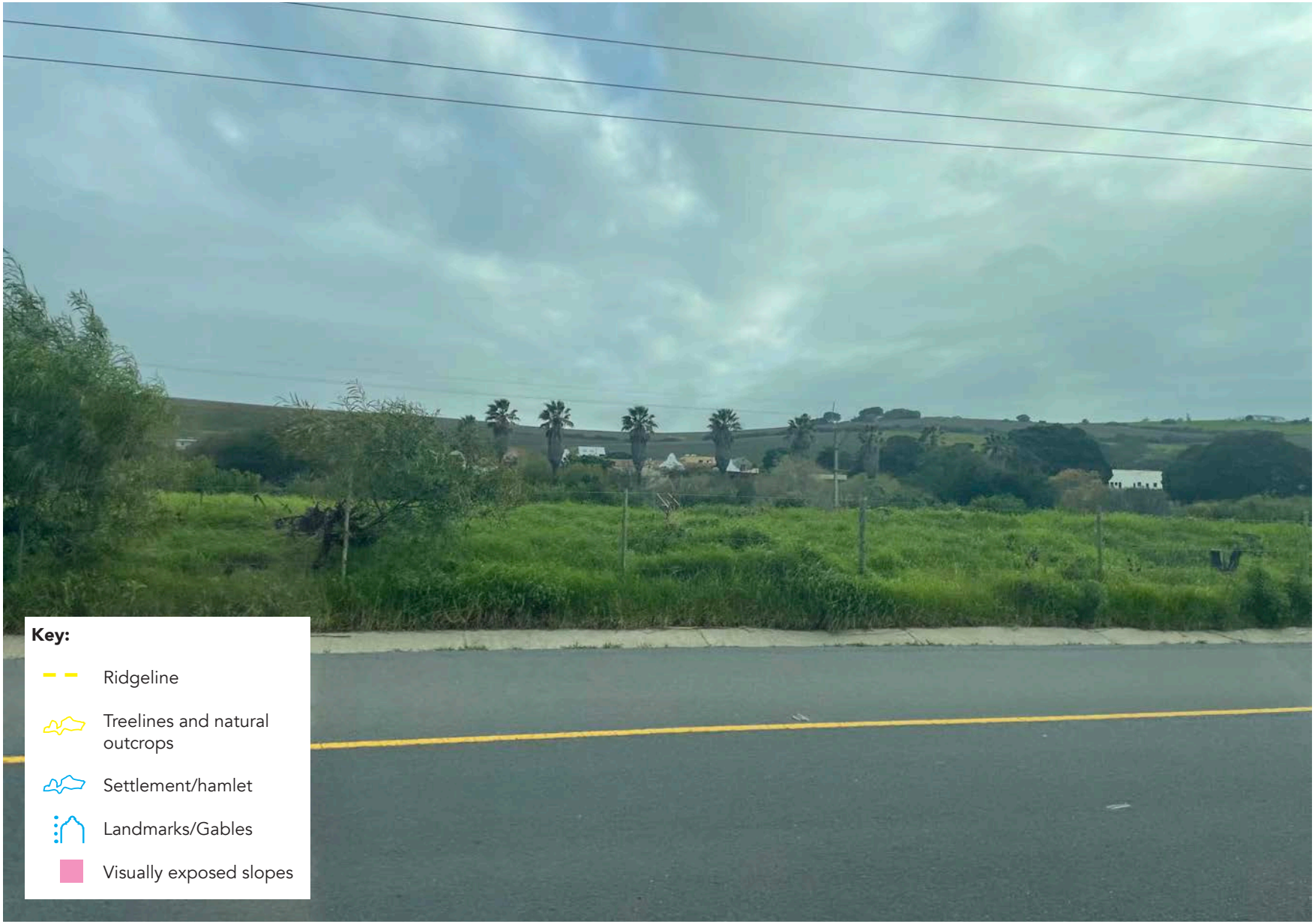


Figure M: Figure L: View from R310 at the intersection. The foreground clutter associated with the petrol station dominates views.

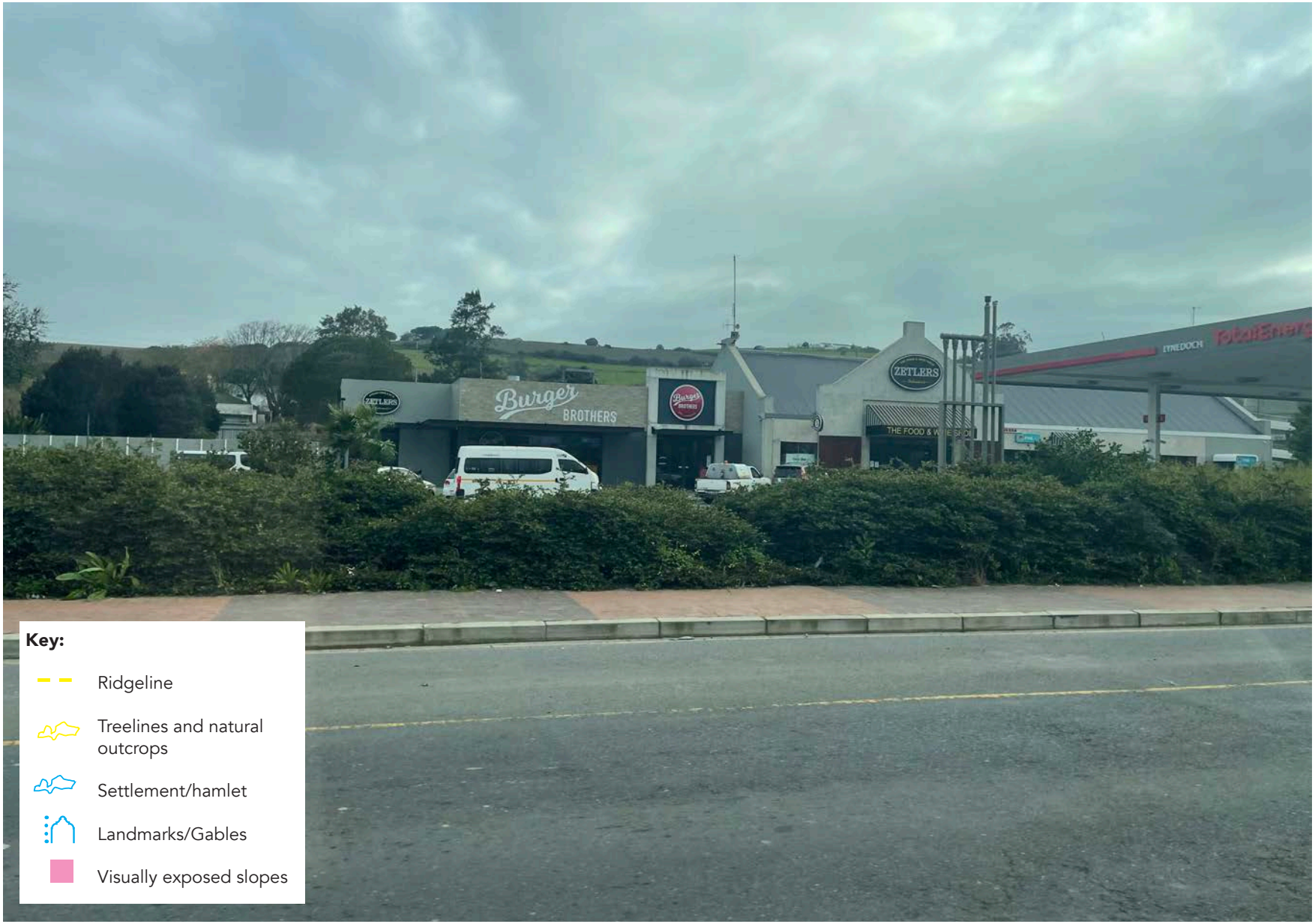


Figure N: Figure L: View from R310 past the intersection. The foreground clutter associated with the petrol station dominates views.

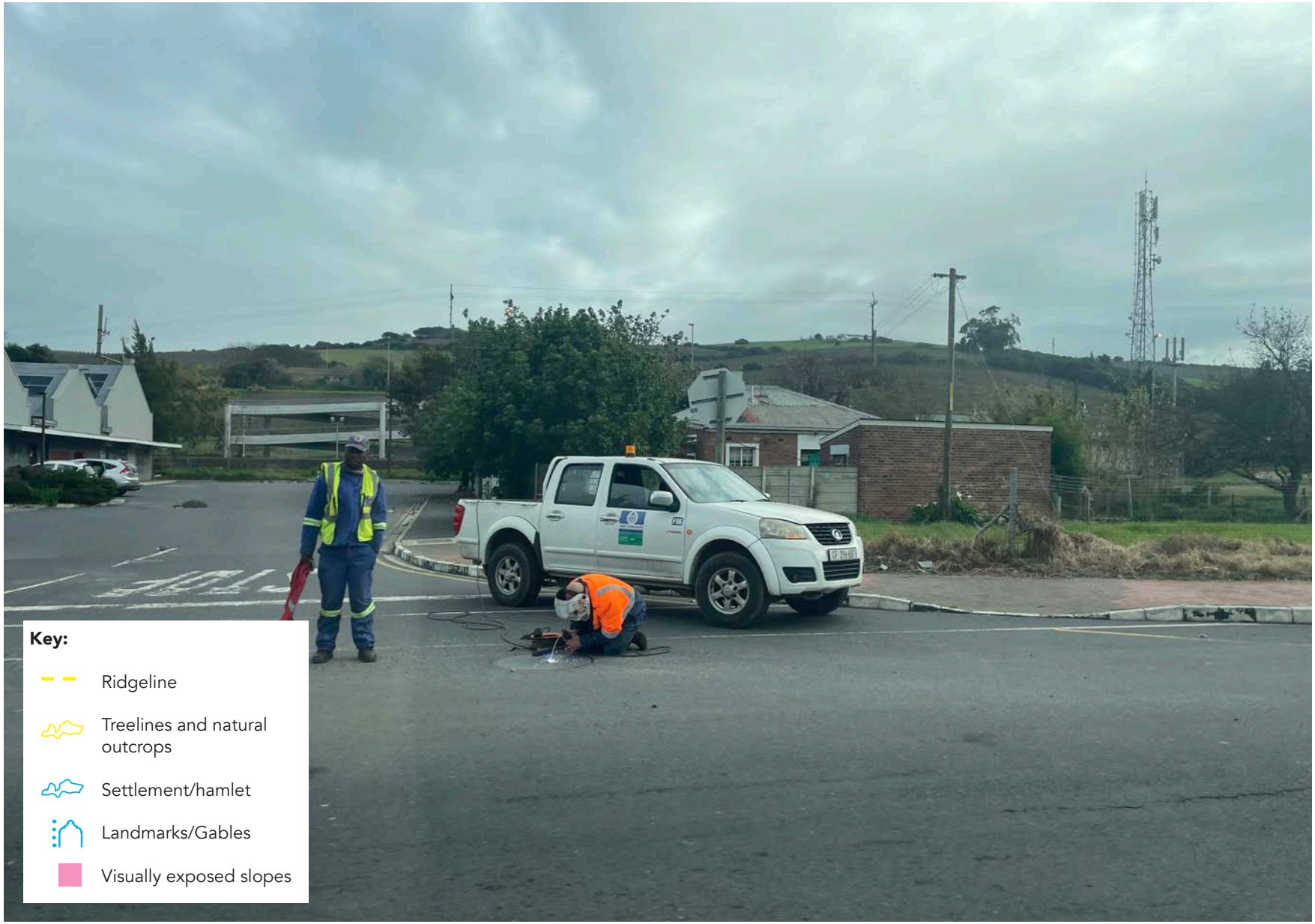


Figure O: View on approach from the R310. The station and associated structures dominate the views.



Figure P: View from R310 just beyond the station. The north-eastern slopes of the property again become visually exposed.



Figure Q: View from the R310 towards Spier. White dotted line indicates property boundary, with becomes the ridge line. The south-eastern slopes are highly visually exposed.

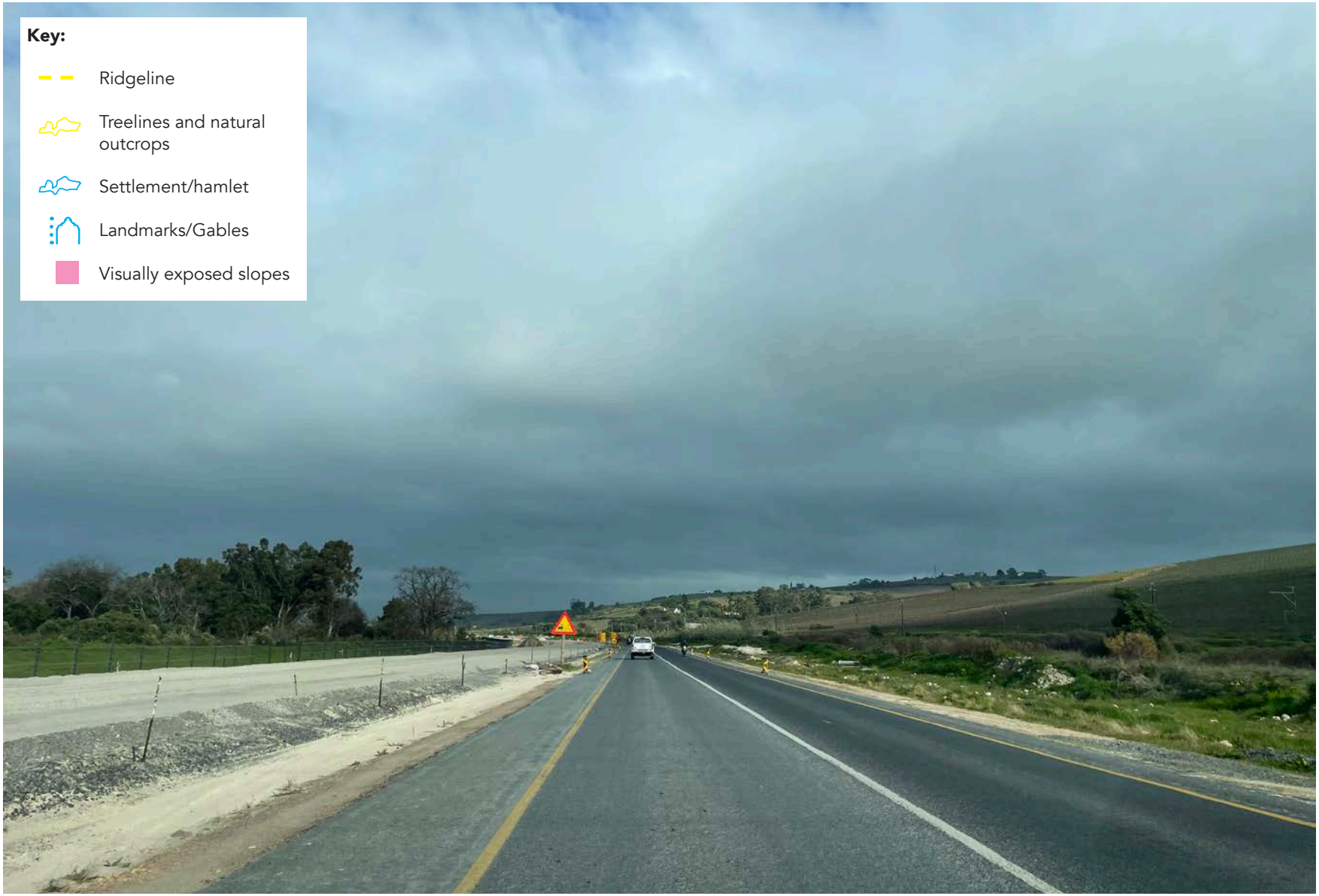


Figure R: View from the R310 travelling south. The sub-valley of Lynedoch is highly screened when moving south along the R310.



Figure S: View from the internal Lynedoch Road, to the south-east of the site, looking up towards the ridgeline. Lynedoch Eco Village can be seen to the right of image.



Figure T: View from the entrance to the slightly visually sheltered "sub valley" above the railway station. The slopes to the left are visually exposed. The more modern farmhouse is further along the contour to the right of image.

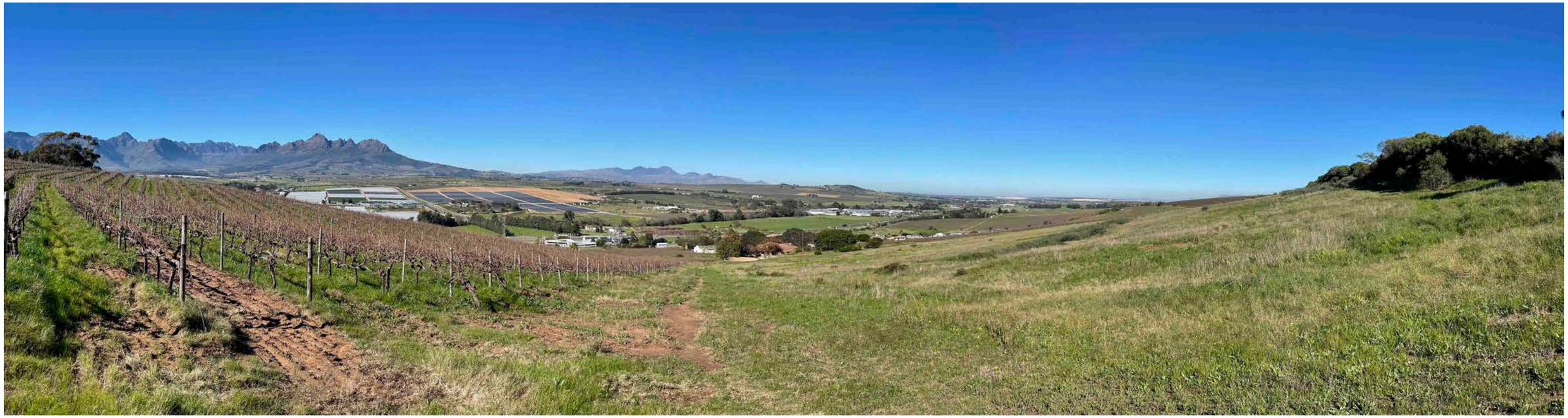


Figure U: View from the slightly visually sheltered "sub valley" above modern farmhouse, seen to the centre of the image. The gum trees to the far left mark the edge of the site.

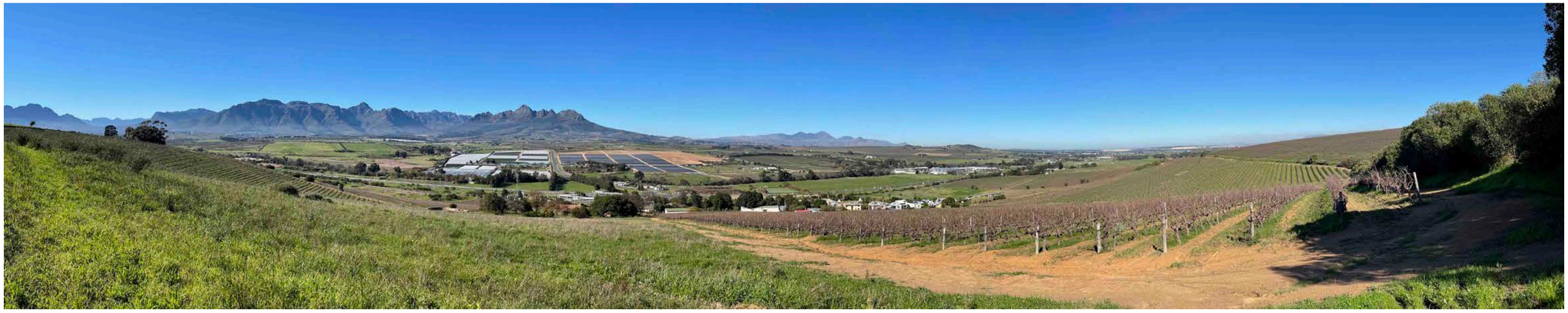


Figure V: View from the slightly visually sheltered "sub valley" above modern farmhouse, taken directly above the farmhouse. The gum trees to the far left mark the edge of the site, while the olives to the right mark the upper boundary.

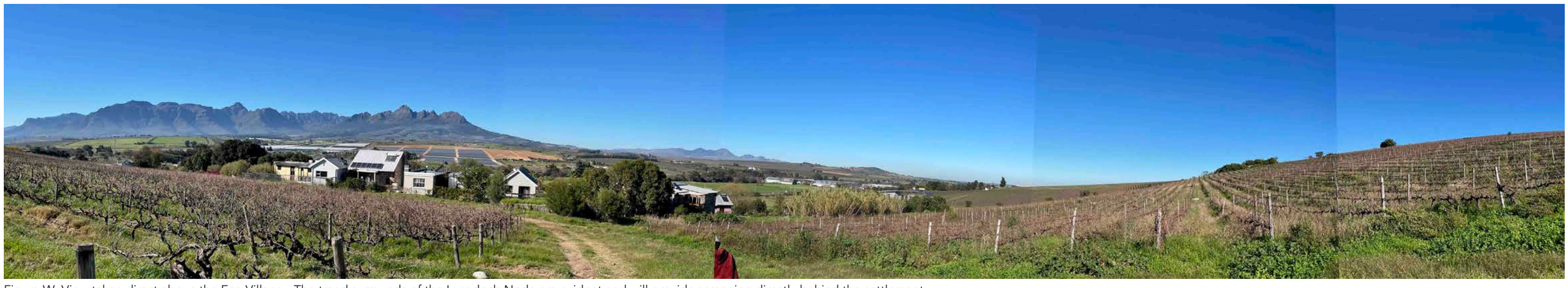


Figure W: View taken direct above the Eco Village. The treed surrounds of the Lynedoch Node are evident and will provide screening directly behind the settlement.

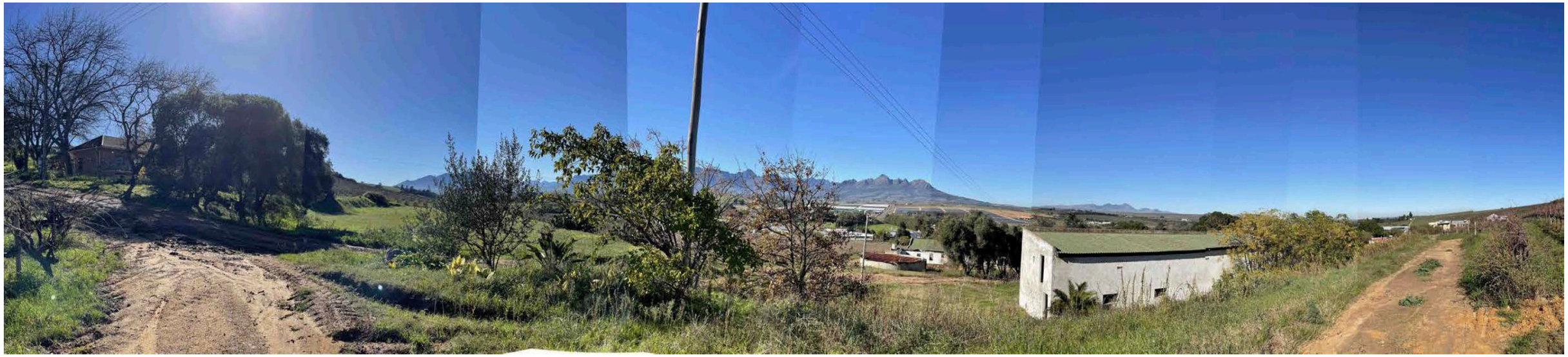


Figure X: View from the terrace above the uppermost barn building (to the right of image). The modern farmhouse is disernible to the left of image, set into a garden of mature trees.



Figure Y: View of the two agricultural barns at the first terrace above the Sustainability Institute. These should be adaptively reused.



Figure Z: View above the lower round dam, looking north towards Stellenbosch and the Lynedoch Station. The slope becomes increasingly visually exposed as one moves away from the existing village.

THE UNDERLYING "TOWNSCAPE" SETTING OF THE SITE AND SETTLEMENT NODE.

Analysis of the Patterns of Settlement-Making in the Cape Winelands

The spatial setting of site has the potential to respond to characteristic aspects of settlement within the Cape Winelands. It encompasses many of the wider aspects of settlement making in the region, including:

- being positioned close to a river course and historic wagon route (as well as a railway line),
- the potential for the creation and extension of a gridded structure for agriculture into settlement,
- the hotel occupying a prominent position within the civic node (historically this role was most often performed by a church),
- and the visual setting of the whole against the surrounding hill slopes (K).

These elements are key to the historic patterns of settlement-making, as seen within the nearby villages of Jamestown and Raithby. A diagrammatic comparison of the illages indicates the various ways that the positioning of the towns relative to the watercourse and allotment gardens, church and main commonage or "village green" establishes a unique sense of place (Figure 21). Common and persistent elements include:

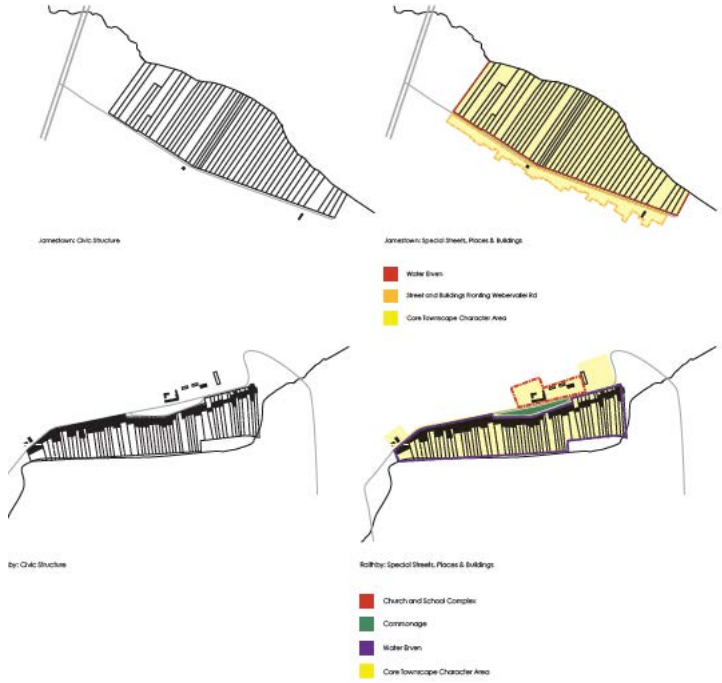
1. The civic "head" of the settlement, which includes a religious structure and an open, green space;
2. A movement spine that establishes the primary connection between the civic "head" and the ordinary houses;
3. Houses directly address the street, and always have associated areas for small-scale agriculture;
4. Houses tend to follow a strong architectural typology, usually of a walled architecture with a double-pitched roof, gable ends and a front stoep, which mediates the threshold between the street and the house.

The heritage indicators look to promote those urban elements that are seen to be consistent with settlement patterns in the Winelands as a whole.

The Development of a Housing Typology in the Winelands

The winelands have historically had a very strong building typology, created in part, due to the development of a building culture that relied on building traditions brought to the Cape from the VoC colonies in the East, as well as Europe (largely from Germany and Holland) in combination with vernacular traditions and materials such as the matjieshuise built by the Khoekhoen, which

Figure 21: Diagrams showing the civic structure of the nearly villages of Raithby and Jamestown.



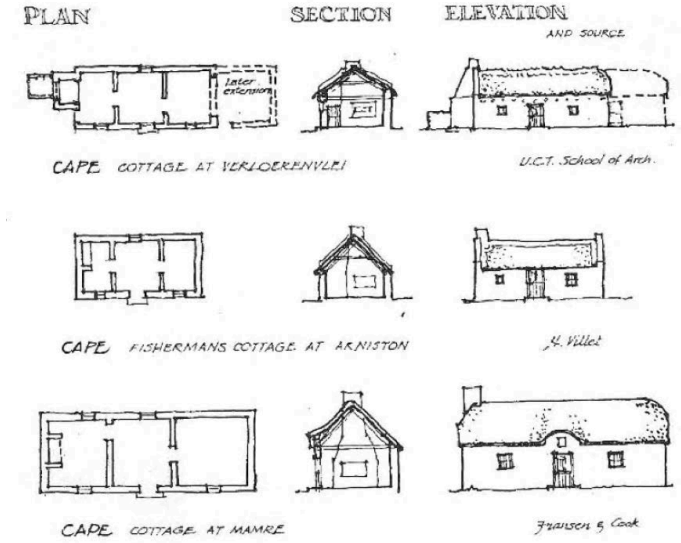


Figure 22: Typical "longhouse" structures, as documented by James Walton (VASSA).

were reed-walled, domed buildings on a lattice of timberwork (Malan, 2018: 17).

Natural resources differed from those in Europe and Asia: timber was in short supply at the Cape, and there was little fuel for firing bricks and tiles. Forested areas around the Cape Peninsula were rapidly logged, and the Stellenbosch forests followed suit. It was only those builders with access to Company resources who were able to source good, long timber, hard bricks, etc. (Malan, 2018: 17). When bricks became more easily obtainable, the longhouse became the favoured structure: a narrow rectangular building, often with thatched roof (Malan, 2018: 18).

The hearth and chimney could be attached to a straight end gable. Internal walls, doors and windows were placed where required (Figure 22).

The "longhouse" should be seen as a typology and not an architectural style: it represents a built culture to which people's way of living has adapted, and a highly suburban model of housing would be foreign both culturally and spatially within the context of the site.

It is key to recognise that Lynedoch Eco Village has also introduced a typology. This is an architecture of single dwellings, but using alternative and more sustainable methods of construction, with no structure larger than two stories. There is no repetition in the design: each structure is uniquely designed for its site. Additionally, the Eco Village occupied the former terraced garden area above the old hotel, and so responds to the natural contouring of the site while also forcing densification. The village is densely treed.

It is critical that the architectural concept for the expansion of the Lynedoch hamlet avoid over-scaled private dwellings, gated residential estates, or a suburban model of development – particularly one that involves the repetition of construction of "unit types" across the landscape.

Instead, the existing, unique aspects of the site should be properly understood, and extended across the site (Fig. 23A-J).





Fig 23J: The existing Lynedoch Eco Village node, which defines the character of settlement on the site at present.
(Source: https://www.estate-living.co.za/news/lynedoch-eco-village-a-sustainable-development-unlike-any-other/).

Existing character-giving elements of the environment surrounding the site.

Figure 20 identifies those areas from which the site is highly visible. These have been documented along their routes (R310 and the Annandale Road) and the visual exposure of the various components of the site have been mapped (Fig. A-R).



Fig 23A: The roads in the village are paved and well-planted.



Fig 23B: Southern elevation of the southern-most barn building



Fig 23C: Northern elevation of the northermost barn building.



Fig 23D: The "farm managers' house".



Fig 23E: The old hotel, which is a graded heritage site.



Fig 23F: The fine interior of the old Gleneagles Hotel.



Fig 23G: The historic stoep, with fine period detailing.



Fig 23H: Detail of a projecting lead-glass bay window.



Fig 23I: Detail along the edge of the stoep.

CULTURAL LANDSCAPE PATTERNS

The landscape and settlement patterns of the site and its surrounds are physical devices or spatial arrangements which enrich the built environment and ensure the appropriate relationship of component parts to each other. They suggest how the environment may be used and encompass patterns are inherited from the past.

The benefit to identifying and working within these patterns today is to enhance, in a contemporary idiom, the richness and quality of experience suggested by the inherited patterns.

Although the environment of the site has been established to be of a "patchwork" character, it is generally understood that some urban development could occur at this node.

The following positive settlement attributes of the site have been identified:

GATEWAY

The site plays a gateway role when moving towards Stellenbosch. It is one of a set of unfolding "layers" along the R310, being one of the first points where a change in topography (the hill system) can be perceived. This hill system also serves to screen the site, "tucking" it between two localised ridgelines.

The intersection of the R310 with the Annandale Road further reinforces this as a gateway point along a sequential route into Stellenbosch.

LANDMARKS

This gateway role of the site is strongly supported by the location of the old hotel, which with its three gables and tall palm trees, creates a local landmark for the site. This landmark nature has been somewhat diluted by the construction of a more modern building directly in front of, albeit below, the old hotel building.

VISTAS AND VIEWPOINTS

Because the site is located at a traffic intersection – a point of pause along the route into Stellenbosch – the open space that it provides allows for the experience of "vistas", moments within the cultural landscape which clearly directs your view into the surrounding countryside. These views are predominantly towards the Helderberg peaks to the east, and are more perceptible when travelling south than north.

LANDSCAPE PATTERNS

The rolling hill topography of the site is quite "open" and convex. Two distinct sub-valleys cut through the wider fan-shaped valley and have natural vegetation. In addition, a line of indigenous olives runs along most of the upper edge of the property, as well as along the northern edge, where a rocky outcrop provides a denser "clump" of trees.

A secondary line of olives cuts about a third of the way down the slope, marking the upper edge of a localised ridge that is visually exposed, particularly from the east.

To the south, another outcrop and line of olives along the ridge screens the sub-valley when approaching along the R310.

Other than these limited areas, the major screening elements comprise foreground planting both along the railway line and around the Sustainability Institute and farm buildings. Some trees are very mature and have a high and dense canopy that screens the site, particularly when viewed from the R310.

ROUTES

There are limited "desire line" routes bisecting the site, and in many ways the site's lack of connection to the surrounds detracts from the experience of the space. There is a footpath leading from the Sustainability Institute over the hill that is used by school pupils as well as dog walkers.

TERRACING

There is some subtle terracing that has occurred on the site over time, largely following the contours of the hillside. The banks that have been created help to screen structures below, which appear to be "tucked into" the landscape.

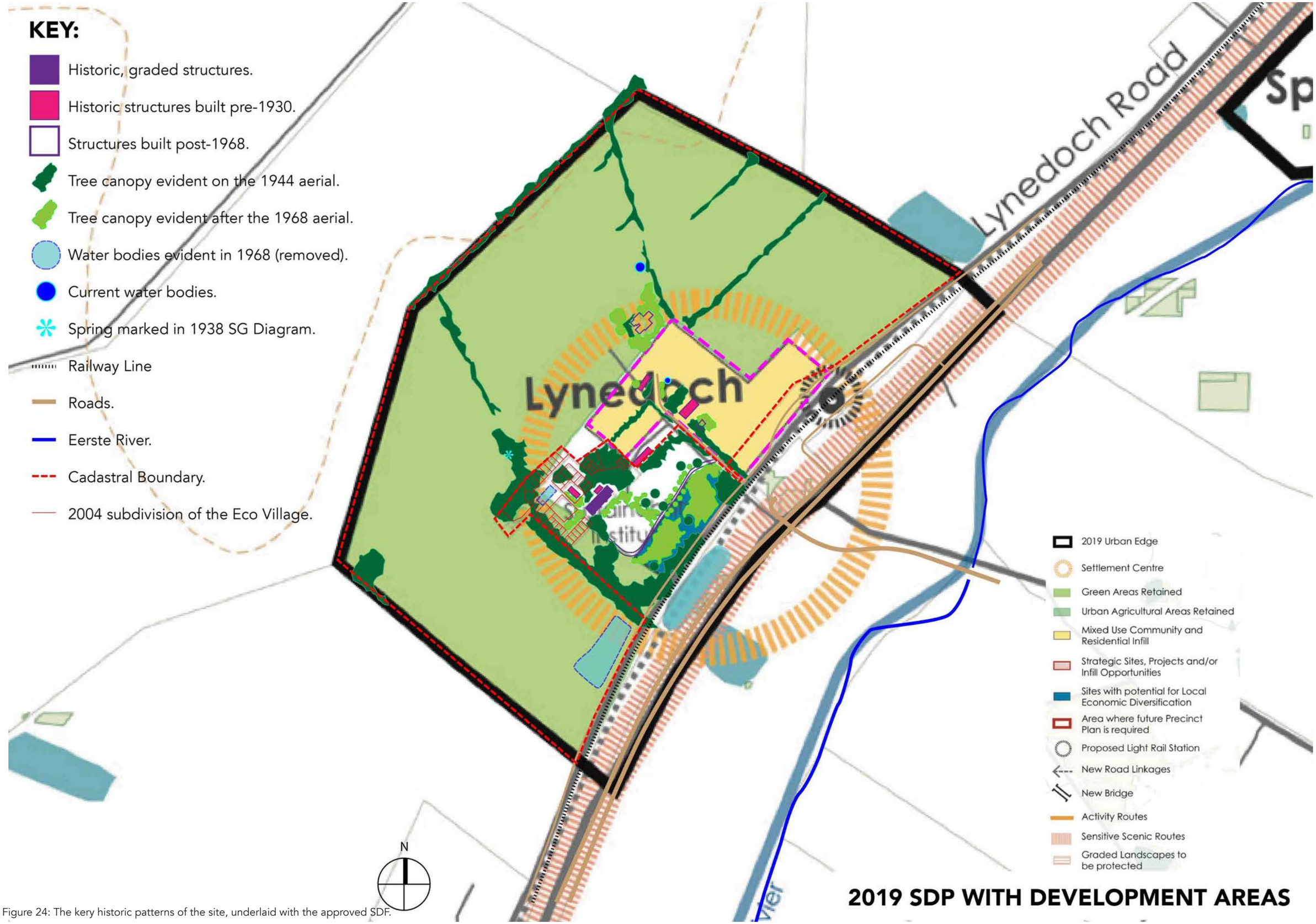


Figure 24: The kery historic patterns of the site, underlaid with the approved SDF.

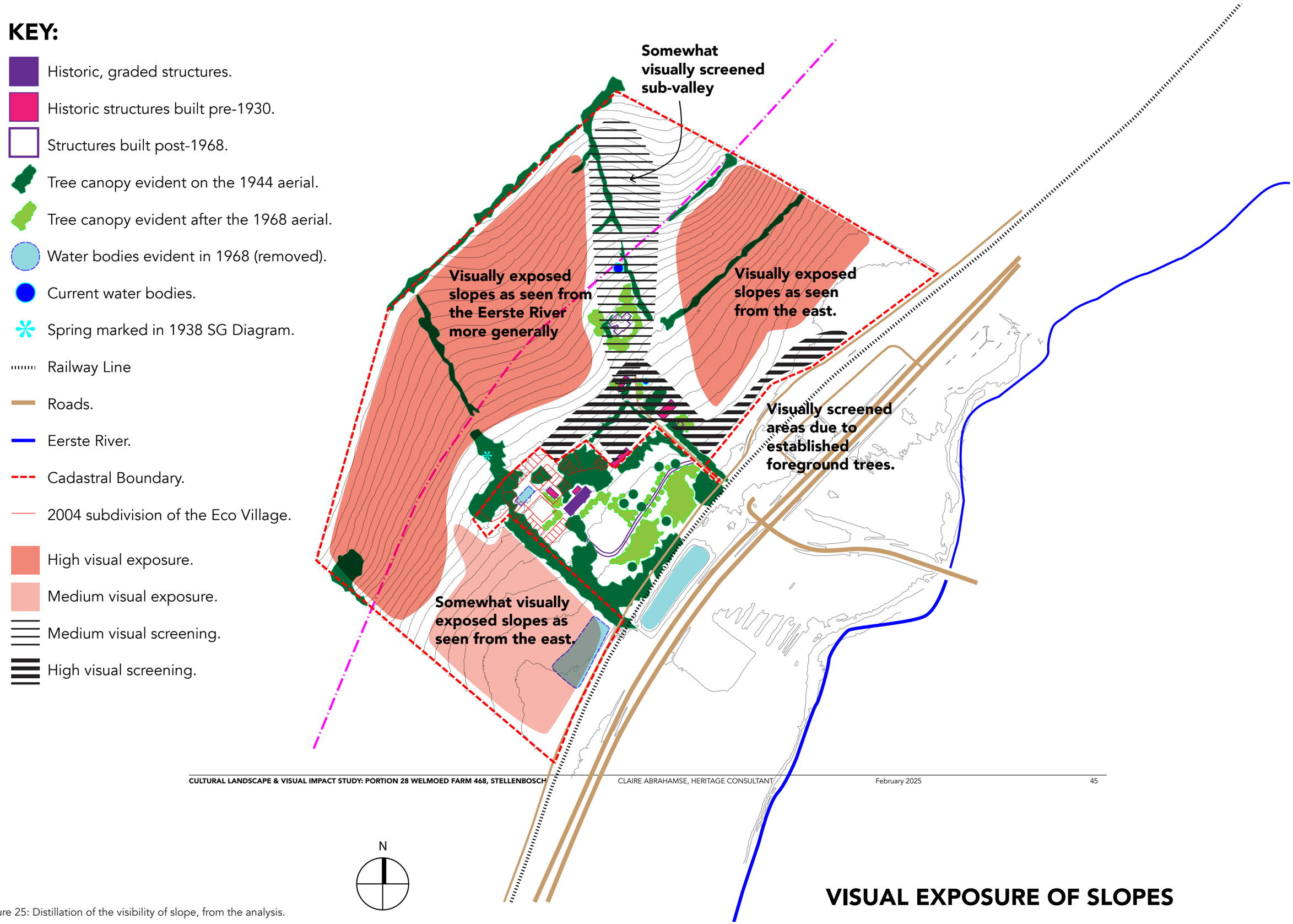


Figure 25: Distillation of the visibility of slope, from the analysis.

4. THE SITE CHARACTER

From a landscape perspective, the site has been identified as being part of a fine-grained, ordered and patchwork agricultural landscape that is very "open".

In addition, the SMHS identifies the Eco Village as a "good example of integration of mixed income and use. The hamlet is considered a positive contemporary example of development that challenges the tendencies towards gated villages and other residential schemes that reinforce exclusion and separation", often justified on the basis of security.

From a townscape perspective, Lynedoch is very much centred on the old hotel as a landmark, with the palm trees as "framing elements". The well-treed and terraced hotel garden has been subdivided to create the village plots, and so these follow the contours and are largely "tucked into" a manure, treed canopy. The entire hamlet is set against the hilly slopes, which "fan" slightly to enclose the village. The railway station and associated commercial node is very much fragmented from the village itself.

5. CONSIDERATION OF A "NO DEVELOPMENT" OPTION

The subject site is located within the approved urban edge for the area. The Spatial Development Framework also encourages the establishment of further development at Lynedoch as a development comprising the "further growth of the Sustainability Institute and its partners' education focus and offer, through expanded and new programmes, and further accommodation for students and staff within a compact, pedestrian oriented, child friendly community, appears appropriate" (2019: 94 – see Figure 24). A fairly compact footprint for further expansion of this node is indicated.

Therefore, the application for further development of the land parcel in question can be supported in principle. However, this does not mean that development rights should be automatically granted.

The site is of heritage significance and sensitivity. In particular, it is located along the R310 Scenic Route and has over 70% visibility and forms part of a wider landscape of exceptional scenic qualities. The visual impact of proposed developments must be carefully considered (SHMS, 2018), and the slopes making up the site have varying degrees of visual exposure (Figure 25).

6. HERITAGE INDICTORS AND GUIDELINES FOR THE SITE.

INDICATORS AT THE SCALE OF THE R310

The issue of the upgrades to roads along scenic routes in Stellenbosch, and the tendency of this to encourage development, has been noted over the past decade. There is this a concern as to the cumulative heritage impact to the Cape Winelands landscape by development along major scenic routes, which the R310 is.

Broad indicators that relate to the retention of the cultural landscape significance of the wider site and look to reinforce its sense of place have been formulated, with reference to those advanced in the HIA undertaken for Boschendal by Piet Louw, Dave Dewar, Sarah Winter and Nicolas Baumann. This document is seen to be highly relevant to the current study, as it deals with development proposals in a similarly highly significant part of the Cape Winelands Cultural Landscape.

Key cultural landscape indicators at the broader scale of analysis include:

1. Maintaining the balance between the urban, rural and wilderness elements within the landscape, with the agricultural and wilderness elements remaining dominant, and settlement occurring in pockets in such a way that it does not significantly interrupt or dislocate the continuity of the rural and wilderness realms within the cultural landscape setting.
2. Maintaining the prevalent patterns within the valley section, with the uppermost slopes being wilderness, the mid-slopes being used for forestry and other lower impact uses, the gentler low slopes accommodating agriculture, and the valley bottoms being used for intensive farming and settlement. These patterns are clearly evident in the Eerste River Valley setting.
3. Respecting the traditions of settlement-making, and its historic responses to movement patterns and access, responsiveness to the natural landscape, microclimate, landform, the framing of public view cones and so on.
4. Respect and consolidate working agricultural aspects of the landscape and its relationship to the landscape. This implies that a nostalgic or idealized historic farm werf should not be favoured over a working farm werf, and new development should be located to the edges of the primary farm werf and be subsidiary to it.

Firstly, it is important to consider that Lynedoch has long been considered a potential village node within the rural landscape: the Stellenbosch SDP's from the early 21st Century (Figure 14).

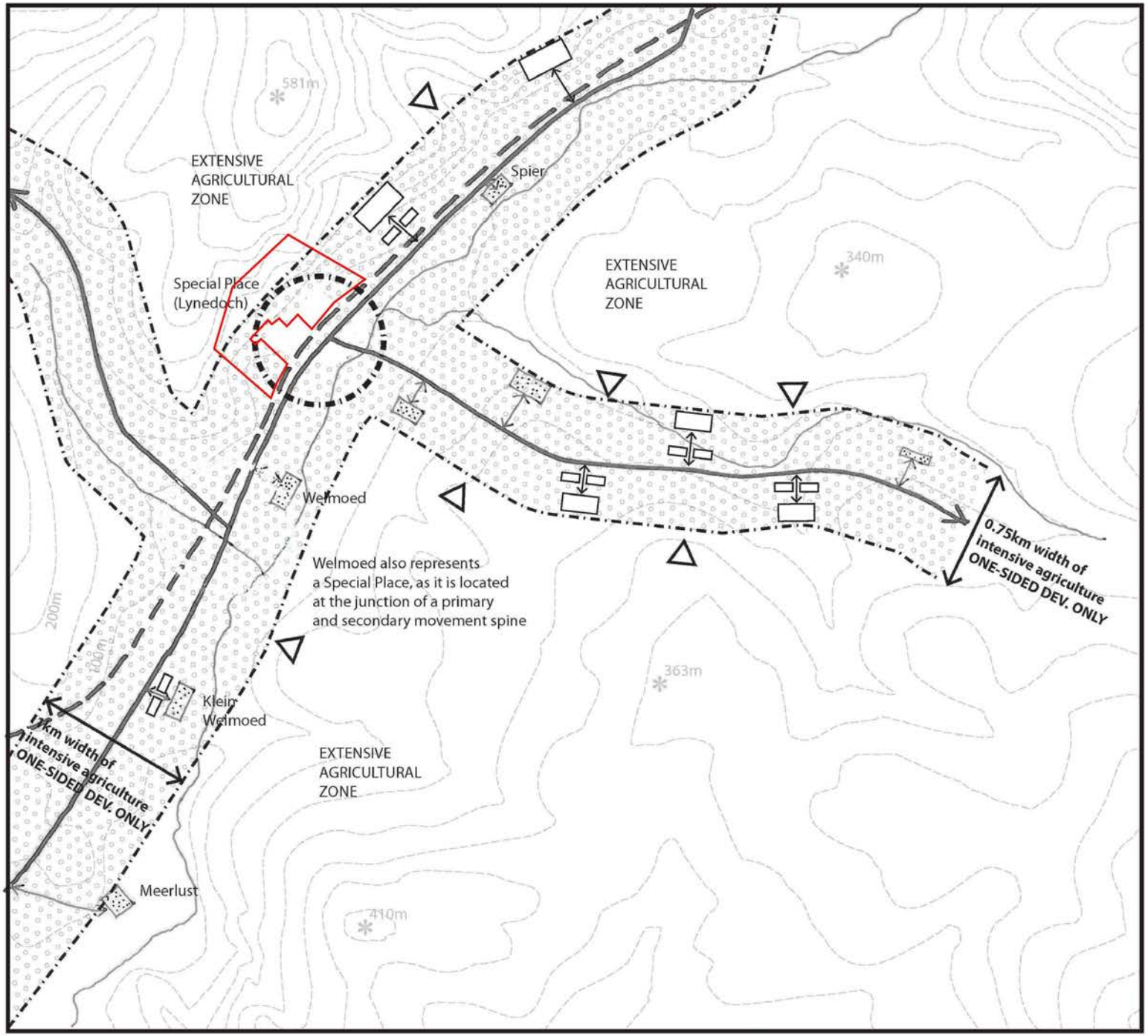
However, it is clear from the Urban Design study that the actual development in the vicinity exceeds the nodes identified in the SDP. Additionally, the new Adam Tas corridor proposal will see the edge of Stellenbosch spreading south-west along the R310, towards the Vlottenberg node. The risks of linear urbanisation along the ungraded R310, thereby obliterating any sense of a rural foreground when moving through the curltural landscape, is a real possibility unless properly managed.

In this light, the heritage study undertaken by Piet Louw, Dave Dewar, Nicolas Bauman and Sarah Winter for the Boschendal area in October 2012 is particularly pertinent, as, the heritage consultants devised a conceptual approach to regional settlement formation within rural contexts of high cultural landscape significance, in which "each new development parcel should contribute to an emerging and strengthening system…. The settlement structure should relate to historical investments in infrastructure: the settlement zones should be concentrated within zones of influence of two emerging, hierarchical regional corridors effectively confining settlement to the periphery of the working farm" (2012: 11). The approach is one that promotes consolidation of settlement rather than scatter, maintains the continuity and dominance of the wilderness and agricultural landscape, and respects the valley section.

In the particular case of the Eerste River Corridor, the approach proposed by Dewar, Louw, Baumann and Winter finds commonality in the SDP approach to the area (a system of nodes linked by infrastructure, see Figure 26A), and historic settlement patterns.

The overlay of the conceptual approach to this part of the Cape Winelands (Figure 26B), together with an analysis of the existing residential and commercial "pockets" within the landscape (Figure 26C) allows for an assessment as to whether this approach is reflected in the experience of the site along the R310. The analysis finds that development within the north-eastern corner of the Lynedoch node is at heightened risk of creating a visually restricted area along the R310 (see Figure 26D).

Development in this area must be very carefully managed to avoid this outcome.



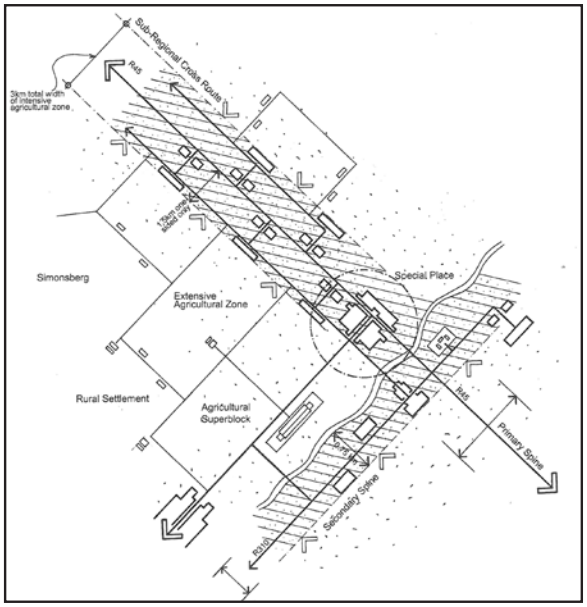


Figure 26A: The conceptual approach of interlinked corridors and agricultural superblocks (Dewar, Louw, Winter, Baumann, 2012).

Figure 26B: The conceptual approach applied to the broader site, indicates that the subject site is located at a "special place" or node where a primary route (the R310) and a secondary route (the Annandale Road) intersect.



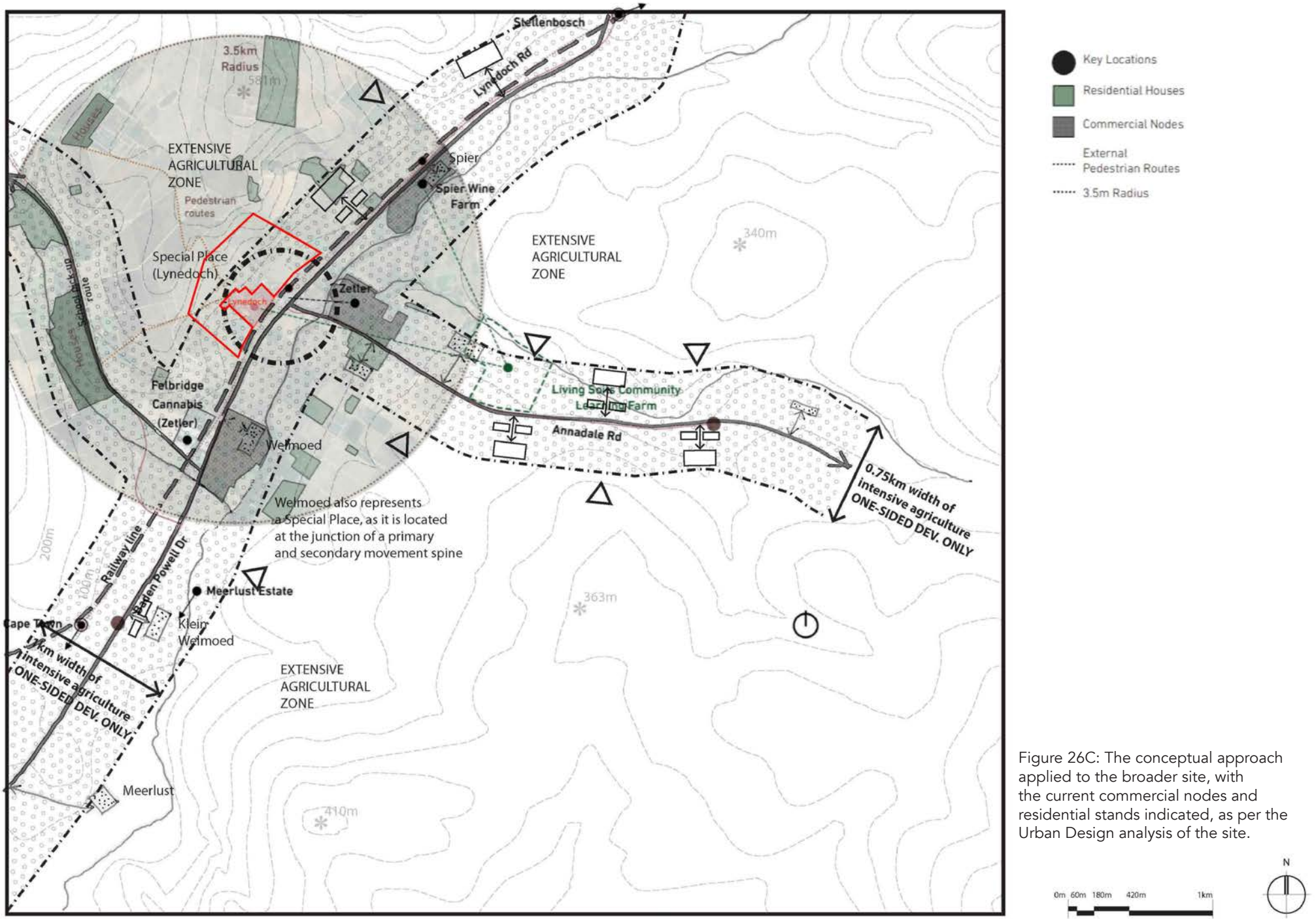


Figure 26C: The conceptual approach applied to the broader site, with the current commercial nodes and residential stands indicated, as per the Urban Design analysis of the site.

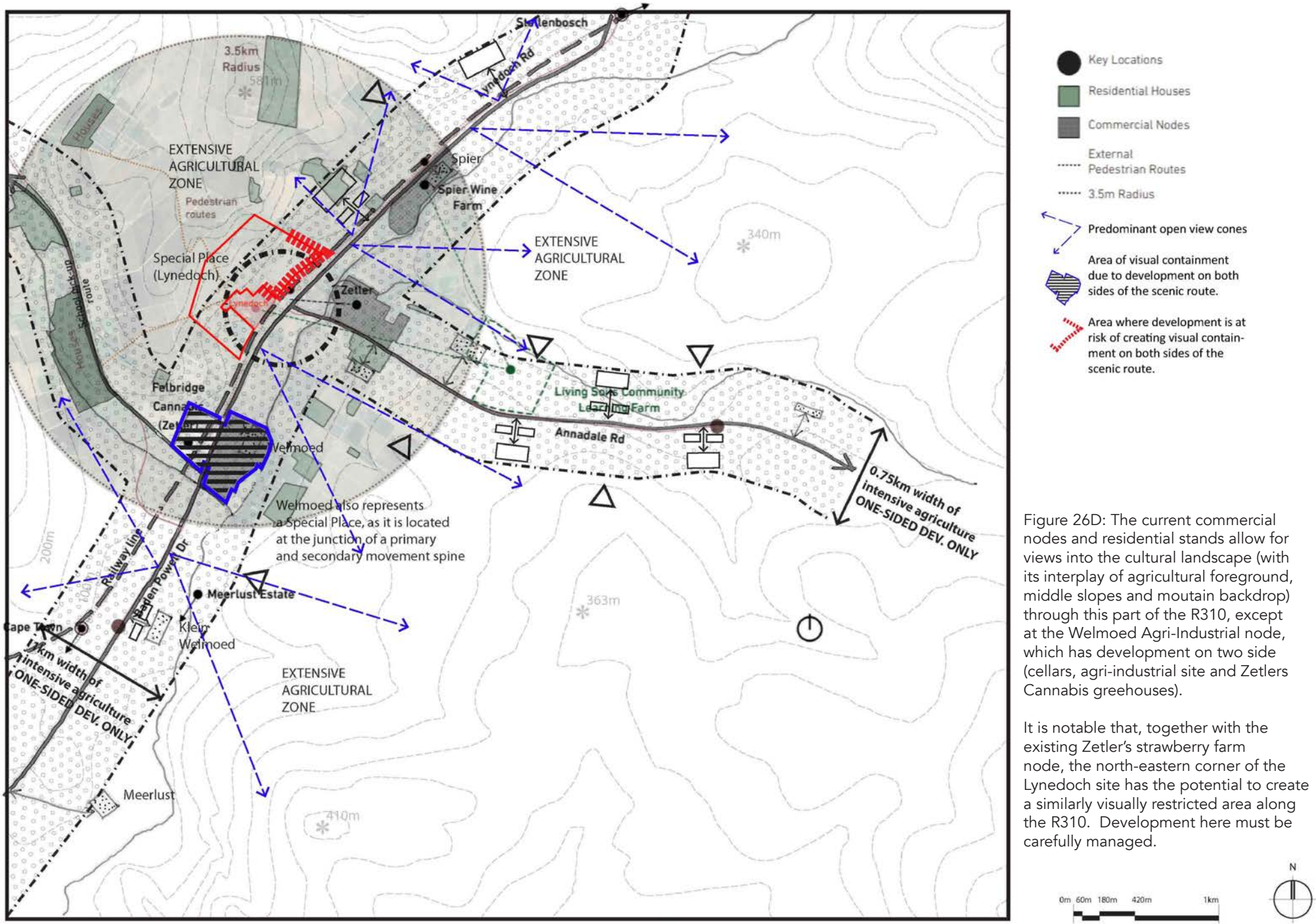


Figure 26D: The current commercial nodes and residential stands allow for views into the cultural landscape (with its interplay of agricultural foreground, middle slopes and moutain backdrop) through this part of the R310, except at the Welmoed Agri-Industrial node, which has development on two side (cellars, agri-industrial site and Zetlers Cannabis greehouses).

It is notable that, together with the existing Zetler's strawberry farm node, the north-eastern corner of the Lynedoch site has the potential to create a similarly visually restricted area along the R310. Development here must be carefully managed.

HERITAGE INDICTORS AND GUIDELINES AT THE SCALE OF THE SITE.

The Cultural Landscape Study and associated Visual Study of the site have revealed a context and site of medium heritage significance but with very high scenic qualities, particularly in providing an agricultural backdrop to other heritage sites within the vicinity.

It follows that, to preserve heritage significance (especially tangible heritage significance associated with physical elements) these fundamental elements must be identified, protected, and enhanced in the course of the future development and densification of the site.

Heritage indicators and guidelines give direction to new developments. The spatial setting of site has the potential to respond to characteristic aspects of settlement within the Cape Winelands and promote a better sense of place within the wider village node (Figure 27).

1. The landmark nature of the old hotel complex must be enhanced and responded to as a prominent civic node within the wider context.
2. The historic farm barn structures and small "managers house" should be retained and adaptively re-used, ideally for educational purposes.
3. All existing areas of Fynbos and/or natural vegetation must be retained and reinforced on the site.
4. The spring course identified on the c1938 SG Diagram should be explored on site. In addition, the dam along the roadway to the south-east appears in the 1968 aerial photograph, and this area retains a wetland character that should be preserved as an asset of the site.
5. The mature trees on and around the site are higher-order landmark elements within this environment. They help to structure the space and provide some visual screening. Some trees are mature, older than 60 years, and should be retained. A plan for the staggering or replacement of mature planting must be put in place. Existing treelines should be reinforced and extended to screen the development.
6. Additional planning should be introduced on the site to provide additional visual screening and absorption within the foreground environment. The windbreaks in the wider context set up a landscape structure that can be extended into the site. These also create a potential for the extension of a structure for settlement onto the site, that responds to existing landscape elements and patterns.
7. In particular, the southern slopes are visually exposed from the east, but gently sloping and able to be easily connected to the existing village. Planting as visual screening must be used extensively here.
8. The railway station is an important potential civic asset and should be acknowledged as a higher-order element in the proposed development of the site.
9. Street Grid: The street grid should follow the contour and reinterpret the existing pattern of vineyards as much as possible. Although curvilinear streets are generally foreign to the Winelands, they have been used at Lynedoch and are key to the character of that place, where settlement is secondary to the natural, contoured landscape. The street grid should be as efficient and minimal as possible, with only the main routes being paved.
10. New buildings must follow the contour, as the existing buildings within the Lynedoch node currently do.
11. Verges/Pavements: It is preferred that verges and pavements are grassed, hard-packed soil or brick paving, and planted with trees. Brickwork and laterite surfacing should be preferred to tarmac throughout.
12. Boundary Treatments: High and solid walls are not permitted, as well as pre-cast concrete fencing, exposed blockwork, and facebrick walling. Historic boundary elements such as fences and hedges must be preserved and extended as far as possible.
13. Stoeps: Street-facing stoeps are a common feature of the buildings in the area, often with planted gardens in front. New residential development should include these elements.
14. Heights: New buildings must respond to and interpret the character-giving aspects of the site. In this environment, new buildings should predominantly be no more than double storey.
15. Materials, Colour and Architectural Detail: Building materials should be compatible with traditional materials in terms of scale, colour and texture. Historical architectural features that copy an earlier style (or introduce a foreign style) should be avoided. Rather, the underpinning principle should be that new buildings must be sympathetic to the architectural character of the area but should also be of their own time. New buildings should be of a walled architectural type. New structures should be painted a muted colour and be rectilinear in form. Corrugated roofs should be darker colours.
16. Scenic Route Restrictions within 500m of the roadway: The foreground views within the scenic route corridor is considered the most significant, and therefore all scenic routes should have a 500m buffer on either side of the road where specific development guidelines apply. The principle is that nothing will be permitted that detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route. Based on the significance of the Scenic Route (its grade) and the significant character of the surrounding landscape, the following guidelines should be considered.

Foreground guidelines:

a. Avoid the obstruction of mountain views along proclaimed scenic routes and avoid visual intrusions, such as inappropriate signage (billboards) and infrastructure, including transmission lines. Also, prevent the obstruction of views towards important cultural features.

b. New buildings must be carefully sited to avoid the blocking views and erosion of its informal agricultural edges: hard boundary treatments (such as solid walls), over-scaled entrances, signage clutter, and road-related interventions affecting its sense of fit in the landscape must be avoided.

c. Ensure appropriate design of road verges, stormwater structures, fences, farm stalls and picnic sites, which should be in character with the natural or rural surroundings. Insensitive road 'improvements', road widenings, out of scale flyovers and bridges are to be avoided, as they detract from the rural character of the Winelands.

d. Avoid over-engineered construction details, such as concrete kerbs and asphalt parking /pedestrian areas.

e. Scenic Visual Linkages: New buildings must be located to avoid the blocking of existing visual links between urban agricultural and urban development areas including framed vistas.

f. The natural character of Fynbos vegetation, especially along scenic route corridors should be embraced, by carefully considering the effect of out of place 'landscaping' often associated with over-scaled entrance structures.

g. Other developments (not covered in one of the items above) should preferably not be allowed in the 500m scenic route corridor and should undergo a detailed Visual Impact Assessment with mitigation before they can be considered (from the list of deviated land-use documented for the Stellenbosch winelands, see CMP document):

- Farm stalls/restaurants
- Nurseries/mixed use/garden centres/timber yards
- Greenhouses, agricultural netting, chicken broilers/Strawberry fields
- Subdivisions, gated communities, shopping centres, business parks
- Large scale industrial structures
- Open Air Markets

It follows that the above forms of development should be avoided within the 500m buffer from the scenic route.

Background guidelines:

h. Avoid development on rocky outcrops or ridgelines, because of their high visibility and the visual sensitivity of the skyline.

i. Prevent construction of new buildings on visually sensitive, steep, elevated or exposed slopes, ridgelines and hillcrests. Retain the integrity of the distinctive and predominantly agricultural landscape character.

j. Avoid the construction of over-scaled private dwellings and other structures in locations of high visual significance, and on visually-exposed promontories, ridges and ridgelines. Preferred locations are sites that have already been settled (at the Lynedoch node), or sites "tucked into" the landscape.

k. Respect traditional settlement patterns. This includes the backdrop of the natural landscape against which settlement is sites, as well as its spatial structure.

l. Promote urban densification within the historic node to protect the rural landscape as the main communal asset.

m. New interventions within settlements must respect the layout, scale, massing, hierarchy, alignments, access, landscaping and setting of the existing settlement pattern.

n. Prevent the gentrification of rural settlements through "lifestyle rural estates". These uneconomic plots fundamentally erode the agricultural character of the landscape. Rather, maintain larger unified areas of farming to protect larger landscape continuums that protect a unified scenic character.

o. The development of security estates and gated communities must be prevented. Encourage development that follows the pattern of, and builds on the example of, the Lynedoch eco-village. Here, a model for integrated communities with different income levels has been successfully applied and tested.

KEY:

- Historic, graded structures.
- Historic structures built pre-1930.
- Structures built post-1968.
- Tree canopy evident on the 1944 aerial.
- Tree canopy evident after the 1968 aerial.
- Water bodies evident in 1968 (removed).
- Current water bodies.
- Spring marked in 1938 SG Diagram.
- Railway Line
- Roads.
- Eerste River.
- Cadastral Boundary.
- 2004 subdivision of the Eco Village.
- Slopes 1:8m or flatter.
- Lateral connections following the countours and older field/vineyard edges.
- Edges to new open spaces.
- Steep slopes and historic uncultivated areas to be rehabilitated with indigenous vegetation.
- "Allotment" type plots on the upper slopes, with one house per property.
- New treelines as visual screening.
- Lower density residential.
- School and civic node.
- Dense Residential.
- Mixed Use Infill Area approved by Stellenbosch Municipality in Nov 2019.
- 500m Scenic Route Buffer.



Figure 27:

HERITAGE INDICATORS



Inappropriate development: overscaled mansions.



Inappropriate development: gated villages.



Inappropriate development: large houses sited on ridges.

7. ASSESSMENT OF VISUAL-CULTURAL LANDSCAPE IMPACT OF THE PROPOSED DEVELOPMENT.

THE DEVELOPMENT PROPOSAL.

An Urban Design Framework has been provided, indicating a potential development (Urban Studio Architects and Urban Designers, with Terra+ Landscape Architects, April 2024 Draft 2).

The document indicates that "the proposed Welmoed development is located along Lynedoch Road, which runs parallel to the Baden Powell mobility route & associated rail corridor.

At the center of the site is the Sustainability Institute, School & Eco-Village comprising of approximately 40 houses. The proposed development area comprises of 45.5 ha of land surrounding the Sustainability Institute, and approximately 1500 residential opportunities are intended.

The document presents a spatial & visual argument for the development of an integrated, publicly accessible Village as an expansion of the Lynedoch Eco-Village. The development will offer a range of residential opportunities as well as an additional education/ community facility as well as supporting small scale mixed-use opportunities (2024: 5).

Figure 28 illustrates the various layers considered in the Urban Design Framework, namely the Green Structure that frames and threads through the village, the Access and Movement structure, and the demarcation of urban blocks of various densities.

Collated together, the semi-circular village introduces a school and a small commercial node at its centre, with higher density residential blocks immediately adjacent to these nodes and the Sustainability Institute along the lower countours, while a band of lower density residential blocks continue the "ribbon" of the contour in line with the Eco Village. Allotment villas allow for very low density development on the slopes above, with the "fynbos frame" to the whole preserved. Three gateways into the site are proposed.

Figure 28: The April 2024 Urban Design Framework, by Urban Studio and Terra+.

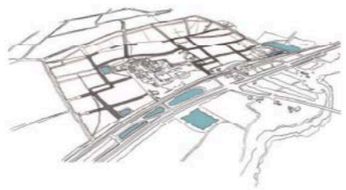
GREEN STRUCTURE

All natural systems including water structure, tree lines, green systems, streets & paths, parks and ecological zones.



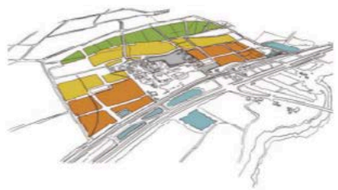
ACCESS & MOVEMENT

Gateways, access to site, connections between SI & Lynedoch Village, internal vehicular and pedestrian movement as well as external pedestrian linkages.



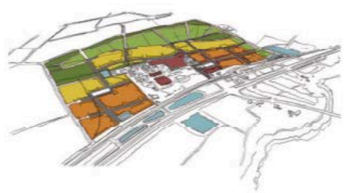
VILLAGE BLOCKS

Development blocks including land use, density and response to visual sensitivities.



THE VILLAGE

Consolidation of all layers with focus on quality of specific components.



URBAN DESIGN FRAMEWORK

LAND USE ALLOCATION

LAND USE TABLES

	Site area	45.48 Ha	
	Land use	**Area**	**Units**
	School component (A2)	1.78 Ha	
	Commercial (A1)	0.42 Ha	
	Residential (@80 du/ha)	7.74 Ha	620 units
	Residential (@40 du/ha)	8.74 Ha	346 units
	Allottment Villas	10.31 Ha	14 units
	Total (excluding areas below)	**29.0 Ha**	**980 units**
	Detention & SW area	1.16 Ha	
	Indigenous slopes	6.43 Ha	
	Roads & squares	4.86 Ha	
	Private open space	4.04 Ha	

PARCEL LAND USE TABLES

A1: 0.42 Ha	B1: 0.78 Ha	C1: 0.51 Ha
A2: 1.78 Ha	B2: 1.07 Ha	C2: 0.43 Ha
	B3: 0.80 Ha	C3: 0.32 Ha
Detention Ponds:	B4: 1.10 Ha	C4: 0.39 Ha
	B5: 0.54 Ha	C5: 0.70 Ha
D1: 0.72 Ha	B6: 1.79 Ha	C6: 0.86 Ha
D2: 0.22 Ha	B7: 0.93 Ha	C7: 1.20 Ha
D3: 0.12 Ha	B8: 2.67 Ha	C8: 1.22 Ha
	B9: 1.31 Ha	C9: 1.27 Ha
	B10.1: 0.12 Ha	C10: 1.27 Ha
	B.10.2: 0.14 Ha	C11: 0.72 Ha
	B11: 0.55 Ha	C12: 0.48 Ha
	B12: 1.24 Ha	C13: 0.49 Ha
	B13: 0.71 Ha	C14: 0.45 Ha
	B14: 1.57 Ha	
	B15: 0.44 Ha	

Legend

- Main Internal Movement
- Secondary Internal Movement
- Tertiary Internal Movement
- Pedestrian Movement
- Main User Entrances
- Rehabilitated Fynbos
- Hedge/Shrubs
- Tree lines & Clusters
- Residential (@80 du/ha)
- Residential (@40 du/ha)
- School Component
- Commercial
- Allotment Villas
- Water Bodies

Site Responsive Land Use Allocation

A VILLAGE TAXONOMY



Heritage Indicators/Guidelines

ANTICIPATED VISUAL-CULTURAL IMPACTS OF THE PROPOSED DEVELOPMENT, APRIL 2024.

The site has consistently been included within the urban edge, in both heritage surveys and planning documentation.

The challenge is to ensure that any development here reinforces the existing character of the site and the positive aspects seen within the context, to ensure the visual integrity of the development with its surrounds, and the retention of the contributing agricultural character of the site as a background element to the scenic route and many other heritage resources within the wider valley.

At this stage, and given the high-level information provided, the proposal is at odds with the visual heritage-based design indicators in two key respects:

1. The proposed residential development extends northwards beyond the line set in the heritage-based design indicators (shown in red in the adjacent diagram, Figure 29).

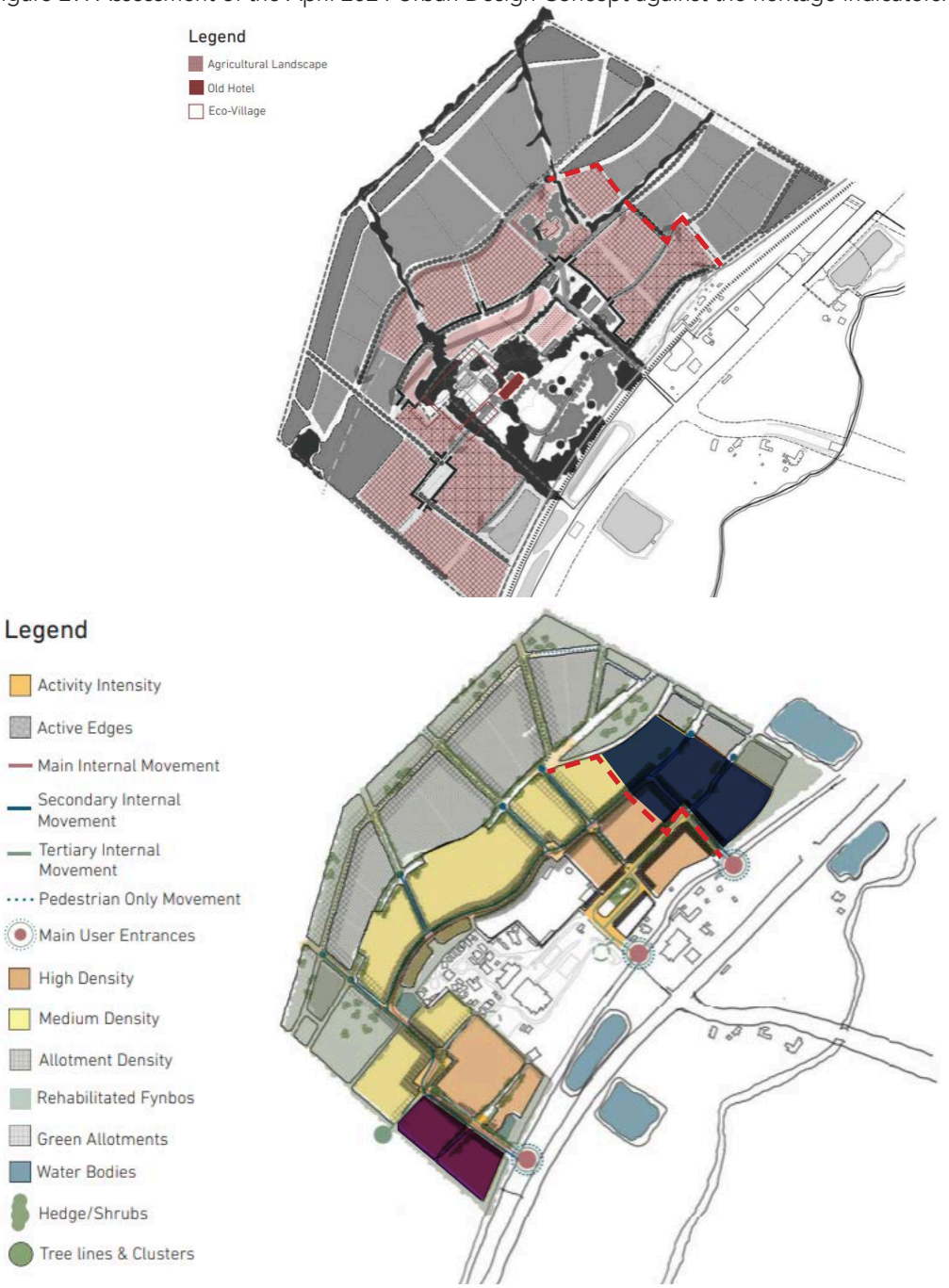
   The north-eastern slopes of the site are the most visually sensitive due to their high degree of visual exposure. Additionally, at the larger-scale of the R310 and the present quantum of development along its length, development of these slopes has the potential to visually restrict views into the broader cultural landscape, resulting in a sense of urbanisation on both sides of the scenic route.

   It is considered necessary from a visual impact perspective that development in these blocks, shaded in blue on the adjacent diagram (Figure 29) be limited to the lowest density "allotment villas" land use type.

2. Additionally, within the high level village framework, development along the southern boundary on the lower slopes is shown to be higher density than the heritage indicators recommend. This is due to a desire to reduce densities towards the edge of the village node, thereby creating a gradual transition to the rural context. Instead, at this point (shaded in purple on the adjacent diagram) the highest density of residential development is proposed.

   It is recognised that this area is located just behind a ridgeline, and that visual impacts can only be properly judged when 3D modelling of the proposal within the terrain is reviewed. It is understood that modelling is underway but will only be finalised as a draft after the first round of scoping and public participation. These 3D views will look to address how bulk distribution and landscaping is required to respond to mitigate visual impacts.

Figure 29: Assessment of the April 2024 Urban Design Concept against the heritage indicators.



	SITE-SCALE INDICATOR	ASSESSMENT OF RESPONSE
1.	The landmark nature of the old hotel complex must be enhanced and responded to as a prominent civic node within the wider context.	Cannot be assessed without 3D information, but likely meets this indicator.
2.	The historic farm barn structures and small "managers house" should be retained and adaptively re-used, ideally for educational purposes.	Cannot be accurately assessed with the current level of information provided.
3.	All existing areas of Fynbos and/or natural vegetation must be retained and reinforced on the site.	This indicator is met within the proposed Urban Design Framework.
4.	The spring course identified on the c1938 SG Diagram should be explored on site. In addition, the dam along the roadway to the south-east appears in the 1968 aerial photograph, and this area retains a wetland character that should be preserved as an asset of the site.	Cannot be accurately assessed with the current level of information provided.
5.	The mature trees on and around the site are higher-order landmark elements within this environment. They help to structure the space and provide some visual screening. Some trees are mature, older than 60 years, and should be retained. A plan for the staggering or replacement of mature planting must be put in place. Existing treelines should be reinforced and extended to screen the development.	Cannot be accurately assessed with the current level of information provided.
6.	Additional planning should be introduced on the site to provide additional visual screening and absorption within the foreground environment. The windbreaks in the wider context set up a landscape structure that can be extended into the site. These also create a potential for the extension of a structure for settlement onto the site, that responds to existing landscape elements and patterns.	Cannot be accurately assessed with the current level of information provided.
7.	In particular, the southern slopes are visually exposed from the east, but gently sloping and able to be easily connected to the existing village. Planting as visual screening must be used extensively here.	Cannot be accurately assessed with the current level of information provided.
8.	The railway station is an important potential civic asset and should be acknowledged as a higher-order element in the proposed development of the site.	This indicator is met within the proposed Urban Design Framework.
9.	Street Grid: The street grid should follow the contour and reinterpret the existing pattern of vineyards. Although curvilinear streets are generally foreign to the Winelands, they have been used at Lynedoch and are key to the character of that place. The street grid should be as efficient and minimal as possible, with only the main routes being paved.	This indicator is met within the proposed Urban Design Framework.
10.	New buildings must follow the contour, as the existing buildings within the Lynedoch node currently do.	Cannot be accurately assessed with the current level of information provided.
11.	Verges/Pavements: It is preferred that verges and pavements are grassed, hard-packed soil or brick paving, and planted with trees. Brickwork and laterite surfacing should be preferred to tarmac throughout.	Cannot be accurately assessed with the current level of information provided.
12.	Boundary Treatments: High and solid walls are not permitted, as well as pre-cast concrete fencing, exposed blockwork, and facebrick walling. Historic boundary elements such as fences and hedges must be preserved and extended.	Cannot be accurately assessed with the current level of information provided.
13.	Stoeps: Street-facing stoeps are a common feature of the buildings in the area, often with planted gardens in front. New residential development should include these elements.	Cannot be accurately assessed with the current level of information provided.
14.	Heights: New buildings must respond to and interpret the character-giving aspects of the site. In this environment, new buildings should predominantly be no more than 2 storey.	Cannot be accurately assessed with the current level of information provided.
15.	Materials, Colour and Architectural Detail: Building materials should be compatible with traditional materials in terms of scale, colour and texture. The underpinning principle should be that new buildings must be sympathetic to the architectural character of the area but should also be of their own time. New buildings should be of a walled architectural type. New structures should be painted a muted colour and be rectilinear. Corrugated roofs should be darker colours.	Cannot be accurately assessed with the current level of information provided.
16.	Scenic Route Restrictions within 500m of the roadway: The foreground views within the scenic route corridor is considered the most significant, and therefore all scenic routes should have a 500m buffer on either side of the road where specific development guidelines apply. The principle is that nothing will be permitted that detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route.	Cannot be accurately assessed with the current level of information provided.

In terms of the foreground and background indicators adapted from the Stellenbosch Municipal Heritage Survey, these are either at a level of detail that is not currently provided in order to allow for accurate assessment, or rely on 3D views with the proposed development juxtaposed against the current landscape, to ascertain impacts on aspects like skyline, and cumulative impacts of height and grain.

INTERIM RECOMMENDATIONS RELATED TO THE APRIL 2024 PROPOSAL

It is recommended that the heritage-based design indicators be integrated into the design proposal as far as possible, to achieve the "education focused… compact, pedestrian oriented, child friendly community" that was envisioned for this site in the 2019 Stellenbosch Municipality Spatial Development Framework.

At the current level of information (Urban Design Framework), the following key indicators need to be considered as the design proposal is refined in further iterations:

1. The proposed residential development should not extend northwards beyond the line set in the heritage-based design indicators (shown in red in Figure 29).

   The north-eastern slopes of the site are the most visually sensitive due to their high degree of visual exposure. Additionally, at the larger-scale of the R310 and the present quantum of development along its length, development of these slopes has the potential to visually restrict views into the broader cultural landscape, resulting in a sense of urbanisation on both sides of the scenic route.

   It is considered necessary from a visual impact perspective that development in these blocks, shaded in blue on the adjacent diagram (Figure 29) be limited to the lowest density "allotment villas" land use type.

2. Additionally, within the high level village framework, development along the southern boundary on the lower slopes is shown to be higher density than the heritage indicators recommend. This is due to a desire to reduce densities towards the edge of the village node, thereby creating a gradual transition to the rural context. Instead, at this point (shaded in purple on the adjacent diagram) the highest density of residential development is proposed.

   It is recognised that this area is located just behind a ridgeline, and that visual impacts can only be properly judged when 3D modelling of the proposal within the terrain is reviewed. It is understood that modelling is underway but will only be finalised as a draft after the first round of scoping and public participation. These 3D views will be necessary to properly determine visual impacts of the proposal at the site scale.

WAY FORWARD AND ALTERNATIVE OPTION

Following the above assessment of the proposal dated April 2024, the heritage consultants engaged with the urban design team to work through the visual concerns and develop an alternative option for the development of the site that would better meet the heritage indicators and mitigate visual impacts.

It was agreed that a proper assessment of cultural landscape and visual impact could only be undertaken with 3D modelled views, allowing for a comparison of the existing scenario and views with the proposal superimposed therein.

The heritage consultants undertook a finer-grained on-site visual analysis, and identified 4 views that they believed to be key in establishing visual impacts, and these were sent to the urban designers (Figure 30A - 30E).

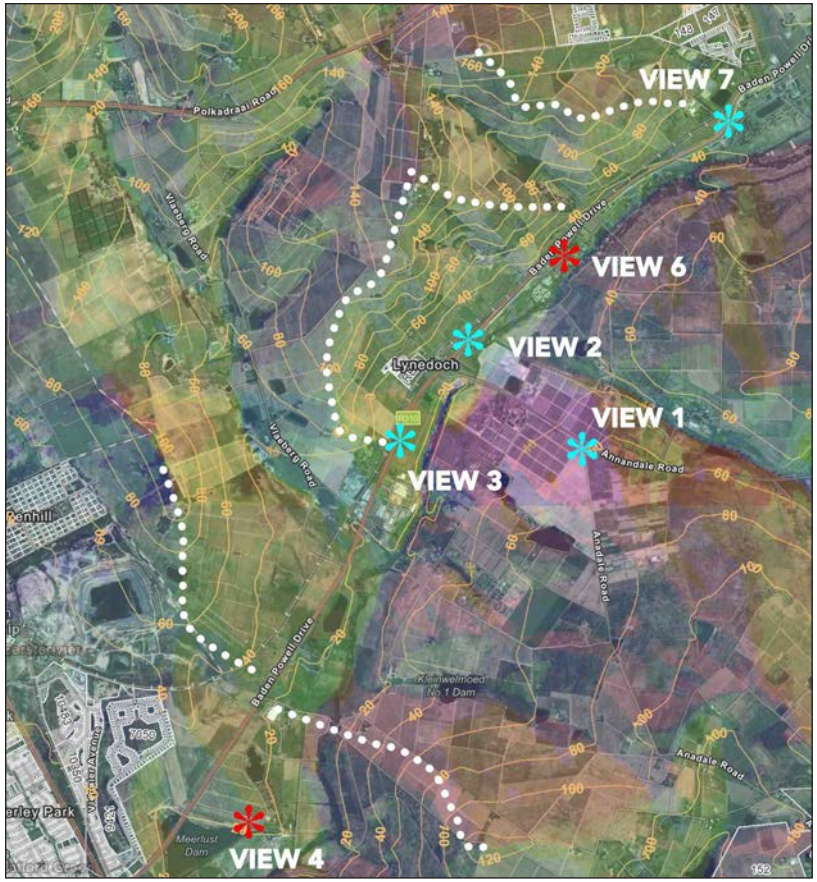


Figure 30A: Views tested, with the blue ones modelled up further.



Figure 30B: View No. 1, the view from Annandale Road, on the highest point of the hill is the most important visual point from which to test impact.

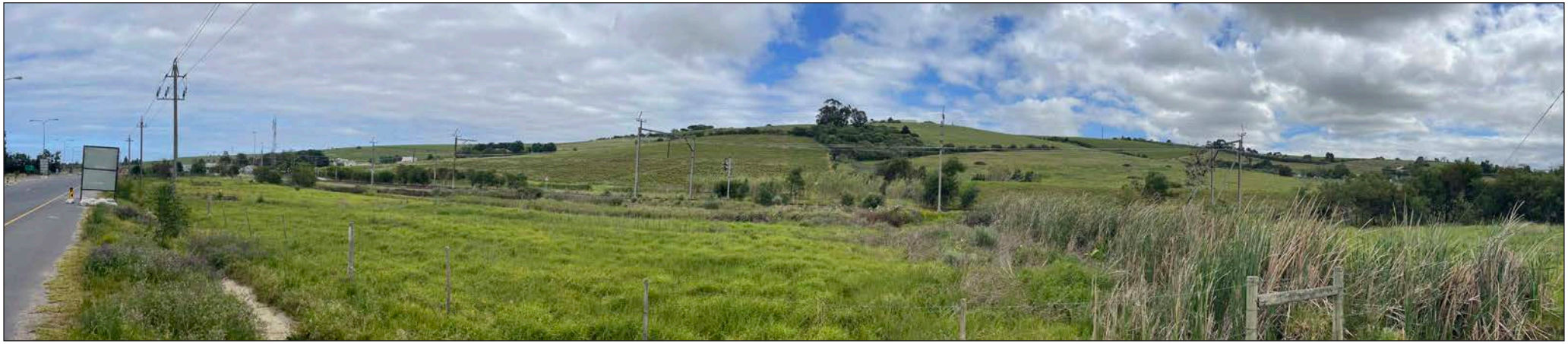


Figure 30C: View No. 2, taken along the R310 and looking across the north-eastern slopes of the site.



Figure 30D: View No. 3, taken along the R310 and looking across the south-eastern slopes of the site.

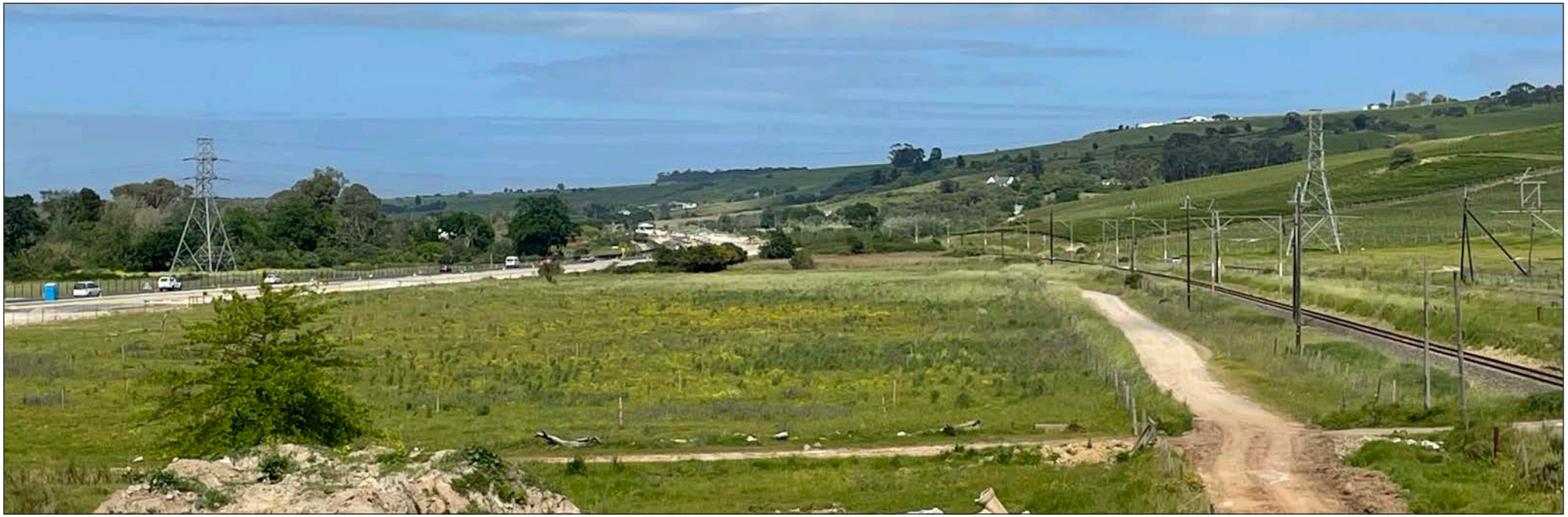


Figure 30E: View No. 7, along the new railway bridge at the Van Ryn's Distillery node. The new bridge is taller than the old and allows for a long-distance view over the side from the north.

THE ALTERNATIVE DEVELOPMENT PROPOSAL, JANUARY 2025

A revised Urban Design Framework has been provided, indicating a potential development layout that better responds to the visual and cultural landscape concerns highlighted in the assessment of the April 2024 layout (Urban Studio Architects and Urban Designers, with Terra+ Landscape Architects, January 2025).

The April 2024 scheme was modelled and workshopping with the urban designers identified that the main area of concern remained the north-eastern edge of the development, closest to Stellenbosch (Figure 31).

The visual impact of the three northern-most blocks in particular, especially as seen from Annandale Road, was of concern. The 3D model, its imposition into "View 1" from Annandale Road, and the sketch below, outlined the cultural landscape and visual concerns of the April 2024 development proposal clearly.



VIEW 1 - Key Site Exposure



VIEW 1 - Development Footprint





Figure 31: The 3D model of the April 2024 scheme, together with the superimposition within the "Annandale View" (View 1), highlighted visual concerns with the NE blocks of the scheme.

The following was agreed in discussions and workshops:

1. It was agreed to consider reducing the density of these blocks to the north-east, to mitigate impacts on the views from the Annandale Road. An alternate layout, more similar to blocks higher up, was considered for the two higher/more exposed blocks within this part of the proposed development.

2. A more varied approach to the cadastral patterning here was also proposed, as the internal and external road alignments are highly visually apparent from a distance. This would help to increase the overall visual absorption of the development along this edge.

3. While building heights remained unchanged, visual mitigation through colour and material selection was integrated, with colours chosen and co-ordinated according to the specific tier of exposure of the base/plinth and top section of the buildings. Lighter colours are limited to those buildings with low visual exposure, or likely to be shaded.

4. Finally, landscape mitigation was included, with the relative position of trees and houses on the terraced cuts across the slope carefully designed.



Figure 32A: Study of the visual sensitivity of the site, in 3D, by the urban designers.

ANTICIPATED VISUAL-CULTURAL IMPACTS OF THE PROPOSED DEVELOPMENT, JANUARY 2025.

The revised scheme has resulted from the visual and design mitigations that have been incorporated.

The visual sensitivity of the site as a whole was carefully mapped (Figure 32A), and this was then superimposed on the various building facades, thus determining their degree of exposure (Figure 32B).

This allowed the urban designers to mitigate the scheme in a very precise and pointed way. As a result, the following has occured:

1. The two upper blocks along the north-eastern edge of the scheme have been reduced in density to be more in line with the treatment of the highest blocks. This has resulted in an overall drop in unit density from around 1500 to 884 units across the scheme.

2. The road layout of the middle block, as well as the alignment of houses in this area, has been altered to ensure a higher degree of visual absorption.



Figure 32B: Study of the visual sensitivity of the various proposed building facades, in 3D, by the urban designers.

3. The landscaping, colour and material choices in the cross-section through the slope have been carefully assigned based on the visual exposure of the individual units.

These changes can be seen in Figure 32C.

The modelling of the January 2025 scheme within its cultural landscape setting and from the key viewpoints established by the heritage consultants, reflects the positive cumulative mitigation of these measures on overall heritage impacts (Figure 34A, 34B, 34C and 34D).

In terms of the assessment against the indicators developed in the Phase 1 report:

	SITE-SCALE INDICATOR	ASSESSMENT OF RESPONSE
1.	The landmark nature of the old hotel complex must be enhanced and responded to as a prominent civic node within the wider context.	This has been achieved. See figure 33A. The urban design report states: "Current and historical organizing patterns are respected and integrated together to form a relationship between the natural and built environment. This relationship starts and is informed by the Sustainability Institute & Eco Village".
2.	The historic farm barn structures and small "managers house" should be retained and adaptively re-used, ideally for educational purposes.	This indicator has been achieved - see Figure 33B where the agricultural buildings are integrated into the envisioned school and clubhouse.
3.	All existing areas of Fynbos and/or natural vegetation must be retained and reinforced on the site.	This indicator is met within the proposed Urban Design Framework.
4.	The spring course identified on the c1938 SG Diagram should be explored on site. In addition, the dam along the roadway to the south-east appears in the 1968 aerial photograph, and this area retains a wetland character that should be preserved as an asset of the site.	The incorporation of a dam in the upper western corner of the existing Lynedoch node preserves and responds to the memory of this element.



Figure 33A: The existing Lyndoch node is positioned centrally to the entire development scheme, which takes its cue from this existing settlement.



Figure 33B: The other existing buildings are retained and incorporated into the proposed school and clubhouse nodes.



LAYERED NATURAL VISUAL MITIGATION

Establishing a nuanced & layered guideline response to visual exposure that responds to each block density & facade exposure conditions.



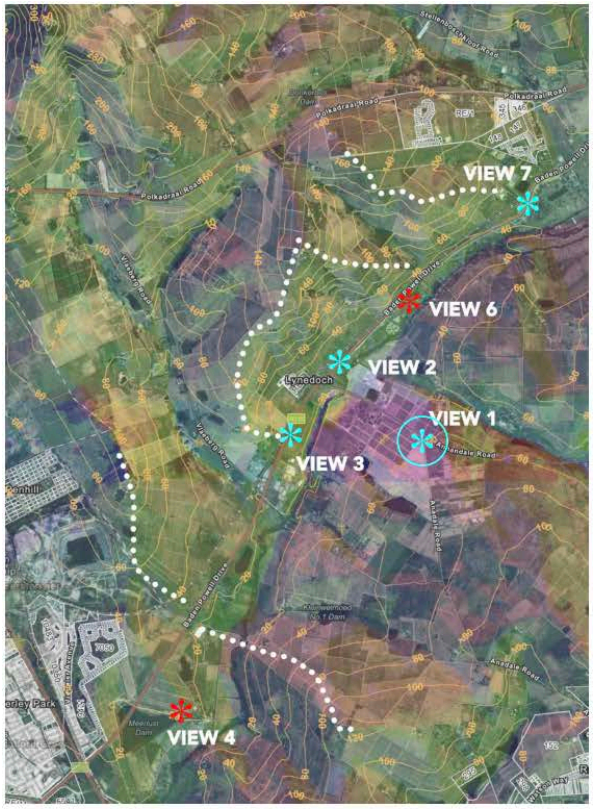


Figure 32C: A 3D representation of the January 2025 development option, showing the location of density along the slopes, by the urban designers.

5.	The mature trees on and around the site are higher-order landmark elements within this environment. They help to structure the space and provide some visual screening. Some trees are mature, older than 60 years, and should be retained. A plan for the staggering or replacement of mature planting must be put in place. Existing treelines should be reinforced and extended to screen the development.	Cannot be accurately assessed with the current level of information provided, but the proposal appears to show the extensive retention of mature trees across the site.
6.	Additional planning should be introduced on the site to provide additional visual screening and absorption within the foreground environment. The windbreaks in the wider context set up a landscape structure that can be extended into the site. These also create a potential for the extension of a structure for settlement onto the site, that responds to existing landscape elements and patterns.	The cross-sectional treatment of the placement of buildings and landscaping across the slope responds to this indicator.
7.	In particular, the southern slopes are visually exposed from the east, but gently sloping and able to be easily connected to the existing village. Planting as visual screening must be used extensively here.	This indicator is met within the proposed Urban Design Framework.
8.	The railway station is an important potential civic asset and should be acknowledged as a higher-order element in the proposed development of the site.	This indicator is met within the proposed Urban Design Framework.
9.	Street Grid: The street grid should follow the contour and reinterpret the existing pattern of vineyards. Although curvilinear streets are generally foreign to the Winelands, they have been used at Lynedoch and are key to the character of that place. The street grid should be as efficient and minimal as possible, with only the main routes being paved.	This indicator is met within the proposed Urban Design Framework.
10.	New buildings must follow the contour, as the existing buildings within the Lynedoch node currently do.	This indicator is met within the proposed Urban Design Framework.
11.	Verges/Pavements: It is preferred that verges and pavements are grassed, hard-packed soil or brick paving, and planted with trees. Brickwork and laterite surfacing should be preferred to tarmac throughout.	Cannot be accurately assessed with the current level of information provided, but the sections indicate a "soft" street treatment, with swales to handle stormwater, and tree planting.
12.	Boundary Treatments: High and solid walls are not permitted, as well as pre-cast concrete fencing, exposed blockwork, and facebrick walling. Historic boundary elements such as fences and hedges must be preserved and extended.	Cannot be accurately assessed with the current level of information provided, but the sections indicate that only retaining walls will be tall.
13.	Stoeps: Street-facing stoeps are a common feature of the buildings in the area, often with planted gardens in front. New residential development should include these elements.	Cannot be accurately assessed with the current level of information provided.
14.	Heights: New buildings must respond to and interpret the character-giving aspects of the site. In this environment, new buildings should predominantly be no more than 2 storey.	This indicator is partially met. The denser blocks that are located on the lowest slopes propose 3 storey structures.
15.	Materials, Colour and Architectural Detail: Building materials should be compatible with traditional materials in terms of scale, colour and texture. The underpinning principle should be that new buildings must be sympathetic to the architectural character of the area but should also be of their own time. New buildings should be of a walled architectural type. New structures should be painted a muted colour and be rectilinear. Corrugated roofs should be darker colours.	While still very high level, the urban design proposal indicates a clear approach to materials and colours that responds to the visual sensitivities of each part of the site.
16.	Scenic Route Restrictions within 500m of the roadway: The foreground views within the scenic route corridor is considered the most significant, and therefore all scenic routes should have a 500m buffer on either side of the road where specific development guidelines apply. The principle is that nothing will be permitted that detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route.	It appears that the location of dams and landscaping on the lowest sections of the site, closest to the R310, will ensure the retention of the key screening planting here, and will also ensure that the 500m buffer to either side of the scenic route remains undeveloped.

Therefore, it is clear that the January 2025 development proposal adheres more closely to the cultural landscape and visual indicators, and its cumulative impacts are therefore far lower than the April 2024 development option.

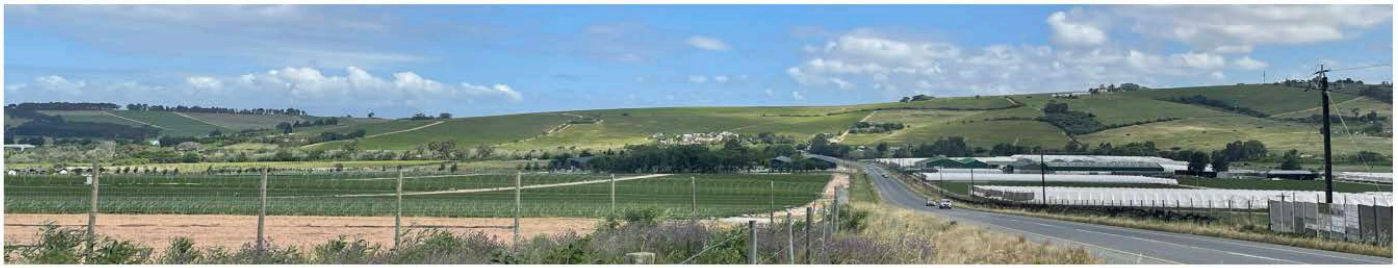
While the "check box" exercise above it useful, the experiential impacts of the development within the cultural landscape are perhaps more fully assessed in the reviewing of the 3D modelling, superimposed within the key views that have been identified. These analysis images are included in the pages that follow as Figures 34A - 34D and reflect the positive visual impacts of the incorporation of the mitigation measures.



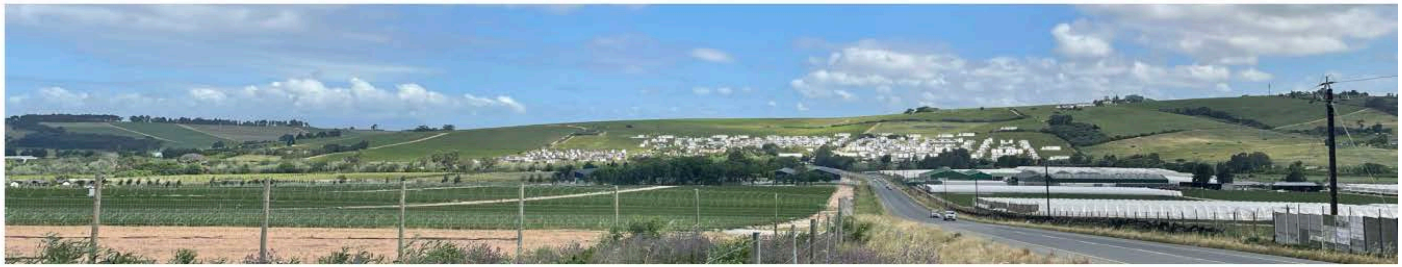
VIA - Key Visibility Viewpoints



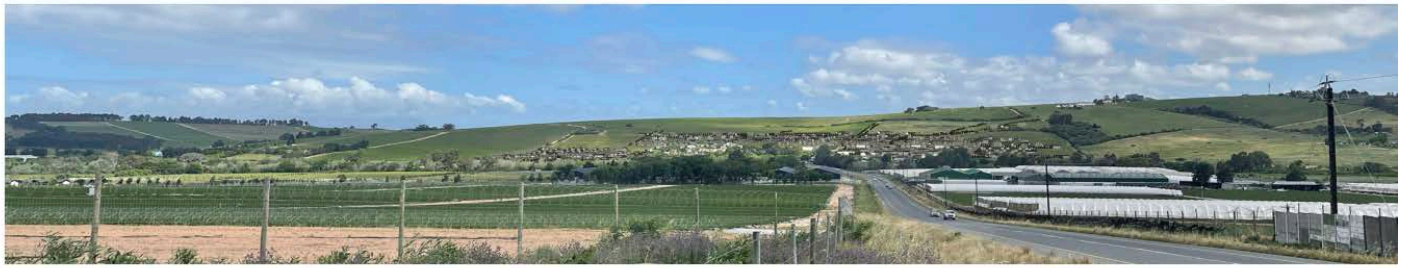
Development Visibility Areas



VIEW 1 - Key Site Exposure

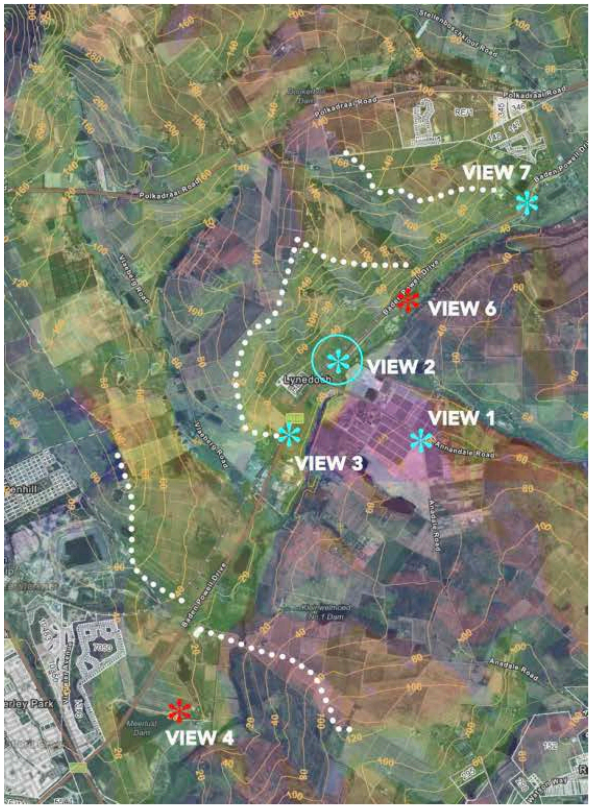


VIEW 1 - Development Footprint



VIEW 1 - Development Footprint & Visual Mitigation

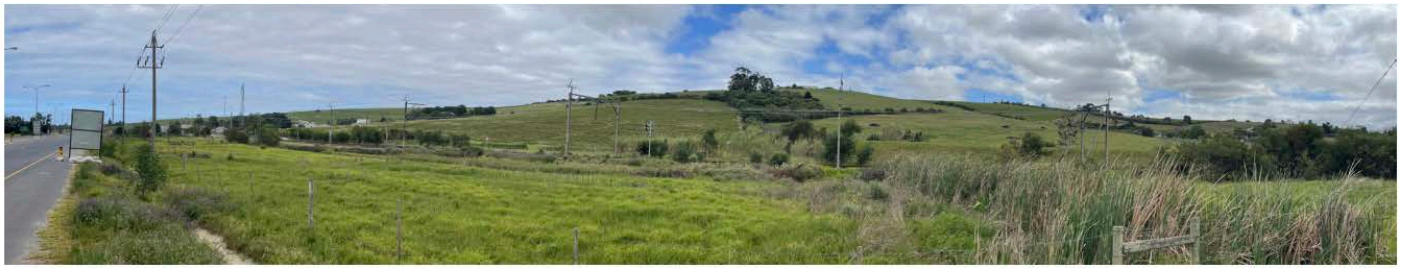
Figure 34A: Visual modelling and analysis from VIEWPOINT 1.



VIA - Key Visibility Viewpoints



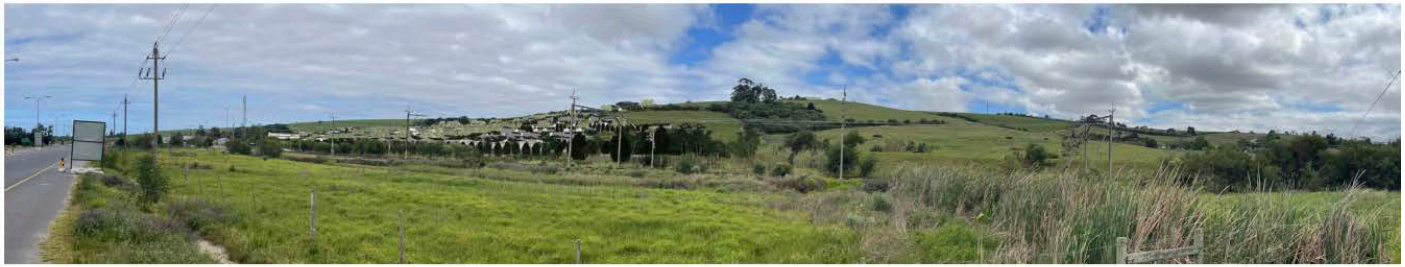
Development Visibility Areas



VIEW 2 - Key Site Exposure

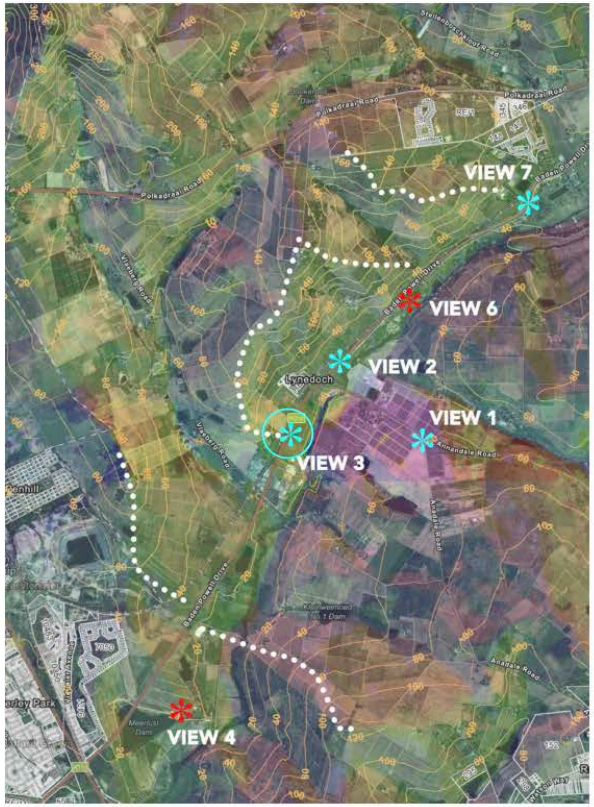


VIEW 2 - Development Footprint



VIEW 2 - Development Footprint & Visual Mitigation

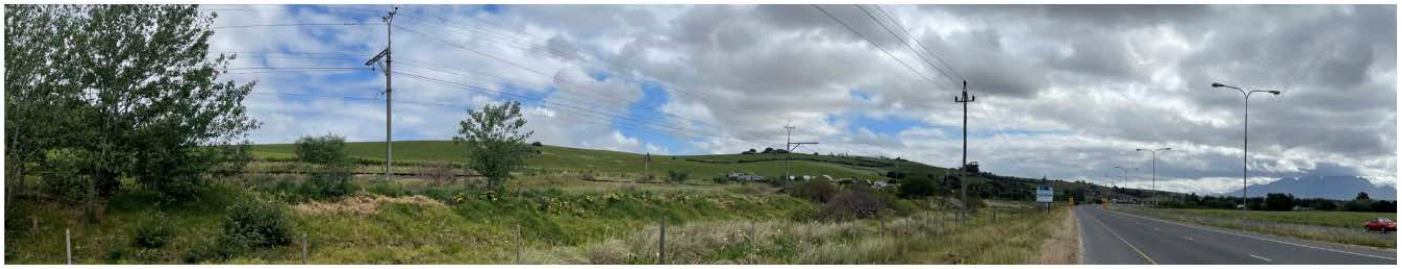
Figure 34B: Visual modelling and analysis from VIEWPOINT 2.



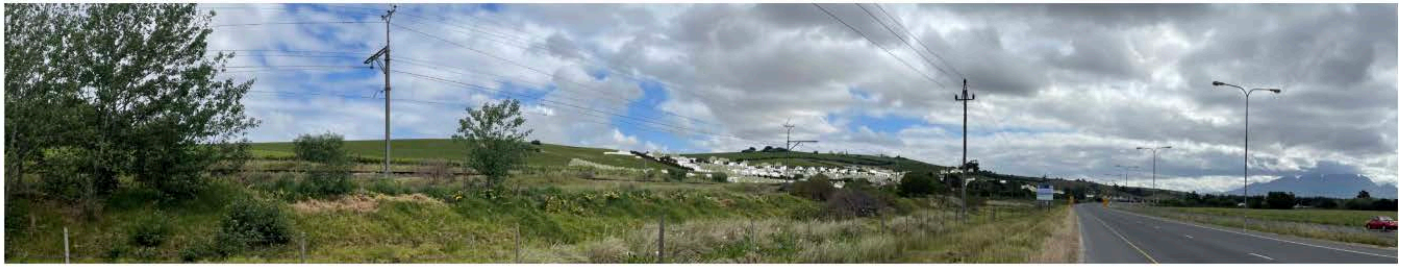
VIA - Key Visibility Viewpoints



Development Visibility Areas



VIEW 3 - Key Site Exposure

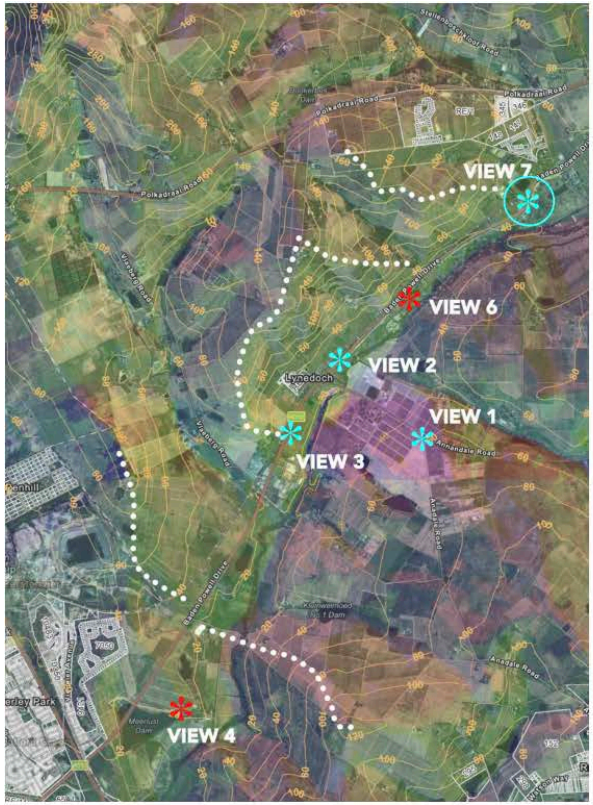


VIEW 3 - Development Footprint



VIEW 3 - Development Footprint & Visual Mitigation

Figure 34C: Visual modelling and analysis from VIEWPOINT 3.



VIA - Key Visibility Viewpoints



Development Visibility Areas



VIEW 7 - Key Site Exposure



VIEW 7 - Development Footprint & Visual Mitigation

Figure 34D: Visual modelling and analysis from VIEWPOINT 7.

8. RECOMMENDATIONS

The more expensive incorporation of the heritage-based design indicators into the January 2025 proposed development achieves the "education focused… compact, pedestrian oriented, child friendly community" that was envisioned for this site in the 2019 Stellenbosch Municipality Spatial Development Framework. This is the preferred development option.

The sensitivity of the cultural landscape of the Eerste River is well understood and documented. It is understandable that people would want to live in this outstanding environment; yet unfettered settlement of this area will destroy the very scenic agricultural and natural landscape, layered and articulated over centuries of occupation, that is so highly valued. Heritage practitioners need to be very careful in guiding development here, to ensure that the significant aspects of the environment are protected, while also accommodating change.

While it would still be preferable for the proposed development to be smaller, more compact, and ideally adhering to the urban edge indicated in Figure 29, the economic feasibilities apparently preclude a smaller development. The measures undertaken to mitigate visual impacts on the visually exposed north-eastern slopes are aknowledged and do greatly lessen impacts of the proposed, larger development node.

Therefore, of the 3 options explored (No-go, Development April 2024 and Development January 2025), the iteration presented in January 2025 is the preferable one. The following conditions are still considered prudent to any approval, to ensure that development proceeds in such a way that cultural landscape and visual impacts are continually considered and lessened:

1. Should the development be phased, the blocks closest to the existing urban node at Lynedoch (the Sustaintability Institute and Eco Village) must be realised first.

2. Should development be phased, the blocks lowest down on the slope must be realised first.

3. Installation of services, retaining walls and roadways etc. should not occur ahead of the construction of houses. This means that blocks should only be laid out at the same time as, or shortly before, construction of buildings in that block commences. Vines and other existing agricultural uses should be retained in place until that point in time. This is to prevent the "scarring" of the landscape through the installation of roads and services without the construction of houses for a prolonged period of time.

4. As per the regulations in Constantia, street lights should not be installed in this development.

Claire Abrahamse, February 2025.

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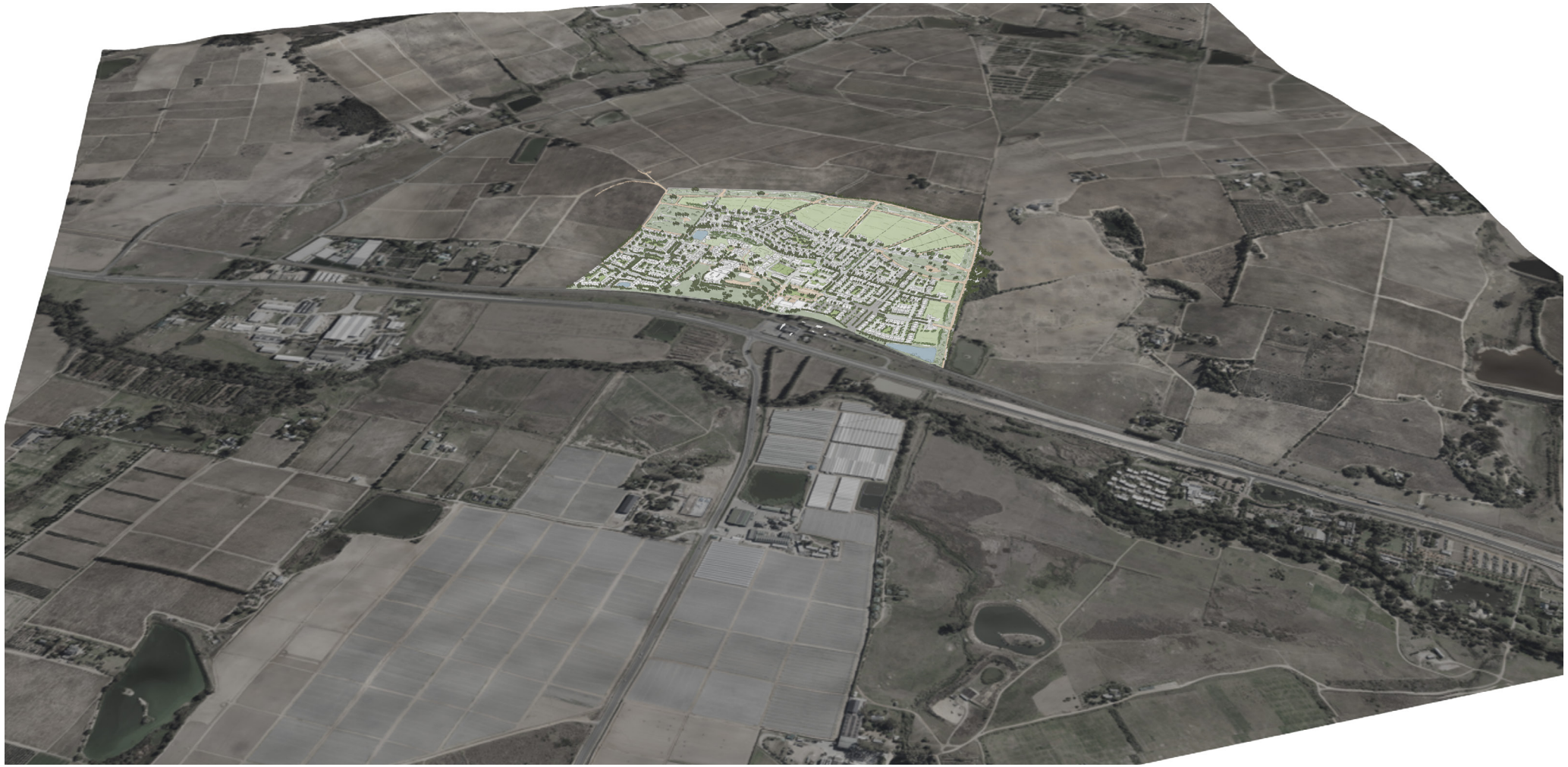
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WELMOED URBAN DESIGN FRAMEWORK

TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES



ORGANIZING STRUCTURE LINKAGES

RESPECTING ORGANIZING PATTERNS

COMPACT DEVELOPMENT FOOTPRINT

RESPONSIVE DENSITY ALLOCATION

LAYERED NATURAL VISUAL MITIGATION

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ORGANIZING STRUCTURE LINKAGES

Establishing a base informed by the existing farm and agricultural patterns.







Integrated and complimentary organizing structures that respect historical layout.



Compact Development footprint that retains most visually sensitive agricultural land-



Graded density allocation that responds to topogrophy.



Textured approach to visual mitigation that responds to building facade exposure.

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ESTABLISHING A CONTEXT SENSITIVE BASE

TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES



RESPECTED ORGANIZING PATTERNS

Current and historical organizing patterns are respected and integrated together to form a relationship between the natural and built environment. This relationship starts and is informed by the Sustainbility Institute & Eco Village.

DEVELOPMENT BLOCKS



AGRICCUTLURAL BLOCKS



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ESTABLISHING A CONTEXT SENSITIVE BASE

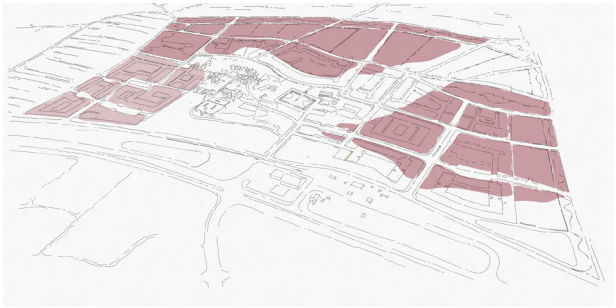
TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES



COMPACT DEVELOPMENT FOOTPRINT

Development footprint is restricted on upper parts of the site to retain the existing agricultural character of exposed areas. Visual natural screening is used to further mitigate exposed buildings.

VISUAL EXPOSURE



VISUAL MITIGATION STRATRGY



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ESTABLISHING A CONTEXT SENSITIVE BASE

TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES



RESPONSIVE DENSITY ALLOCATION

Development densities are graded in response to the slope of the site to mitigate visual exposure of buildings.

TUCKED PUBLIC REALM



GRADED RES BLOCKS



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ESTABLISHING A CONTEXT SENSITIVE BASE

TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES



LAYERED VISUAL MITIGATION

Critical views were determined by the relevant CA/ VA/HIA specialists. In response visually exposed building facades were graded and mitigated accordingly

NORTHERN EXPOSURE



EASTERN EXPOSURE



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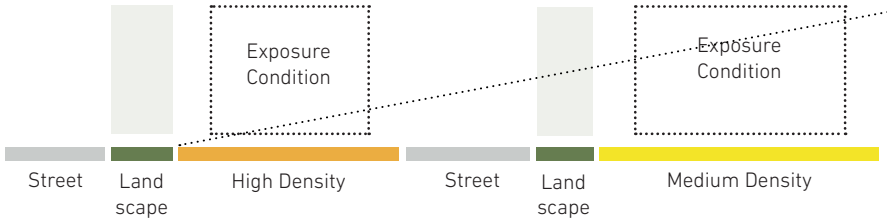
ESTABLISHING A CONTEXT SENSITIVE BASE

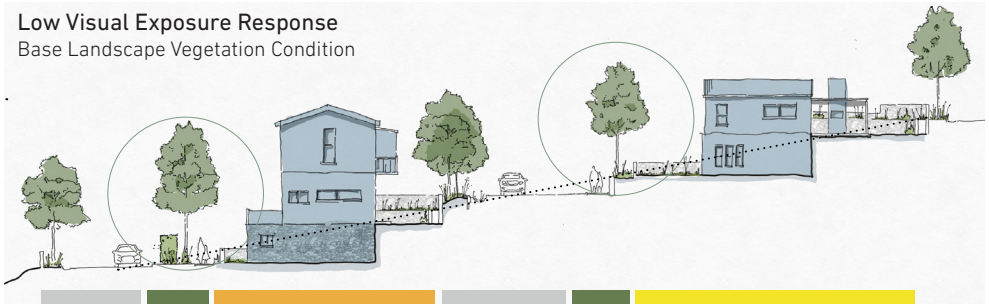
TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES



LAYERED NATURAL VISUAL MITIGATION

Establishing a nuanced & layered guideline response to visual exposure that responds to each block density & facade exposure conditions.



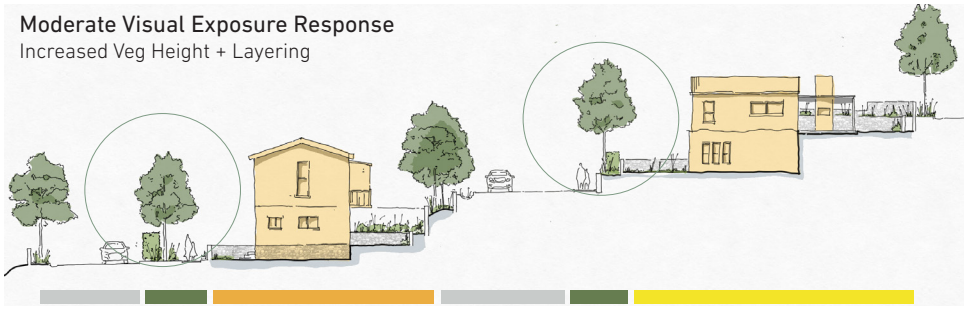


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ESTABLISHING A CONTEXT SENSITIVE BASE

TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES







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ESTABLISHING A CONTEXT SENSITIVE BASE

TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES

Legend

- Historical 1944 Trees
- Historical 1968 Trees
- Historical Uncultivated Land
- Green Allotments
- Proposed Screening Tree lines
- Water Bodies
- Very Steep
- Relatively Steep
- Not Steep
- Development Infill Boundary
- SDF Footprint





SDF FOOTPRINT - Key Site Exposure

Approved footprint respects key visual and cutlural landscape sensitivites. However, although respectful to existing conditions it limits development potential.

Legend

- Historical 1944 Trees
- Historical 1968 Trees
- Historical Uncultivated Land
- Green Allotments
- Proposed Screening Tree lines
- Water Bodies
- Very Steep
- Relatively Steep
- Not Steep
- Development Infill Boundary
- SDF Footprint





PREFFERED FOOTPRINT - Key Site Exposure

Development footprint encroaches on historical treelines along the eastern boundary. However, limited encroachment on high visual and cultural landscape sensitivities.

Legend

- Historical 1944 Trees
- Historical 1968 Trees
- Historical Uncultivated Land
- Green Allotments
- Proposed Screening Tree lines
- Water Bodies
- Very Steep
- Relatively Steep
- Not Steep
- Development Infill Boundary
- Full Development Footprint





FULL DEVELOPMENT - Key Site Exposure

Footprint disregards visual & cultural landscape sensitivities as informants for development.

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Proposed Visual Screening Response

Summary of visual sensitivities

VISUAL EXPOSURE



Sensitivities related to visual exposure. Lighter colour in lower slopes & darker colours of higher slopes.

VISUAL SCREENING RESPONSE



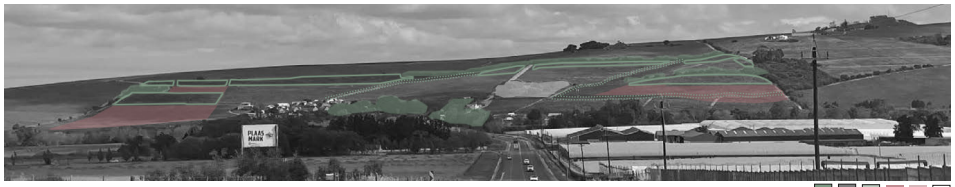
Visual sensitivities response established by main structuring layout.



Visual Exposure on Site



1944 & 1968 Tree lines



Historic Uncultivated Areas to Rehabilitated

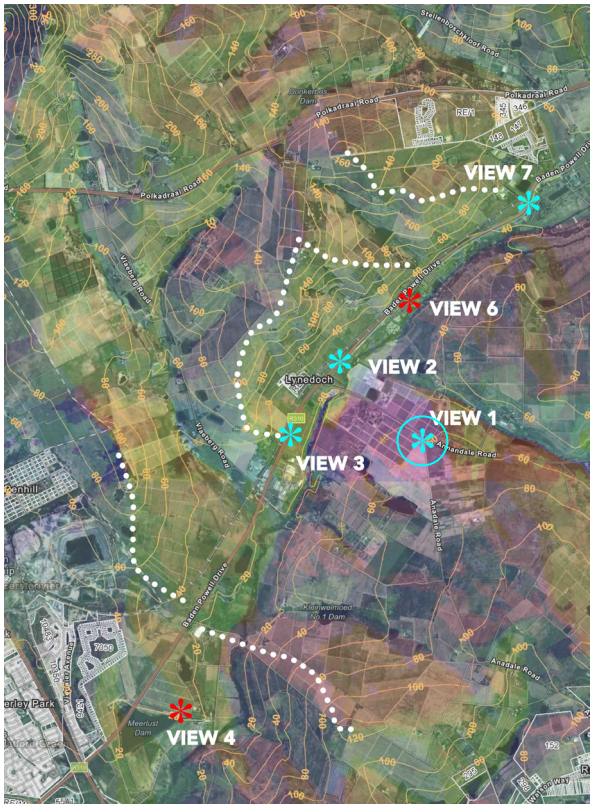


Proposed Tree lines



Suggested Allotment Positions

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VIA - Key Visibility Viewpoints



Development Visibility Areas



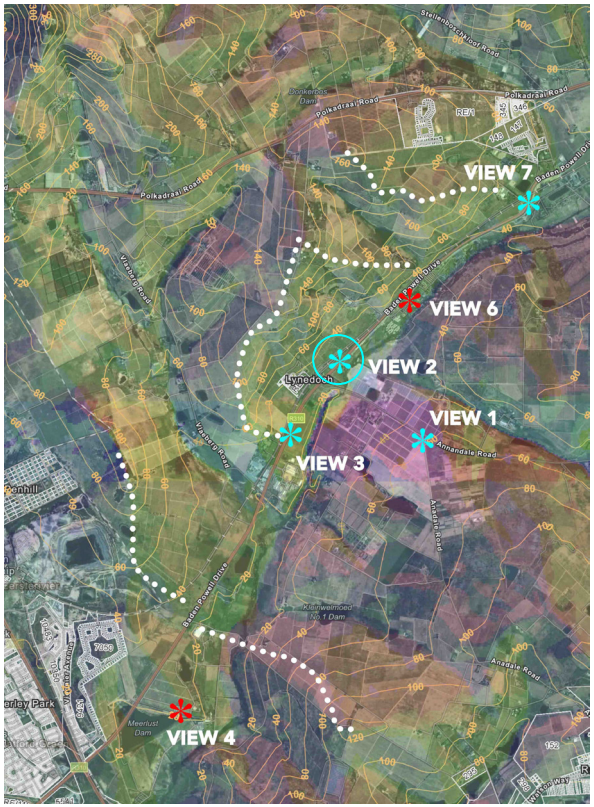
VIEW 1 - Key Site Exposure



VIEW 1 - Development Footprint



VIEW 1 - Development Footprint & Visual Mitigation



VIA - Key Visibility Viewpoints



Development Visibility Areas



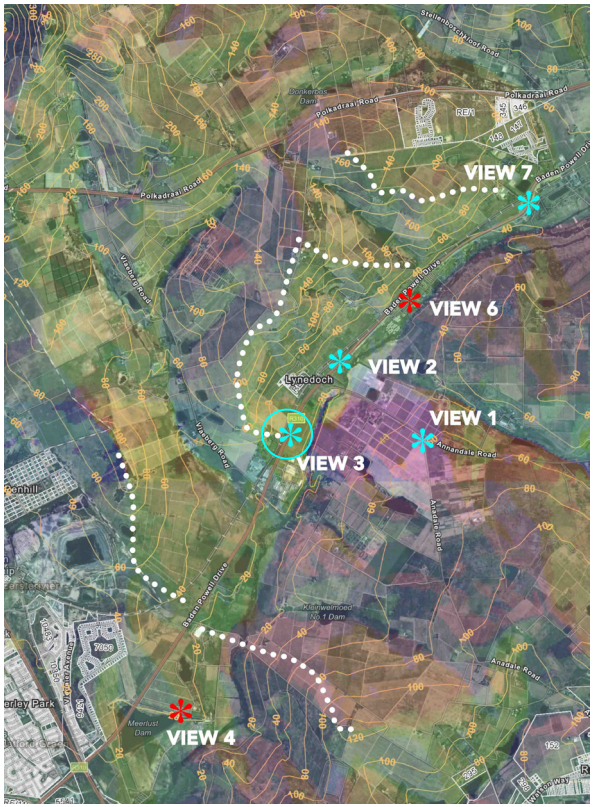
VIEW 2 - Key Site Exposure



VIEW 2 - Development Footprint



VIEW 2 - Development Footprint & Visual Mitigation



VIA - Key Visibility Viewpoints



Development Visibility Areas



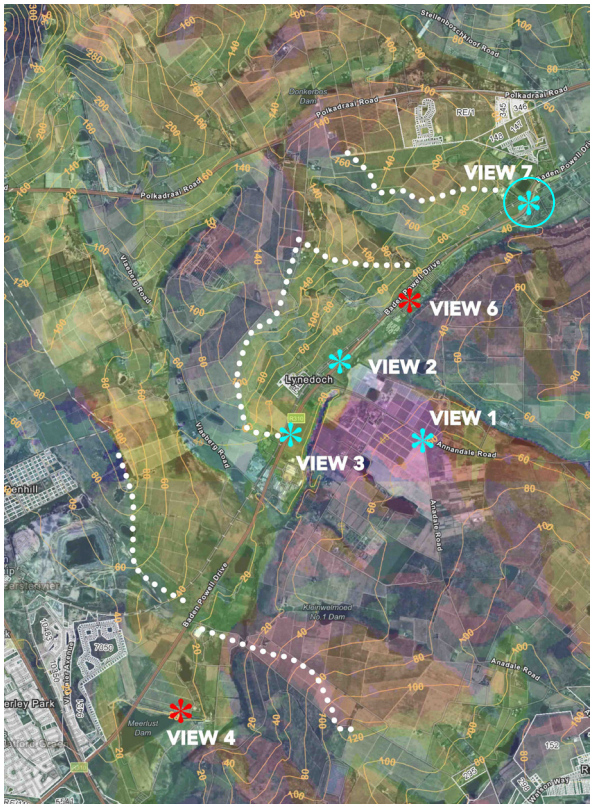
VIEW 3 - Key Site Exposure



VIEW 3 - Development Footprint



VIEW 3 - Development Footprint & Visual Mitigation



VIA - Key Visibility Viewpoints



Development Visibility Areas



VIEW 7 - Key Site Exposure



VIEW 7 - Development Footprint & Visual Mitigation



Materialiy References

- Annexure C: Ecology and environmental studies (Section 4.3);

ANNEXURE I 2: SITE SENSITIVITY VERIFICATION REPORT

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In association with:

VIRDUS WORKS

SITE SENSITIVITY VERIFICATION REPORT FOR THE PROPOSED TOWNSHIP DEVELOPMENT ON PORTION 28 OF FARM NO. 468, STELLENBOSCH, WESTERN CAPE.

INTRODUCTION

This Site Sensitivity Verification (SSV) Report forms part of the Basic Assessment Process that will be undertaken for the proposed township development on Portion 27 of Farm No. 468 Stellenbosch, Western Cape. Uniqon (Pty) Ltd, the proponent, intends to develop a township that includes, a mixed-use of education, businesses, and residential units.

Portion 28 of Farm No. 468 is adjacent to the Lynedoch Township and is zoned "agriculture" in the Stellenbosch Zoning Map. Apart from a very small patch of indigenous vegetation (rocky outcrop which is unsuitable for agriculture) on the Western corner of the property and two open patches along the southern property border (unsuitable for agriculture), the whole property has been transformed for agriculture (vineyards and pastures). The vegetation on site is mapped as Swartland Granite Renosterveld (critical endangered ecosystem), however 99% of the property and adjacent properties has been transformed for agriculture and contains no natural vegetation. A small portion of the property is indicated as a Critical Biodiversity Area (CBA) however this is where the farmhouse is located. This CBA was mapped incorrectly as it contains no natural vegetation.

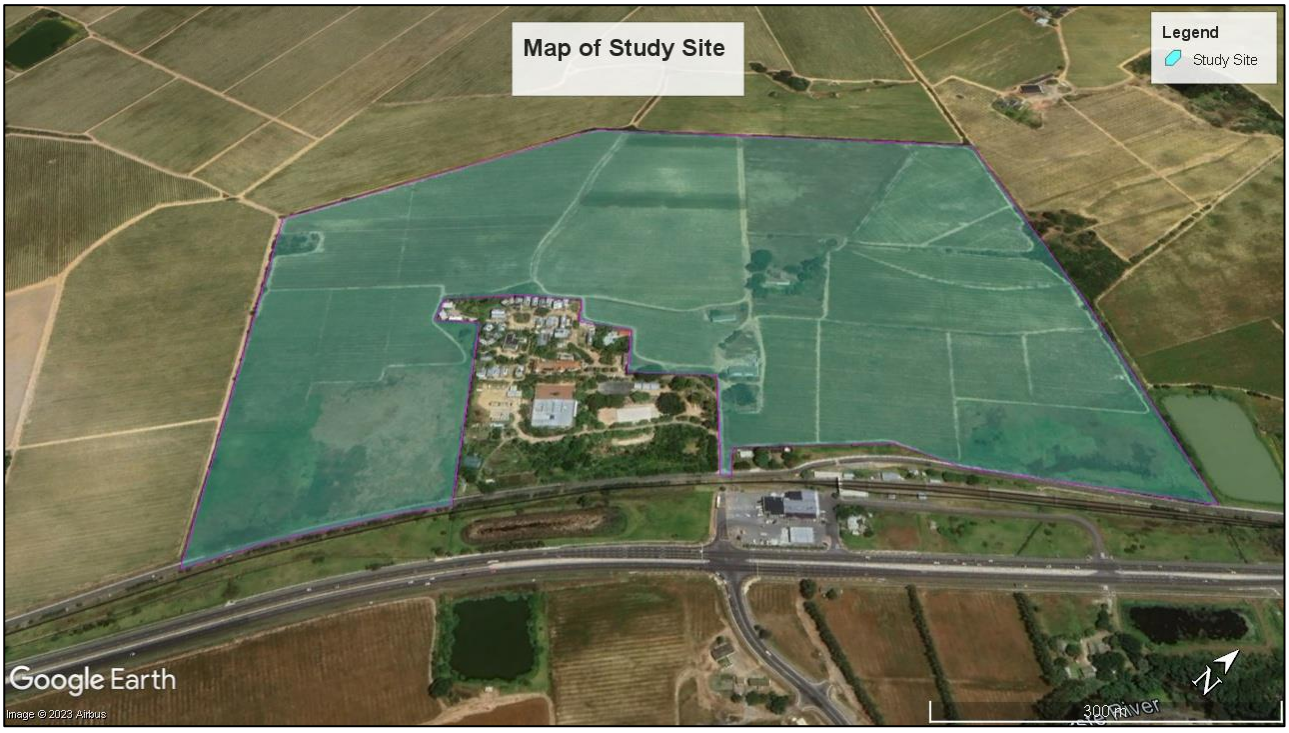


Figure 1: Satellite Image of the Study Site dated 9 July 2021, taken from Google Earth.

Ludwig van der Merwe (SACNASP 133969/ EAPASA 2020/2817) Candidate Natural Scientist/ Environmental Practitioner 5 VYGEBOOM CLOSE, DURBANVILLE, 7550, SOUTH AFRICA Cell: +27 73 137 4625 Email: ludwig.vdmerwe@virdus.com	Virdus Works Environmental (Pty) Ltd (Reg. No. 2019/133896/07) Environmental Management, Assessment and Administration Director: Nico F Williams PO Box 247, Wolseley, 6830, South Africa Mobile: +27 76 564 8569 Email: nico.williams@virdus.com

The Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes in terms of Sections 24(5)(a) and (h) and 44 of the NEMA, when applying for Environmental Authorisation" ("the Protocols") (Government Notice No. 320 as published in Government Gazette No. 43110 on 20 March 2020) apply to the proposed development. This SSV Report has been compiled in line with these Protocols and will be attached to the Basic Assessment Report (BAR).

This SSV Report addresses the findings of the Screening Tool Report (Appended hereto), generated from the National Web-Based Environmental Screening Tool, and motivates the various specialist studies identified to be conducted. It also discusses whether the specialist studies forming part of this project are required to comply with the above Protocol.

FINDINGS

The Screening Tool Report revealed that the proposed development site has a very high sensitivity from an Agricultural, Aquatic Biodiversity and Terrestrial Biodiversity Theme perspective, a high sensitivity from an Animal and Civil Aviation Theme perspective, a medium sensitivity from Defence and Palaeontology Theme perspective and a low sensitivity from an Archaeological and Cultural Heritage, and Plant Species Theme perspective.

Please see the discussion below on whether the findings of the site visit agree with or dispute the findings of the Screening Tool Report.

Agriculture Theme (Very High Sensitivity):
Agrees with the findings of the Screening Tool Report. The site is located within the Cape Winelands Region, an area known globally for its wine exports. The land capability (viticulture) is indicated as Very High across most of the property. The current productivity potential of the farm and the potential impact of the proposed development on surrounding agriculture activities are currently unknown. An Agricultural Impact Assessment is proposed.

Animal Species Theme (High sensitivity):
Disagrees with the findings of the Screening Tool Report. The list of species indicated, are very unlikely to occur or be impacted by the proposed development. The rating should be low sensitivity. The bird *Hydroprogne caspia* (Caspian Term, "Reusesterretjie") is common along the coast of the region and generally prefers sheltered bays, estuaries, and large inland water bodies (Hockey et al. 2005). It is highly unlikely that this species will be present this transformed agricultural landscape. The bird *Pelecanus onocrotalus* (Great White Pelican) inhabit estuaries, lagoons, coastal bays, shallow lakes, and floodplain pans where they feed on fish. They are known to be nomadic, moving vast distances in response to environmental conditions (Kemper et al. 2007). It is highly unlikely that they would be present in this transformed agricultural landscape. The Beetle *Pachysoma Aesculapius* has a distribution from Cape Town to the mouth of the Olifants River. The Southern Populations (Somerset West, Cape Flats, Salt River) are possibly now extinct as the most recent collection was in 1987. The species prefer firm sand on coastal hummocks, riverbanks, and vegetated dunes (Harrison et al. 2003). It is highly unlikely this species would be found in a transformed agricultural landscape. The Katydid *Conocephalus peringueyi* (Peringuey's Meadow Katydid) are found at high altitudes of the mountains within the Fynbos region and have only been recorded at six locations (Uvarov 1928). It is highly unlikely that this species will be found in a transformed agricultural landscape at a low elevation. The grasshopper *Bullacris obliqua* (Bladder Grasshopper) has a fragmented distribution across the fynbos region, which consist of several very small sub-populations that is unlikely to be connected to each other due to flight-less females. The shrub *Eriocephalus africanus* (wild rosemary) is the only confirmed

host plant of this species (Dirsh 1965). It is highly unlikely that this species will be found in a transformed agricultural landscape that does not contain its host plant species. The grasshopper *Aneuryphymus montanus* (Yellow-winged Agile Grasshopper) are known from six localities in the Cape Fynbos region. This species is associated with fynbos vegetation and prefer south-facing slopes of evergreen Sclerophyll (woody plant with small leathery leaves) at rocky foothills (Brown 1960). This species is highly unlikely to be found at an east-facing slope within a transformed agricultural landscape. The extent of the distribution of the beetle *Frankenbergerius opacus* is unknown as only one sample has been recorded (Stellenbosch in 1949). Species from the genus *Frankenbergerius* have however only been found in areas which contain dense vegetation in association with litter and decomposing plant matter. Several records imply a close association with mushrooms (Frolov & Scholtz 2005). Due to its rarity and known habitat, it is highly unlikely that this species will be found in a transformed agricultural landscape.

No animals were observed during the site visit or reported by the farm workers. Due to the transformed landscape it's safe to assume that the site is unlikely to contain species that are sensitive to the transformation of habitat/ development. If animal species were to be found on-site, it would be very likely that they are adapted to changes in the environment, and therefore would be resilient to the transformation of habitat/ development.

Aquatic Biodiversity Theme (Very High sensitivity):
Disagrees with the findings of the Screening Tool Report. The reason for the high sensitivity rating is because the site is located within a Strategic Water Source area. The proposed development would however have no impact on water resources within the area. The impact rating should be negligible as no water resources/ watercourses/ wetlands/ estuaries were observed during the site visit.

Archaeological and Cultural Heritage Theme (Low sensitivity):
Agrees with the findings of the Screening Tool Report. The Site is not located close to any graded Heritage sites. No Archaeological findings are expected to be found at the site. The site is however listed as located along a scenic route and in a sensitive landscape character area in the Stellenbosch Municipality Heritage Survey.

Civil Aviation Theme (High sensitivity):
Disagrees with the findings of the Screening Tool Report. The proposed development will not have any impact of civil aviation as it won't contain any high structures. The impact rating should be negligible.

Defence Theme (Medium sensitivity):
Disagrees with the findings of the Screening Tool Report. The site is not located close to any site or strategic infrastructure that potentially poses a threat to national security. The proposed development will have no impact on national defence. The impact rating should be negligible.

Palaeontology Theme (Medium sensitivity):
Disagrees with the finding of the Screening Tool Report. The screening tool report indicates that the site has a medium sensitivity for palaeontological features, meaning that the site might contain paleontological features. The site however borders the township of Lynedoch, where several excavations were done during the construction of buildings and other infrastructure. No palaeontological features were recorded during past excavations. It can therefore be established that if the area contained palaeontological features, it would have been found already. A low sensitivity would be a more realistic impact rating.

Plant Species Theme (low sensitivity):
Agrees with the findings of the Screening Tool Report. Although Swartland Granite Renosterveld vegetation is indicated, the site has been heavily transformed by Agriculture activities and practically no natural vegetation remains (very small rocky outcrop). The proposed development will have no impact on indigenous vegetation in the vicinity of the study site.

Terrestrial Biodiversity Theme (very high sensitivity):
Disagrees with the findings of the Screening Tool Report. The reason for the high sensitivity is because the site contains a Critical Biodiversity Area (CBA), is an Ecological Support Area (ESA), is Critically endangered ecosystem and within a Strategic Water Source Area. As mentioned earlier, the area indicated as a CBA is where the farmhouse is located (no natural vegetation). The data used for the mapping must either be outdated or applied incorrectly. As there are effectively no natural vegetation remaining on the site and it is surrounded by cultivated fields, the site provides very little ecological support. This description is therefore outdated. As mentioned above, the proposed development will not have any impact on the water sources in the area. The description of a strategic water source area is therefore not applicable. The area is indicated to contain Swartland Granite Renosterveld, which is a critically endangered ecosystem. We know however that this is a relic description, as effectively no natural vegetation remains on site and immediate surroundings due the landscape being transformed for agricultural activities. The description of a critically endangered ecosystem is therefore not applicable. Since the reasons for the high sensitivity of the Terrestrial Biodiversity Theme are not an accurate description of the current state of the biodiversity on site, the impact rating should be updated to low sensitivity.

DISCUSSION

Based on the findings of the sensitivities that were assessed, the Screening Tool Report recommends the following ten specialist assessments:

1. Agricultural Impact Assessment
2. Landscape/ Visual Impact Assessment
3. Archaeological and Cultural Heritage Impact Assessment
4. Palaeontology Impact Assessment
5. Terrestrial Biodiversity Impacts Assessment
6. Aquatic Biodiversity Impact Assessment
7. Hydrological Assessment
8. Socio-Economic Assessment
9. Plant Species Assessment
10. Animal Species Assessment

Based on the desktop analysis and ground-truthing (site sensitivity verification) of the findings of Screening Tool Report, the following specialist studies are recommended and should be appended to the BAR:

1. Agriculture Impact Assessment
2. Landscape/ Visual Impact Assessment
3. Cultural Heritage Impact Assessment
4. Socio-Economic Assessment

In addition to the above-mentioned recommended specialist studies, A Traffic Impact Assessment (UDS Africa) and a Civil Engineering Services Report (UDS Africa) will be prepared by the project's

engineering team, which will be appended to the BAR. There are a few possible impacts that have been identified and assessed by the EAP and will be included in the BAR for the project.

Other than the recommend specialist studies and the impacts identified and assessed by the EAP, the other specialist studies suggested by the Screening Tool Report are not considered to be required for this study. As per the EIA Regulations, a motivation is outlined below:

Specialist Investigation:	**Recommended: Y/N**	**Explanation:**
Agricultural Impact Assessment	Yes	As discussed, the site has an apparent very high sensitivity for Agricultural Land Capability. An application will also need to be submitted at the Department of Agriculture as the proposed development triggers one in terms of the relevant Agriculture Legislation. An Agricultural Impact Assessment would need to be submitted along with the application.
Landscape/ Visual Impact Assessment	Yes	An application will need to be submitted at Heritage Western Cape (HWC) as the proposed development triggers one in terms of the relevant Heritage Legislation. A Visual Impact Assessment (VIA) would need to be submitted along with the application.
Archaeological/ Cultural Heritage Impact Assessment	Yes	An application will need to be submitted at Heritage Western Cape (HWC) as the proposed development triggers one in terms of the relevant Heritage Legislation. A Cultural Heritage Impact Assessment would need to be submitted along with the application.
Palaeontology Impact Assessment	No	As discussed, there are no Palaeontological features expected to be found on the site (low sensitivity). Unless HWC specifically requests one, a Palaeontology Impact Assessment won't be required.
Terrestrial Biodiversity Impact Assessment	No	As discussed, effectively no natural vegetation remains on the site and the immediate surrounding area. The proposed development is expected to have very little impact on the Terrestrial Biodiversity of the area (low sensitivity). A Terrestrial Impact Assessment won't be required.
Aquatic Biodiversity Impact Assessment	No	As discussed, no water resources/ watercourses/ wetlands/ estuaries were observed during the site visit. The proposed development is expected to have no impact on the Aquatic Biodiversity of the area (should be negligible). An Aquatic Biodiversity Impact Assessment won't be required.
Hydrological Assessment	No	As discussed, no water resources/ watercourses/ wetlands/ estuaries were observed during the site visit. The proposed development is expected to have very little impact on the Hydrology of the area (low sensitivity). A Hydrological Assessment won't be required.
Socio-Economic Assessment	Yes	The transition of land use type from Agricultural to residential and urban uses is expected to have an opportunity cost and could have a socio-economic impact. A Socio-Economic Impact Report would be required to address the needs and desirability of the

		proposed development.
Plant Species Assessment	No	The Screening Tool Report and the ground truthing reveal that the site has a low sensitivity for the plant species theme, as effectively no natural vegetation remains on site. A Plant Species Assessment won't be required.
Animal Species Assessment	No	As discussed, the sensitive species listed in the Screening Tool Report are not expected to be found at the study site (low sensitivity). The habitat of the listed species does not match the current habitat state of the study site. An animal species assessment would not be required.

The specialist studies undertaken for this project are required to comply with either the above protocols or with the requirements of Appendix 6 of NEMA EIA Regulations of 2014 (as amended). However, it is understood that this does not apply to the Traffic Impact Assessment and the Civil Engineering Services Report.

This SSV will be appended to the Basic Assessment Report for the aforementioned project.

Prepared by



Ludwig van der Merwe
(SACNASP 133969 / EAPASA 2020/2817)

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- Annexure D: Engineering services, stormwater and mobility studies (Section 4.4);

Reg no. 2003/043709/23

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Services
Civil Engineering
(Water, Sewer, Stormwater)
Roads and Transport
Traffic Engineering
Project Management

Offices
Stellenbosch, Piketberg, Somerset West, Clanwilliam, Loeriesfontein

A Level 1 Contributor to B-BBEE

Date: 12 March 2025

Our Reference: 629/cor/gen/001

Uniqon Developers (Pty) Ltd
17 Catherine Road
Shere Agricultural Holdings
Pretoria East
0081

ATTENTION: Mr Etienne Coetzer

Dear Sir

RE: PORTION 28 OF FARM 468, LYNEDOCH, WELMOED DEVELOPMENT – ASSESSMENT OF ALTERNATIVES

This letter should be read in conjunction with the following reports:

- Engineering Services Report, prepared by UDS Africa, dated April 2024 (Rev 00)
- Stormwater Management Plan, prepared by UDS Africa, dated April 2024 (Rev 00)

Further to the abovementioned reports, we were asked to evaluate four development alternatives. The four alternatives include:

1. No-go proposal
2. SDF Proposal -100 units
3. Fully developed site – 1550 units
4. Preferred Alternative – 889 units

Asger Khan (Pr Eng) (**Managing Member**), John Wessels (Pr Eng), Piet van Blerk (Pr Eng), Cobus Louw (Pr CPM), Tian Koch (Pr Tech Eng), Cobus van der Merwe (Pr Eng), Ruaan Siebrits (Pr Tech Eng), Petri Germishuys (Pr Tech Eng), Jacques van Niekerk (Pr Tech Eng), Dominique Ter Huurne (PhD, M Eng M Phil), Yolandi Obermeyer (B Eng), Fergus Swartz (B Tech), Erhard Blom (Geometric & Traffic Signal Design)

No-go option

For this option, there is no development proposed on portion 28 of farm 468. Therefor there will be no impact on Engineering Services. Hence no bulk upgrades or development contributions will be payable.

SDF Proposal

For this option, development is limited to 11.8Ha of the 45.48Ha site. The development will only make provision for a school component (3 000m^2), a commercial component (1 500m^2), a clubhouse component & 100 residential units.

The water demand is calculated as follows:

WATER DEMAND						
DEVELOPMENT	**Units**	**Area (m^2)**	**l/ unit/ day**	**l/ 100m^2**	**TOTAL (l/d)**	**TOTAL (l/s)**
School		17 800	12000/ ha		21 360	0.247
Commercial		4 200		650	27 300	0.316
Residential (80 units per Ha)	100		400		40 000	0.463
TOTAL					**88 660**	**1.026**
Annual Average Daily Demand (AADD)			88 660 l/d 1.026 l/s			
Peak factor			4.00			
Peak demand			4.105 l/s			
Fire flow requirement			25 l/s @ 10m			

Table 1: Water demand calculation

The sewer flow is calculated as follows:

SEWER FLOW	
Average Dry Weather Flow (ADWF) (70% of annual average daily water demand)	62 062 l/d (0.718 l/s)
Peak Factor	4.00
Peak Dry Weather Flow (PDWF)	2.873 l/s
Peak Wet Weather Flow (PWWF)	3.304 l/s

Table 2: Sewer demand calculation

Based on the above data, bulk upgrades SFW1.5 would have been required to supply the development with potable water. Bulk upgrades SSS5.1 & SSS5.2 (with a reduced capacity) would also be required in order to pump sewerage towards the existing Blaauwklippen pump station.

FULLY DEVELOPED SITE

For this option, the site will be fully developed. The development will make provision for a school component (2 500m^2), a commercial component (1 000m^2), a clubhouse component (5000 m^2) & 1055 residential units.

The water demand is calculated as follows:

WATER DEMAND						
DEVELOPMENT	**Units**	**Area (m^2)**	**l/ unit/ day**	**l/ 100m^2**	**TOTAL (l/d)**	**TOTAL (l/s)**
School		19 600	12000/ ha		23 520	0.272
Commercial		1000		650	6 500	0.075
Residential (55-30 units per Ha)	1055		650		685 750	7.937
TOTAL					**715 770**	**8.284**
Annual Average Daily Demand (AADD)			715 770 l/d 8.284l/s			
Peak factor			4.00			

Peak demand	33.138 l/s
Fire flow requirement	25 l/s @ 10m

Table 3: Water demand calculation

The sewer flow is calculated as follows:

SEWER FLOW	
Average Dry Weather Flow (ADWF) (70% of annual average daily water demand)	501 039 l/d (5.799 l/s)
Peak Factor	4.00
Peak Dry Weather Flow (PDWF)	23.196 l/s
Peak Wet Weather Flow (PWWF)	26.676 l/s

Table 4: Sewer demand calculation

Based on the above data, bulk upgrades SFW1.5, SPW3.1 & SPW3.2 would have been required to supply the development with potable water. Bulk upgrades SSS5.1 & SSS5.2 (with increased capacity) would also be required in order to pump sewerage towards the existing Blaauwklippen pump station.

884 UNIT PROPOSED DEVELOPMENT

For this option, development is limited to 28.09Ha of the 45.48Ha site. The development will make provision for a school component (1.78Ha), a commercial component (0.50Ha), a clubhouse component (0.18Ha) & 884 residential units.

The water demand is calculated as follows:

WATER DEMAND						
DEVELOPMENT	**Units**	**Area (m^2)**	**l/ unit/ day**	**l/ 100m^2**	**TOTAL (l/d)**	**TOTAL (l/s)**
School		17 800	12000/ ha		21 360	0.247

Commercial		5 000	20 800/ha		10 400	0.120
Clubhouse		1 800	12 000/ ha		2 160	0.025
Residential (80 units per Ha)	515		300		154 500	1.788
Residential (40 units per Ha)	355		450		159 750	1.849
Residential (allotment villas)	14		2 000		28 000	0.324
TOTAL					**376 170**	**4.353**

Annual Average Daily Demand (AADD)	376 170 l/d 4.353 l/s
Peak factor	4.00
Peak demand	1 504 680 l/d 17.415 l/s
Fire flow requirement	25 l/s @ 10m

Table 5: Water demand calculation

The sewer flow is calculated as follows:

SEWER FLOW	
Average Dry Weather Flow (ADWF) (70% of annual average daily water demand)	263 319 l/d (3.048 l/s)
Peak Factor	4.00
Peak Dry Weather Flow (PDWF)	12.191 l/s
Peak Wet Weather Flow (PWWF)	14.019 l/s

Table 6: Sewer demand calculation

Based on the above data, bulk upgrades SFW1.5, SPW3.1 & SPW3.2 would have been required to supply the development with potable water. Bulk upgrades SSS5.1 & SSS5.2 would also be required in order to pump sewerage towards the existing Blaauwklippen pump station.

CONCLUSION

From the above, it is clear that all the options, apart from the no-go option, will require bulk services to be installed for the proposed development alternatives. The cost of the bulk upgrades are estimated at R15 879 000 (excluding VAT, but including contingencies and fees). From a financial perspective, either the 884 or 1055 unit development will be sensible in order to justify the cost of the bulk services required to accommodate the development node.

We trust that the above is sufficient and will gladly provide any additional information required on request.

Yours faithfully,



Ruaan Siebrits (PrTechEng)

UDS AFRICA

WELMOED DEVELOPMENT

PORTION 28 OF FARM 468, LYNEDOCH, WITHIN THE STELLENBOSCH MUNICIPAL AREA, WESTERN CAPE

ENGINEERING SERVICES REPORT

REVISION 00

APRIL 2024

Uniqon Developers (Pty) Ltd.

17 Catherine Road

Shere Agricultural Holdings

Pretoria East

0081

UDS Africa

9 Electron Road

Techno Park

Stellenbosch

7600

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ENGINEERING SERVICES REPORT FOR THE WELMOED DEVELOPMENT ON PORTION 28 OF FARM 468, LYNEDOCH, WITHIN THE STELLENBOSCH MUNICIPAL AREA, WESTERN CAPE

1. Background

UDS Africa was appointed by Mr Etienne Coetzer to compile a services report in support of the development application for a proposed mixed use development on portion 28 of farm 468, Lynedoch. The site covers an area of 45.48 Ha and is currently undeveloped. The site is zoned for agricultural use.

The purpose of this report is to address the requirements of Stellenbosch Municipality with regard to the provision of engineering services for the proposed development. The infrastructure design of the development is based on the technical requirements and guidelines as stated in the Guidelines for Human Settlements Planning and Design (Red Book: July 2019) and to the requirements and standards of Stellenbosch Municipality.

2. Locality

The site is located in Lynedoch, within the Stellenbosch Municipal area. The site is bordered to the north, east and west agricultural land and to the south by Lynedoch Road. Below is a locality plan for reference (outlined in red, area highlighted in yellow).



Figure 1: Locality plan of Portion 28 of Farm 468

3. The development

The proposed development will be large residential in nature, with a clubhouse, commercial and school component. Please refer to **Annexure A** for a copy of the site development plan prepared by Urban Studio Architects and Urban Designers. Below is a summary of the land uses to from part of the proposed development:

USE	AREA	UNITS
School	1.78 Ha	
Commercial	0.50 Ha	
Clubhouse	0.18Ha	
Mixed use/ Residential (80/Ha)	6.58 Ha	515
Residential (40/Ha)	8.74 Ha	355
Residential (allotment villas)	10.31 Ha	14

Table 1: Summary of land uses

A capacity analysis was completed by GLS Consulting (Pty) Ltd for the proposed development in March 2024. A copy of the report can be found under **Annexure B**.

4. Water Demand

4.1 Water demand for proposed development

The water demand for the proposed development is calculated (in accordance with the Guidelines for Human Settlement Planning and Design) as follows:

WATER DEMAND						
DEVELOPMENT	**Units**	**Area (m^2)**	**l/ unit/ day**	**l/ 100m^2**	**TOTAL (l/d)**	**TOTAL (l/s)**
School		17 800	12000/ ha		21 360	0.247
Commercial		5 000	20 800/ha		10 400	0.120
Clubhouse		1 800	12 000/ ha		2 160	0.025
Residential (80 units per Ha)	515		300		154 500	1.788
Residential (40 units per Ha)	355		450		159 750	1.849
Residential (allotment villas)	14		2 000		28 000	0.324
TOTAL					**376 170**	**4.353**
Annual Average Daily Demand (AADD)	376 170 l/d 4.353 l/s					
Peak factor	4.00					
Peak demand	1 504 680 l/d 17.415 l/s					
Fire flow requirement	25 l/s @ 10m					

Table 2: Water demand calculation

The internal water reticulation network of the proposed development to comply with the minimum specifications as indicated in the “Red Book - Guidelines for Human Settlement Planning and Design” and the municipal standards from Stellenbosch Bay Municipality.

4.2 Existing services

The closest water reticulation network is a 50mm pipe located along Baden Powell Drive. It is proposed that bulk services SPW3.1 & SFW1.5 are constructed in order to supply the development with both domestic and fire water. The Skilpadvlei and Faure reservoirs have sufficient spare capacity to accommodate the development.

A 200mm connection will be made from SPW3.1 and a 250mm connection from SFW1.5. The minimum diameter of the internal water network will be 200mm HDPE PE100 PN12.5 pipes for the northern portion and 250mm HDPE PE100 PN12.5 pipes for the southern portion. A PRV will be required to regulate the water pressure from the Skilpadvlei connection.

The developer intends to construct the development in 14 phases. Refer to **Annexure C** for a copy of the proposed phasing plan.

The total water demand can be apportioned as 355.70 kL/d for the lower lying area to be supplied from the Faure system and 20.47 kL/d for the higher lying area supplied from the Skilpadvlei Reservoir. The Faure system can only supply the development up to the 60 to 70m contour (phase 1 to 13). The Skilpadvlei system will have to be constructed to supply Phase 14.

Refer to **Figure 2** below, showing the location of the existing and bulk network upgrades.

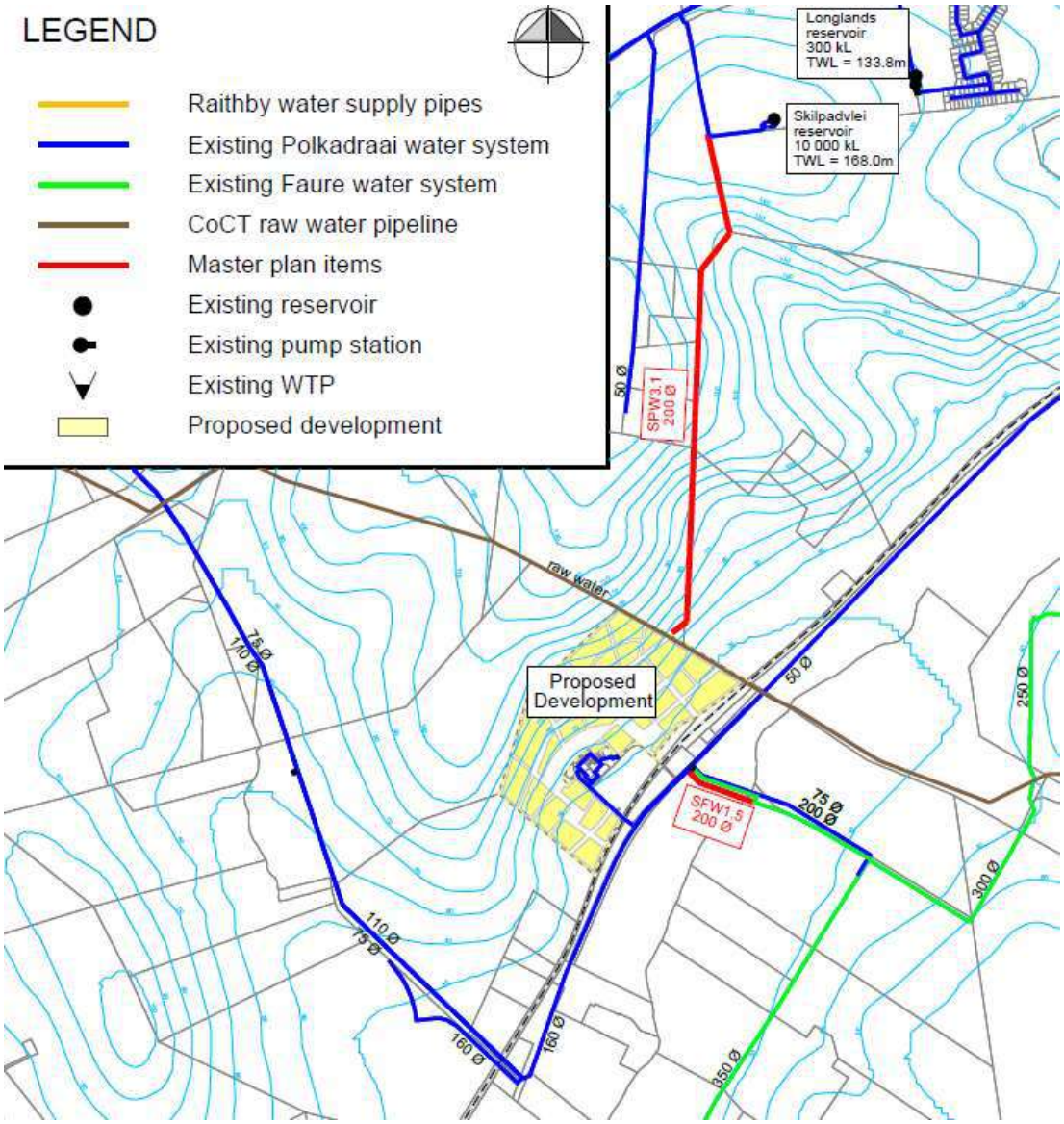


Figure 2: Existing water reticulation services

The cost of the abovementioned bulk services amount to R5 590 000 (Excluding VAT, but includes contingencies and fees). The associated costs hereof is expected to be deductible from the Development Contributions payable by the client.

SPW3.1 will be constructed over private land and a minimum 3m wide servitude will be required.

5. Sewerage

5.1 Sewer demand for proposed development

The sewerage flow for the proposed development is calculated (in accordance with the Guidelines for Human Settlement Planning and Design) as follows:

SEWER FLOW	
Average Dry Weather Flow (ADWF) (70% of annual average daily water demand)	263 319 l/d (3.048 l/s)
Peak Factor	4.00
Peak Dry Weather Flow (PDWF)	12.191 l/s
Peak Wet Weather Flow (PWWF)	14.019 l/s

Table 3: Sewer demand calculation

The internal sewer reticulation network of the proposed development to comply with the minimum specification as given in the “Red Book - Guidelines for Human Settlement Planning and Design” and the municipal standards from Stellenbosch Municipality.

5.2 Existing services

Currently there are no existing municipal sewer services in close proximity to the site.

The GLS capacity report confirmed that there is sufficient capacity available at the Blaauwklippen pump station, however it is required that master plan items SSS5.1, SSS5.2 & SSS4.1 are constructed in order to convey sewerage to the Blaauwklippen pump station.

The internal network will consist of 160mm Class 34 uPVC pipes connected to SSS5.2 (new 12 l/s pump station) with a 200mm Class 34 uPVC collector pipe.

The cost of the abovementioned bulk services (SSS5.1 & SSS5.2) amount to R10 289 000 (Excluding VAT, but includes contingencies and fees). Item SSS4.1 is currently in the process of being implemented by Stellenbosch Municipality (tender phase).

Items SSS5.1 & SSS5.2 will be constructed over private land for approximately 2.4km with the remaining 2.6km section of the pipeline falling within the Baden Powell Road Reserve. A minimum 3m wide servitude will be required where the pipeline is constructed over private property. Refer to **figure 3** below showing the locality of the proposed bulk services.

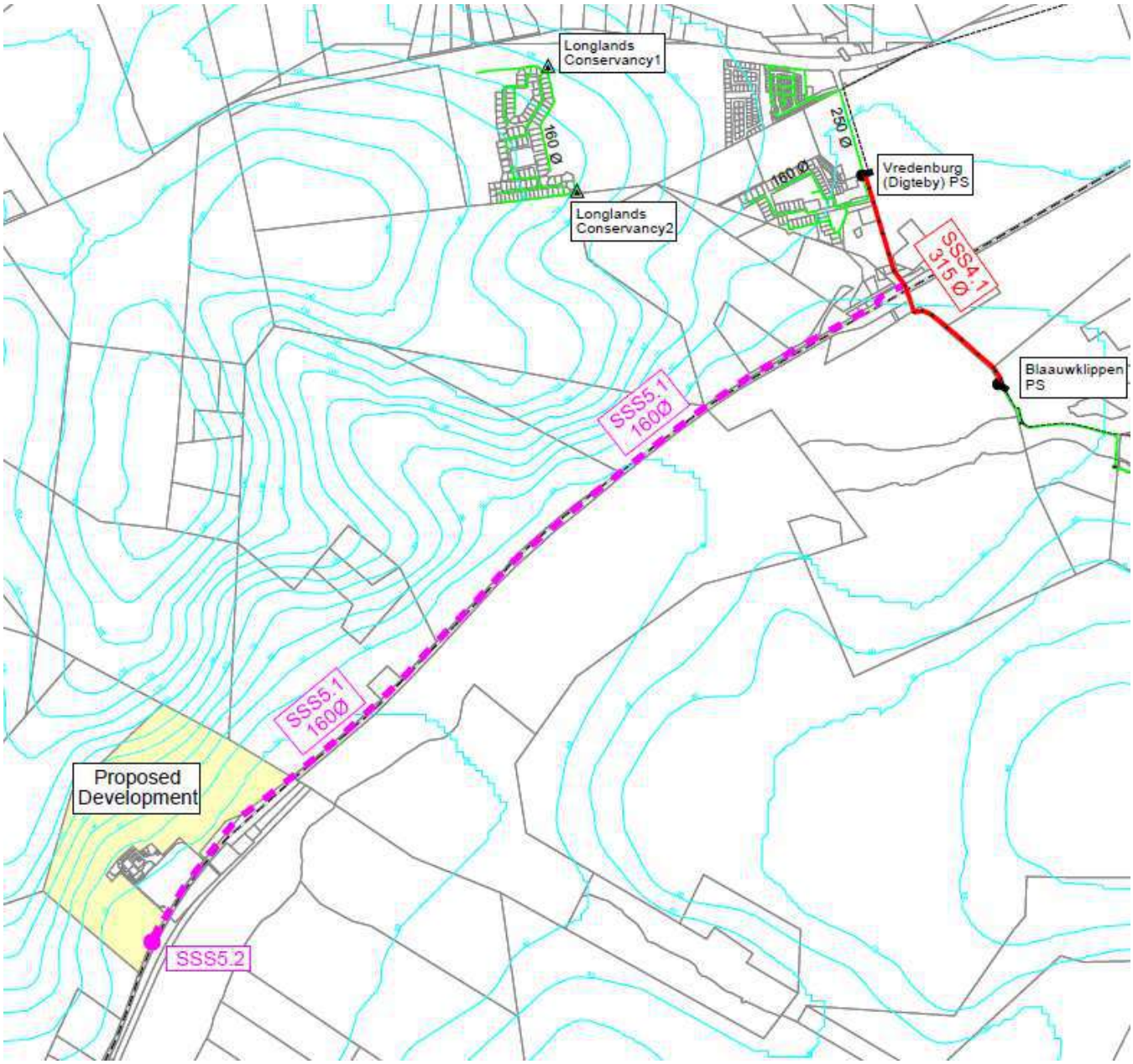


Figure 3: Existing and new sewer reticulation services

6. Stormwater

A stormwater management plan was completed by UDS Africa in order to model the impact of the proposed development on existing stormwater services, as well as proposing both stormwater quantity and quality treatment measures that needs to be provided on site. This will be submitted as a separate report to the Engineering Services Report.

7. Road Network

A full traffic impact assessment was completed by UDS Africa to model the impact of the development on the existing road network. This will be submitted as a separate report to the Engineering Services Report.

8. Solid waste

Dedicated refuse collection areas will be provided at each of the development pockets. It is proposed that refuse removal will take place by private collection on specified collection days at each of the dedicated refuse sites. Accommodation of for refuse removal vehicles will be ensured as well as compliance with their relevant requirements. Below is a summary of the anticipated annual solid waste generation:

USE	AREA	TOTAL PER ANNUM
School	490 pupils @ 30 L/ annum	14.70m^3
Commercial	1m^3/ week	52m^3
Clubhouse	1m^3/ week	52m^3
Mixed use/ Residential (80/Ha)	240 L/ week	6 427.20m^3
Residential (40/Ha)	240 L/ week	4 430.40m^3
Residential (allotment villas)	240L/ week	174.72m^3
TOTAL		11 151.02m^3

9. Conclusion

From the abovementioned information provided, it is concluded that the site can be serviced from an engineering perspective. We trust that the information provided will be sufficient for the purposes of the application.

All aspects of this report will be confirmed in the detail design stage of the project. Please do not hesitate to contact the undersigned should you require any additional information.

Yours faithfully,



Compiled by:

Ruaan Siebrits (Pr Tech Eng)

Attachments:

Annexure A – Site development plan
Annexure B – GLS Report
Annexure C – Phasing plan

ANNEXURE A



PORTION 28 LAND USE TABLE			
	Site area	**45.48 Ha**	
	Land use	**Area**	**Units**
	School Component (A2)	1.78 Ha	
	Commercial (A1,B5)	0.50 Ha	
	Clubhouse Component(B5)	0.18 Ha	
	Mixed Use Component (B1-4)	0.7 Ha	515 units
	Residential (@80 du/ha)	5.88 Ha	
	Residential (@40 du/ha)	8.74 Ha	355 units
	Alottment Villas	10.31 Ha	14 units
	Total (excluding areas below)	**28.09 Ha**	**884 units**
	Detention & SW area	1.15 Ha	
	Indigenous slopes	6.43 Ha	
	Roads & squares	4.86 Ha	
	Private open space	4.04 Ha	

ANNEXURE B

Infrastructure planning

28 March 2024

UDS Africa
9 Electron Street
Techno Park
STELLENBOSCH
7600

Attention: Mr Cobus Louw

Dear Sir,

DEVELOPMENT OF PORTION 28 OF FARM 468 (WELMOED DEVELOPMENT), STELLENBOSCH: CAPACITY ANALYSIS OF THE BULK WATER & SEWER SERVICES

This is an update of the bulk water and sewer capacity investigation report performed for development on portion 28 of Farm 468, dated 25 July 2023. In this updated report phasing for the different development areas within the larger development node was included in order to comment on the phasing of the proposed infrastructure upgrades.

Your request for GLS Consulting to investigate and comment on the bulk water supply and sewer discharge of the proposed development (mainly residential development of portion 28 of Farm 468, 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 V1.1 to V1.9, which include the proposed development area, were conceptually taken into consideration for the June 2023 master plans for the water and sewer networks.

1. WATER DISTRIBUTION SYSTEM

1.1 *Distribution zone*

Portion 28 of Farm 468 is located on the western side of the Baden Powell Drive (R310 Main Road) adjacent to the existing Lynedoch Eco Village. The existing Lynedoch development is supplied with bulk water from the Polkadraai rural water supply scheme, with alternative supply possible from the Faure rural water supply scheme.

The master planning indicated that the development area below the 60 m contour on portion 28 of Farm 468 should be accommodated in the existing Faure water supply scheme. The connection to the existing system should be done on the 160 mm diameter pipe on the corner of the Baden Powell Drive and Annandale Road, as shown on Figure 1 attached. This will serve Phase 1 to Phase 13 of the larger development area.

GLS Consulting (Pty) Ltd
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Reg no: 2007/003039/07
www.gls.co.za

Directors: Marius de la Rey, Garreth Young

Water pressure from the Faure system is insufficient to service the higher lying areas of portion 28 of Farm 468 (areas above the 60 m contour) and it is proposed in the master planning that these areas are supplied with water directly from the recently constructed Skilpadvlei reservoir, located to the north of the proposed development, as shown on Figure 2 attached. This connection will serve Phase 14 of the development.

The development is situated inside the water priority area.

1.2 *Water demand*

The total annual average daily demand (AADD) and fire flows for the proposed development were calculated as follows:

Potion 28 of Farm 468 [(1), (2)]:

• 355 Medium density residential units (40 units/ha) @ 450 L/d/unit		=	159,8 kL/d
• 520 High density residential units (80 units/ha) @ 300 L/d/unit		=	156,0 kL/d
• 14 Allotment Villa units @ 2,0 kL/d/unit		=	28,0 kL/d
• 1,78 ha School area @ 12,0 kL/d/ha		=	21,4 kL/d
• 0,5 ha Business/commercial area @ 20,8 kL/d/ha		=	10,4 kL/d
• 0,18 ha Clubhouse facility area @ 12,0 kL/d/ha		=	2,2 kL/d
	Total	=	377,7 kL/d

- Fire flow criteria (Moderate risk) = 25 L/s @ 10 m

(1) As per Table J.2 and J.4 from Section J – Water Supply of "The Neighbourhood Planning and Design Guide" (so called "Red book").

(2) The total water demand of 377,7 kL/d for portion 28 of Farm 468 can be apportioned 355,7 kL/d for the lower lying areas supplied from the Faure system and 22,0 kL/d for the higher lying areas supplied from the Skilpadvlei reservoir in the Polkadraai system.

1.3 Present situation

1.3.1 Network capacity

The existing pipes of the Polkadraai system in the Baden Powell Drive have insufficient spare capacity to accommodate the proposed development. It is proposed that the development is supplied with water from the Faure system with a connection to the existing 160 mm diameter pipe on the corner of Baden Powell Drive and Annandale Road.

The Faure system is supplied with water from the City of Cape Town's Faure reservoir with a Top Water Level (TWL) of 110 m above mean sea level (m a.s.l.) and can only supply sufficient water pressure to development on portion 28 of Farm 468 below the 60 to 70 m contour (Phase 1 to Phase 13).

It is proposed that the development area above the 60 to 70 m contour level (Phase 14) be supplied with water from the newly constructed Skilpadvlei reservoir in the Polkadraai system.

The Faure system has sufficient spare capacity to accommodate the proposed Phases 1 to 13 of the development area below the 60 to 70 m contour level.

A small section of 160 mm diameter pipeline between the proposed connection point for the development and the existing 200 mm diameter pipeline that are located adjacent to the Annandale Road, on the eastern side of the Eerste River, will however experience a flow velocity of more than 1.2 m/s during peak demand conditions. This is not a concern, but in order to reinforce the total network it can be considered to upgrade this pipeline to a 200 mm diameter pipe in future.

A new dedicated supply pipeline should be constructed from the Skilpadvlei reservoir to the higher lying Phase 14 erven of portion 28 of Farm 468. The TWL of the Skilpadvlei reservoir is 168 m a.s.l. and a pressure reducing valve (PRV) should be constructed on this pipeline to reduce water pressure at the development.

The following main internal pipes will be required for the development:

Potion 28 of Farm 468 (area supplied from Polkadraai system)

- SPW3.3 : 260 m x 200 mm Ø internal network pipe
- SPW3.4 : 150 m x 200 mm Ø internal network pipe [(1)]

Potion 28 of Farm 468 (area supplied from Faure system)

- SFW1.1 : 280 m x 250 mm Ø internal network pipe and required to connect to existing Faure system.
- SFW1.2 : 1 550 m x 200 mm Ø internal ring feed for the development

[(1)] Internal pipe SPW3.4 is an emergency connection between the Polkadraai and Faure systems to improve redundancy of the system.

1.3.2 Reservoir capacity

The criteria for total reservoir volume used in the Stellenbosch Water Master Plan is 48 hours of the AADD (of the reservoir supply zone). There is sufficient spare capacity available at the existing Skilpadvlei and Faure reservoirs in order to accommodate the proposed development in the existing Polkadraai and Faure water systems.

1.4 *Implementation of the master plan*

The following master plan item are required to supply the higher lying erven of portion 28 of Farm 468 with water from the existing Skilpadvlei reservoir:

Network upgrade (Polkadraai system)

• SPW3.1	:	2 095 m x 200 mm Ø new supply pipe		R	4 214 000 *
• SPW3.2	:	New PRV to regulate water pressure		R	314 000 *
			Sub-total	R	4 528 000 *

The following master plan item is recommended to be implemented in order to improve network conveyance and fire flow to the development from the Faure system:

Network upgrade (Faure system)

• SFW1.5	:	310 m x 200 mm Ø replace existing 160 mm Ø pipe [(2)]	R	1 062 000 *

(* 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 and location of the proposed PRV are schematically shown on Figures 1 & 2 attached, but have to be finalised subsequent to detailed pipeline route and PRV position investigations.

[(2)] Master plan pipe SFW1.5 is not a minimum requirement in order to accommodate the proposed development in the existing water system.

2. SEWER NETWORK

2.1 *Drainage area*

There are no sewer services in the vicinity of the proposed development. The nearest bulk infrastructure is the recently constructed Blaauwklippen pumping system to the north of the development area, which discharges at the Stellenbosch Wastewater Treatment Plant (WWTP).

The proposed development is located inside the sewer priority area.

2.2 *Sewer flow*

The proposed development was taken into consideration for the June 2023 master plan for the sewer network.

The peak day dry weather flow (PDDWF) for the proposed development area is calculated as 264,4 kL/d.

2.3 Present situation

It is proposed that sewage from the development gravitates towards the lowest point of portion 28 of Farm 468, from where sewage should be pumped to the existing Blaauwklippen pumping station. There is sufficient capacity in the existing Blaauwklippen pumping system to accommodate the proposed development.

The following internal outfall sewers are proposed in order to accommodate the sewer flows from the respective smaller development nodes on portion 28 of Farm 468:

Internal network:

- SSS5.5 : 560 m x 160 mm Ø internal outfall sewer
- SSS5.6 : 400 m x 200 mm Ø internal outfall sewer
- SSS5.7 : 120 m x 160 mm Ø internal outfall sewer
- SSS5.8 : 250 m x 160 mm Ø internal outfall sewer
- SSS5.9 : 390 m x 160 mm Ø internal outfall sewer

2.4 *Implementation of the master plan*

The following master plan items are required to pump sewage from the proposed development to the existing Blaauwklippen bulk pumping station:

Network upgrade

• SSS5.1 :	4 100 m x 160 mm Ø new rising main	R	6 985 000 *
• SSS5.2 :	New Welmoed sewer pumping station (capacity = 12 L/s)	R	3 304 000 *
• SSS4.1 :	1 060 m x 315 mm Ø new bulk sewer (Stellenbosch Municipality is in the process to implement this item; currently in tender phase for construction)		Cost not included
	Total	R	10 289 000 *

(* 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 and location of the proposed pumping station are schematically shown on Figures 3 & 4 attached, but have to be finalised subsequent to detailed pipeline route and pumping station position investigations.

3. CONCLUSION

The developer of portion 28 of Farm 468 (Welmoed development) in Stellenbosch may be liable for the payment of a Development Contribution (as calculated by Stellenbosch Municipality) for bulk water and sewer infrastructure as per Council Policy.

The development of Phase 1 to Phase 13 below the 60 m contour line can be accommodated within the existing Faure rural water system without any upgrades required.

The development of Phase 14 on portion 28 of Farm 468 above the 60 m contour line should be supplied with water directly from the Skilpadvlei reservoir in the Polkadraai system. Master plan item SPW3.1 will be required to supply the development with bulk water from the Skilpadvlei reservoir and master plan item SPW3.2 will be required to manage static pressures at the development.

There are no sewer services in the vicinity of the proposed development and master plan items SSS4.1, SSS3.1 & SSS3.2 will be required to pump sewage from the proposed development area to the existing Blaauwklippen bulk sewer pumping station, located roughly 5.0 km to the north east of the proposed development.

The existing Blaauwklippen pumping station has sufficient spare capacity to accommodate the proposed development.

We trust you find this of value.

Yours sincerely,

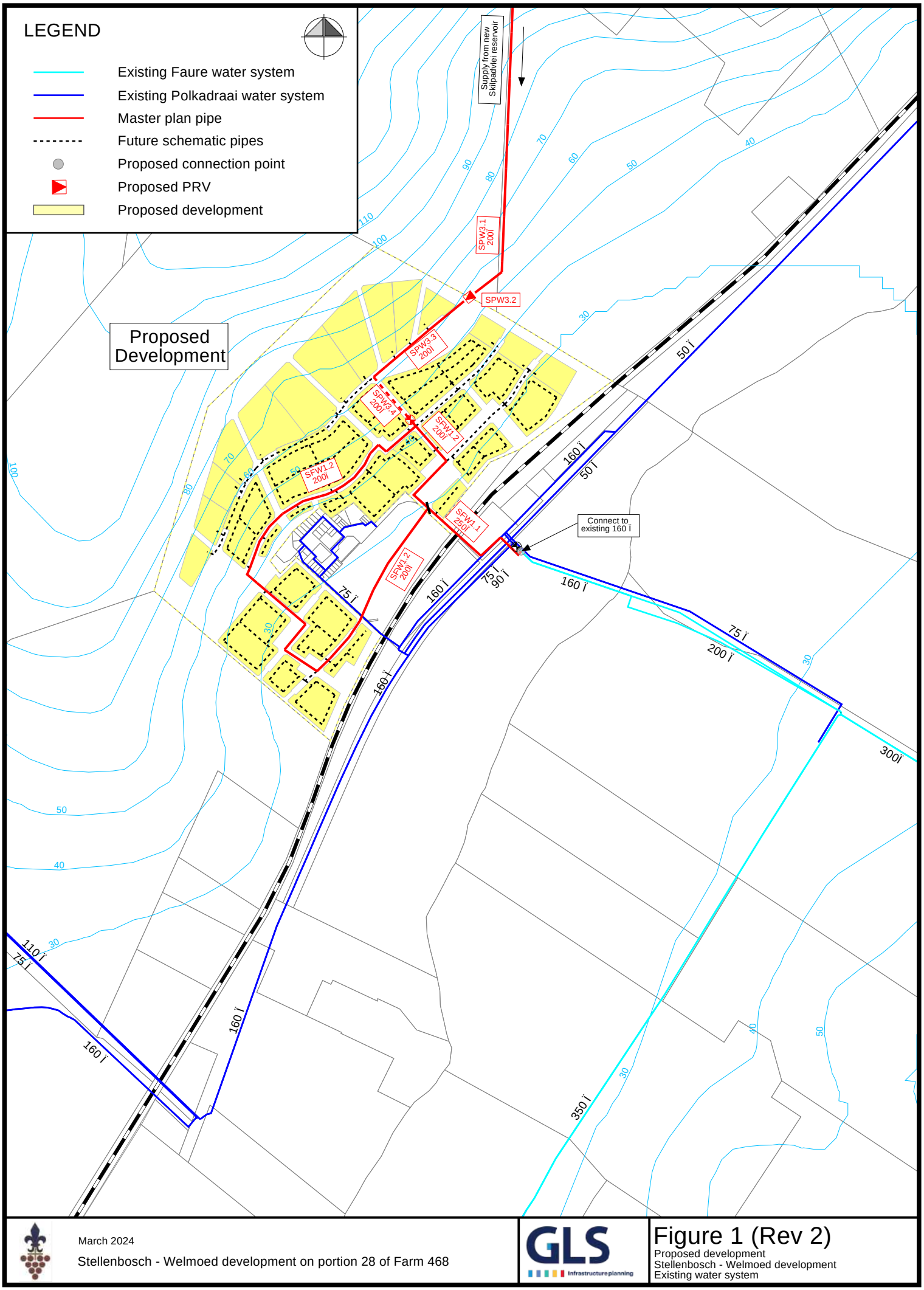
GLS CONSULTING (PTY) LTD
REG. NO.: 2007/003039/07



_____
Per: PC DU PLESSIS

cc. The Director
Directorate: Infrastructure Services
Stellenbosch Municipality
P. O. Box 17
STELLENBOSCH
7599

Attention: Mr Paul Joubert



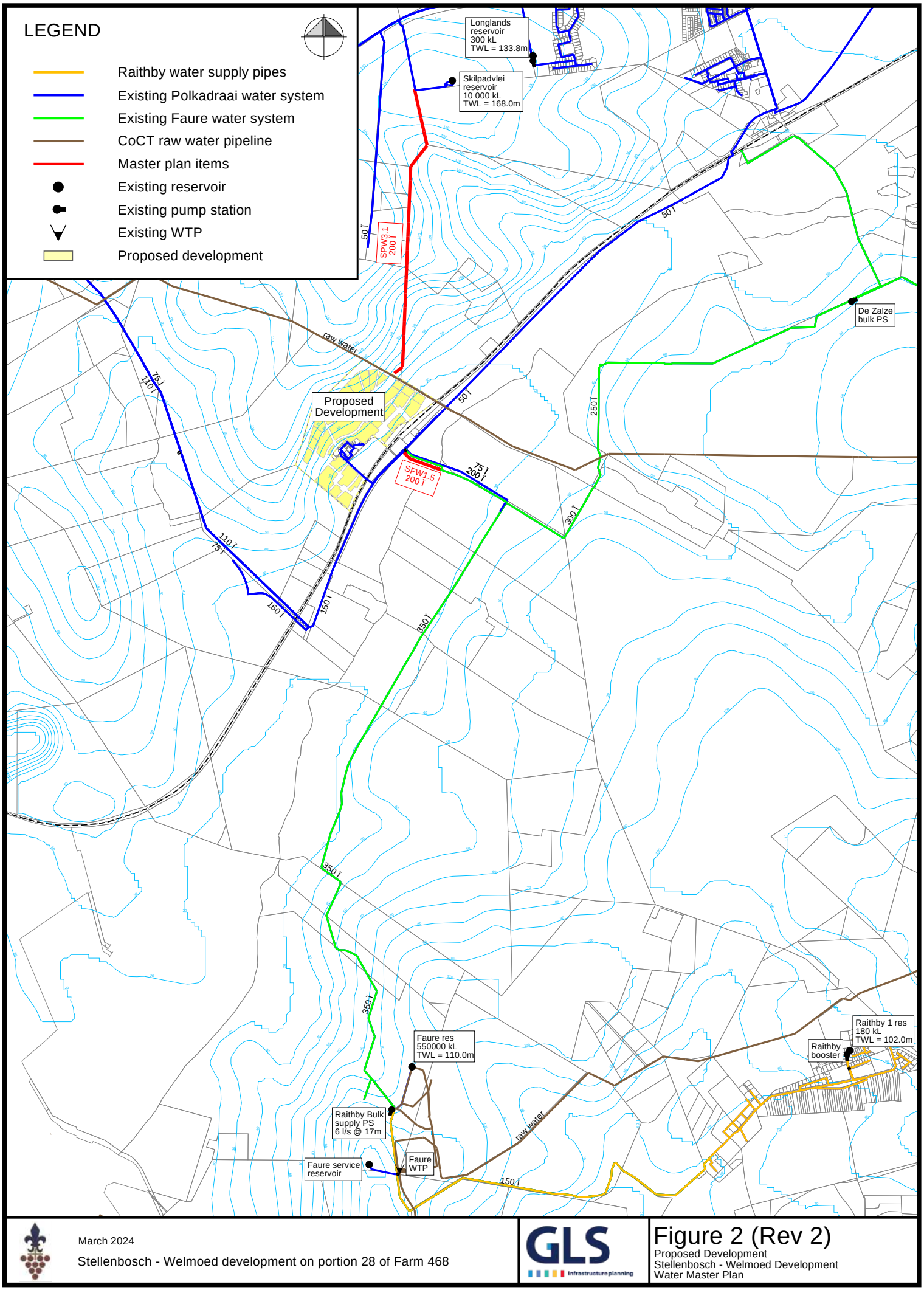
March 2024

Stellenbosch - Welmoed development on portion 28 of Farm 468

GLS Infrastructure planning

Figure 1 (Rev 2)

Proposed development
Stellenbosch - Welmoed development
Existing water system



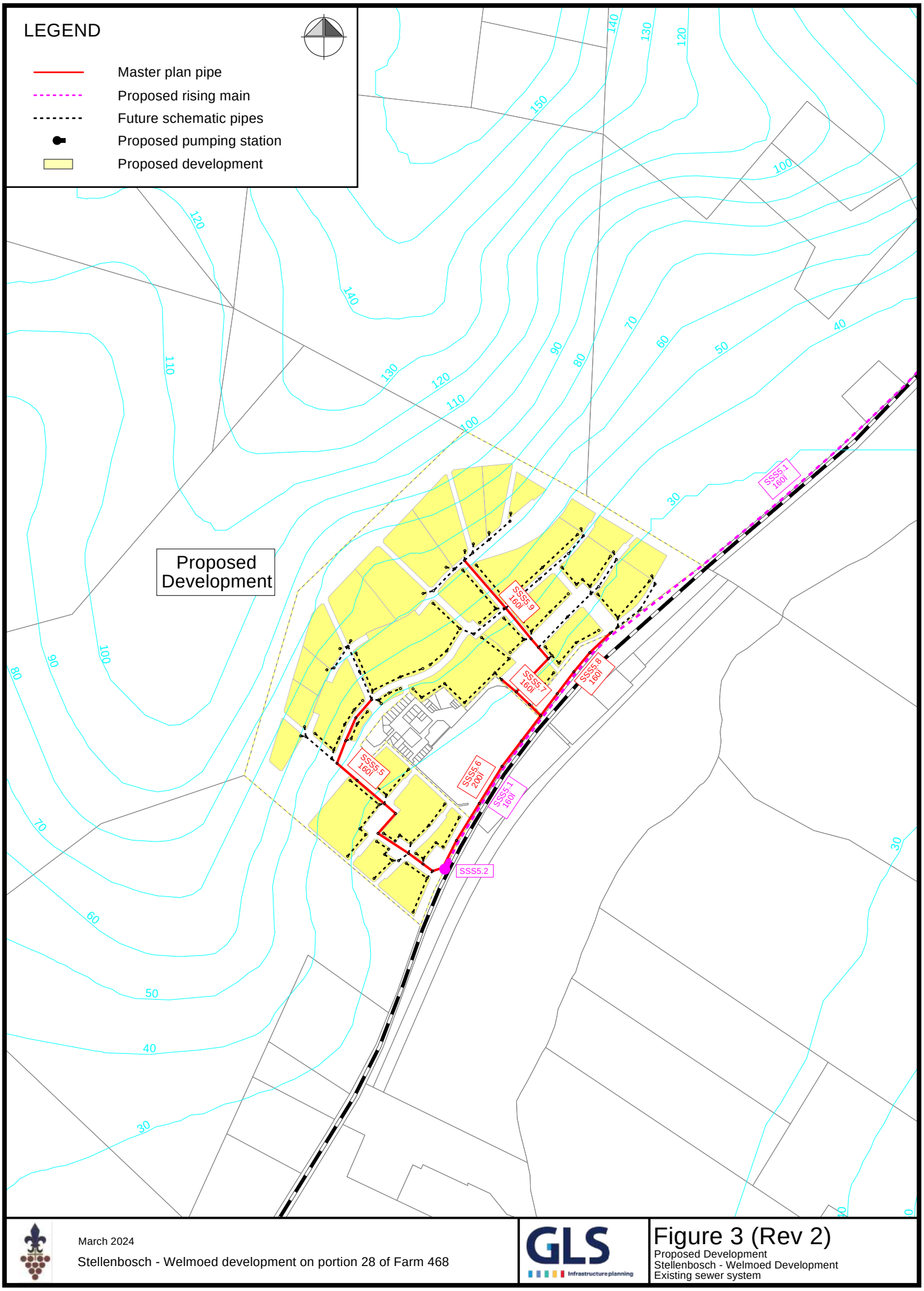
March 2024

Stellenbosch - Welmoed development on portion 28 of Farm 468

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Figure 2 (Rev 2)

Proposed Development
Stellenbosch - Welmoed Development
Water Master Plan



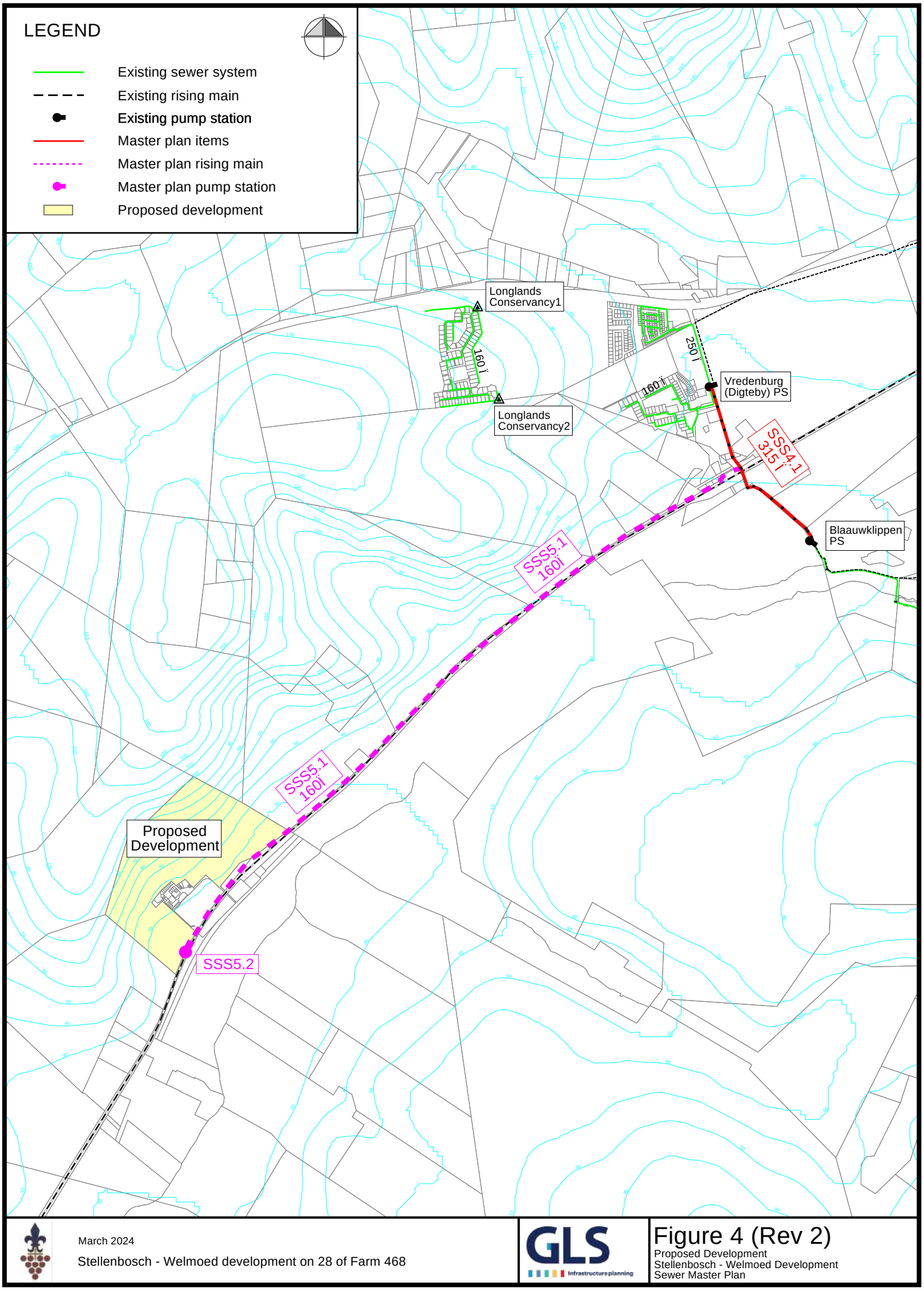
March 2024

Stellenbosch - Welmoed development on portion 28 of Farm 468

GLS Infrastructure planning

Figure 3 (Rev 2)

Proposed Development
Stellenbosch - Welmoed Development
Existing sewer system



March 2024

Stellenbosch - Welmoed development on 28 of Farm 468

GLS Infrastructure planning

Figure 4 (Rev 2)

Proposed Development
Stellenbosch - Welmoed Development
Sewer Master Plan

ANNEXURE C

Subdivision (Erf) reference	Land use	Phase	Comment
1	Private open space, street, place of assembly	1	
2	Educational, school	1	
3	Commercial, business	1	
4	Residential, business, mixed-use	1	
5	Private open space, street	2	
6	Private open space, outdoor sport, stormwater management	6	
7	Residential, business, mixed-use	2	
8	Residential, business, mixed-use	3	
9	Private open space, street	4	
10	Residential, business, mixed-use	4	
11	Place of assembly, business, mixed-use	4	
12	Residential	5	
13	Private open space, outdoor sport	6	
14	Private open space, street	7	
15	Residential	7	
16	Residential	8	
17	Private open space, street	9	
18	Private open space, outdoor sport, stormwater management	9	
19	Residential	10	
20	Residential	10	
21	Residential	11	
22	Private open space, outdoor sport, stormwater management	9	
23	Residential	12	
24	Private open space, outdoor sport	14	
25	Residential	13	
26	Residential	19	
27	Private open space, street	15	
28	Residential	16	
29	Residential	17	
30	Residential	18	
31	Private open space, outdoor sport, stormwater management	15	
32	Private open space, outdoor sport	17	
33	Private open space, outdoor sport	20	
34	Private open space, street	21	
35	Private open space, street	21	
36	Residential	22	
37	Residential	23	
38	Residential	24	
39	Residential	25	
40	Residential	26	
41	Residential	27	
42	Private open space, outdoor sport, street	28	
43	Residential	29	
44	Residential	30	
45	Private open space, outdoor sport, street	31	
46	Residential	32	
47	Private open space, outdoor sport, street	33	
Remainder Road	Public road	1	

PORTION 28 LAND USE TABLE			
	Site area	**45.48 Ha**	
	Land use	**Area**	**Units**
	School Component (A2)	1.78 Ha	
	Commercial (A1,B5)	0.50 Ha	
	Clubhouse Component(B5)	0.18 Ha	
	Mixed Use Component (B1-4)	0.7 Ha	515 units
	Residential (@80 du/ha)	5.88 Ha	
	Residential (@40 du/ha)	8.74 Ha	355 units
	Alottment Villas	10.31 Ha	14 units
	Total (excluding areas below)	**28.09 Ha**	**884 units**
	Detention & SW area	1.15 Ha	
	Indigenous slopes	6.43 Ha	
	Roads & squares	4.86 Ha	
	Private open space	4.04 Ha	



WELMOED DEVELOPMENT

PORTION 28 OF FARM 468, LYNEDOCH, WITHIN THE STELLENBOSCH MUNICIPAL AREA, WESTERN CAPE

STORMWATER MANAGEMENT PLAN

REVISION 00

APRIL 2024

Uniqon Developers (Pty) Ltd.

17 Catherine Road

Shere Agricultural Holdings

Pretoria East

0081

UDS Africa

9 Elektron Road

Techno Park

Stellenbosch, 7600

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4. Mean annual precipitation 3

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STORMWATER MANAGEMENT PLAN FOR THE WELMOED DEVELOPMENT ON PORTION 28 OF FARM 468, LYNEDOCH, WITHIN THE STELLENBOSCH MUNICIPAL AREA, WESTERN CAPE

1. Background

UDS Africa was appointed by Mr Etienne Coetzer to compile a stormwater management plan in support of the development application for the proposed Welmoed development.

The scope of our appointment includes the compilation of a stormwater management plan to support the development application. Our mandate includes compliance with the latest Stellenbosch Municipal by-laws in order to meet the requirements regarding the quality and quantity treatment volumes of the post development stormwater run-off generated on Farm 468 Portion 28.

The site covers an area of 45.48 ha with and is currently used for agricultural purposes.

2. Locality

The site is located in Lynedoch, within the Stellenbosch Municipal area. The site is bordered to the north, east and west agricultural land and to the south by Lynedoch Road. Below is a locality plan for reference (outlined in red, area highlighted in yellow).



Figure 1: Locality plan of Portion 28 of Farm 468

3. The development

The proposed development will be large residential in nature, with a clubhouse, commercial and school component. Please refer to **Annexure A** for a copy of the site development plan prepared by Urban Studio Architects and Urban Designers. Below is a summary of the land uses to from part of the proposed development:

USE	AREA	UNITS
School	1.78 Ha	
Commercial	0.50 Ha	
Clubhouse	0.18Ha	
Mixed use/ Residential (80/Ha)	6.58 Ha	515
Residential (40/Ha)	8.74 Ha	355
Residential (allotment villas)	10.31 Ha	14

Table 1: Summary of land uses

4. Mean annual precipitation

For further hydrological calculations a MAP of 667mm is used.

Rainfall intensities for the 0.5 year RI; 24 h storm event and 1 year RI; 24 h storm event was calculated using the following formula:

$$i = \frac{(3.4 + 0.023\ MAP)\ R^{0.3}}{(0.2 + td)^{0.75}}$$

Where i = rainfall intensity; R = Recurrence Interval; td = storm duration in hours

5. Hydrology

5.1 Calculation method

The catchment area is small and the Rational Method is deemed to be a suitable method to calculate the flood peaks.

Currently stormwater from the higher lying farm 489 and 468 portion 22 is cut-off by means of a berm and diverted along the eastern and western boundary respectively.

The site itself has watershed resulting in a northern catchment area of 21.72Ha draining towards the north eastern corner of the site and a southern catchment area of 23.76Ha draining towards the south eastern corner of the site.

5.2 Current Developed Level

(for 1:50 year recurrence interval calculations)

The following catchment characteristics are applicable to the northern catchment area:

- Catchment area = 0.2172km²
- Average slope = 10.60%
- t_c = 33.94 minutes
- C = 0.43
- I = 74.04 mm/h (for 1:50 year)

Peak flow with a recurrence interval of 50 years is calculated as follows:

= 0.95 (CIA)/3.6

= 0.95 (0.43 x 74.04 x 0.2172) /3.6 = **1.825m³/s**

The following catchment characteristics are applicable to the southern catchment area:

- Catchment area = 0.2376km²
- Average slope = 12.17%
- t_c = 32.22 minutes
- C = 0.43
- I = 76.19 mm/h (for 1:50 year)

Peak flow with a recurrence interval of 50 years is calculated as follows:

= 0.95(CIA)/3.6

= 0.95(0.43 x 76.19 x 0.2376)/3.6 = **2.054m³/s**

5.3 Pre-developed Level

(for 1:10 year recurrence interval calculations)

The following catchment characteristics are applicable to the northern catchment area:

- Catchment area = 0.2172km²
- Average slope = 10.60%
- t_c = 33.94 minutes
- C = 0.43
- I = 45.69 mm/h (for 1:10 year)

Peak flow with a recurrence interval of 10 years is calculated as follows:

= 0.85(CIA)/3.6

= 0.85(0.43 x 45.69 x 0.2172)/3.6 = **1.007m³/s**

The following catchment characteristics are applicable to the southern catchment area:

- Catchment area = 0.2376km²
- Average slope = 12.17%
- t_c = 32.22 minutes
- C = 0.43
- I = 47.01 mm/h (for 1:10 year)

Peak flow with a recurrence interval of 10 years is calculated as follows:

= 0.85(CIA)/3.6

= 0.85(0.43 x 47.01 x 0.2376)/3.6 = **1.134m³/s**

5.4 Post development runoff

The catchment characteristics of the northern catchment area will change as follows once developed:

- t_c = 18.67 minutes
- C = 0.61

The flood peaks for the post-development scenario are calculated as follows:

Post Development run-off							
Recurrence Interval	0.5 year: 24 hr event	1 year: 24 hr event	2 Year	5 Year	10 Year	20 Year	50 Year
Rainfall Intensity (mm/h)	1.395	1.718	38.16	50.24	61.85	76.14	100.23
Peak run-off (m^3/ s)	0.038	0.047	1.048	1.471	1.925	2.509	3.486

Table 2: Post development run-off for northern catchment

The catchment characteristics of the southern catchment area will change as follows once developed:

- t_c = 17.82 minutes
- C = 0.61

The flood peaks for the post-development scenario are calculated as follows:

Post Development run-off							
Recurrence Interval	0.5 year: 24 hr event	1 year: 24 hr event	2 Year	5 Year	10 Year	20 Year	50 Year
Rainfall Intensity (mm/h)	1.395	1.718	38.98	51.32	63.17	77.77	102.38
Peak run-off (m^3/ s)	0.042	0.052	1.171	1.644	2.150	2.803	3.895

Table 3: Post development run-off for southern catchment

5.5 Flood lines

A flood line study was completed by AED in June 2023 for the Eerste River located further east of the site. Flood lines were found not to affect Farm 468 Portion 28. Refer to **Annexure B** for a copy of the report.

6. Best management practice

In order to reduce impacts of urban stormwater systems on receiving waters, all stormwater management systems shall be planned and designed in accordance with best practice criteria and guidelines laid down by council, to support water sensitive urban design principles and the following specific sustainable urban drainage system objectives:

- Improve the quality of the runoff;
- Control the quantity and rate of runoff, and
- Encourage natural groundwater recharge

The BMP (Best Management Practice) proposed to improve the quality and control of the quantity of the stormwater runoff by means of providing an attenuation pond. The attenuation pond has the abilities to reduce the suspended solids (80%) and total phosphorous (45%) to the levels required by the Urban Stormwater Impact Policy and to provide storage capacity to reduce the rate of runoff.

6.1 Protect Downstream Properties

The downstream properties must be protected against fairly frequent nuisance floods by reducing the post-developed peak flows with recurrence interval up to 10 years to the undeveloped levels.

The storage volume required for the northern catchment is calculated by the Abt and Grigg Method, and is calculated as follow:

$V = Q_p.t_c(1-\alpha)^2$, where

V = storage volume in (m^3)

Q_p = the post-development peak discharge in (m^3/s)

t_c = time of concentration in (seconds)

α = pre-development / post-development discharge ratio

$V = 1.925 \times 1120 \times (1-0.523)^2$ = **489.71 m^3**

The storage volume required for the southern catchment is calculated by the Abt and Grigg Method, and is calculated as follow:

$V = Q_p.t_c(1-\alpha)^2$, where

V = storage volume in (m^3)

Q_p = the post-development peak discharge in (m^3/s)

t_c = time of concentration in (seconds)

α = pre-development / post-development discharge ratio

$V = 2.15 \times 1069 \times (1-0.527)^2$ = **513.63 m^3**

6.2 Protect Floodplain developments

Floodplain developments are to be protected by limiting the post-development run-offs to that of the existing development run-offs for storms with a recurrence interval of up to 50 years.

The storage volume required for the northern catchment is calculated by the Abt and Grigg Method, and is calculated as follow:

$V = Q_p.t_c(1-\alpha)^2$, where

V = storage volume in (m^3)

Q_p = the post-development peak discharge in (m^3/s)

t_c = time of concentration in (seconds)

α = pre-development / post-development discharge ratio

$V = 3.486 \times 1120 \times (1-0.218)^2$ = **887.02 m^3**

The storage volume required for the southern catchment is calculated by the Abt and Grigg Method, and is calculated as follow:

$V = Q_p.t_c(1-\alpha)^2$, where

V = storage volume in (m^3)

Q_p = the post-development peak discharge in (m^3/s)

t_c = time of concentration in (seconds)

α = pre-development / post-development discharge ratio

V = 3.895 x 1069 x $(1-0.527)^2$ = **930.35 m³**

The storage capacity must accommodate the largest value between the protection of downstream properties and protection of floodplain developments. Thus the storage capacity required in terms of quantity control for the northern catchment is **887.02 m³** and **930.35m³** for the southern catchment.

6.3 Water Quality

The water quality volume is calculated by using the following formula as recommended in The Neighborhood Planning and Design Guide, Section L4.1.2:

Northern catchment:

WQV = P x C x A x 10

WQV = water quality volume in (m^3)

P = total rainfall depth in (mm)

C = the runoff coefficient

A = drainage area in (ha)

V = 25 x 0.61 x 21.72 x 10 = **3 312.30m³**

Southern catchment:

WQV = P x C x A x 10

WQV = water quality volume in (m^3)

P = total rainfall depth in (mm)

C = the runoff coefficient

A = drainage area in (ha)

V = 25 x 0.61 x 23.76 x 10 = **3 623.40m³**

Therefor a total treatment volume (quantity and quality) of 4 199.32m^3 will be required for the northern catchment area and a total treatment volume of 4 553.75m^3 for the southern catchment area.

6.4 Attenuation facilities

For the northern catchment area, stormwater will collect in a series of stormwater swales parallel to the roads, before discharging into a swale to the west and south of B1, from where it will discharge into a detention facility which is located on the north eastern corner of the site.

For the southern catchment area, stormwater will collect in a series of stormwater swales parallel to the roads, from where it will discharge into detention facilities located north of B11 and south of B15. These detention facilities will accommodate approximately 20% of the required treatment volume for the southern catchment area.

It is proposed that two further detention facilities are constructed between Baden Powell Drive and Lynedoch road. As part of the proposal it is proposed that the culvert beneath Lynedoch Road is upgraded to an 1800 x 900 rectangular culvert. Refer to **Annexure A** for the site development plan showing the positions of the detention facilities.

The development will be phased. Refer to **Annexure C** for the phasing plan. The required stormwater infrastructure for each phase of the development will be determined once the site development plan for each phase becomes available.

7. Proposed infrastructure

It is proposed that swales are created adjacent to the roads to collect stormwater during small rainfall events. Inlets and a piped stormwater system will be provided below the swale in order to accommodate larger rainfall events.

Due to the steepness of the site, energy breakers will be constructed within the swales and backdrop manholes will be utilised in order to limit the flows within the stormwater pipes.

8. Maintenance

The home owners association will be responsible for the following maintenance activities:

Description of infrastructure	Description of activities to be carried out	Timeline for implementation
Inlet structures and manholes	• Clean and remove litter • Clean and remove sand and silt • Inspect for damages and implement remedial action	6 month basis (at least once before winter)
Pipework	• Clean and remove litter • Clean and remove sand and silt • Inspect for damages and implement remedial action	6 month basis (at least once before winter)
Head wall and gabion structures	• Clean and remove litter • Clean and remove sand and silt • Inspect for damages and implement remedial action	6 month basis (at least once before winter)
Vegetated channels	• Clean and remove litter • Maintain grass to a height of below 50mm • Remove sediment from channel as required	Continuous, but not less than once per month
Embankments of vegetated channels, swales and attenuation ponds	• Inspect embankment for signs of erosion • Implement remedial action as required	6 month basis
Plant species	• Inspect plant species for successful establishment. If unsuccessful plant new/ different species.	6 month basis

Table 4: Maintenance Schedule

9. Conclusion

It has been determined that the provision of attenuation facilities with a combined capacity of **8 753.07m^3** will satisfy the stormwater quantity and quality requirements for the proposed Welmoed Development on Farm 468 Portion 28.

Please do not hesitate to contact the undersigned should you require any additional information.

Yours faithfully,



_____

Compiled by:

Ruaan Siebrits (Pr Tech Eng)

Attachments:

Annexure A – Site Development Plan
Annexure B – Flood line study
Annexure C – Phasing plan

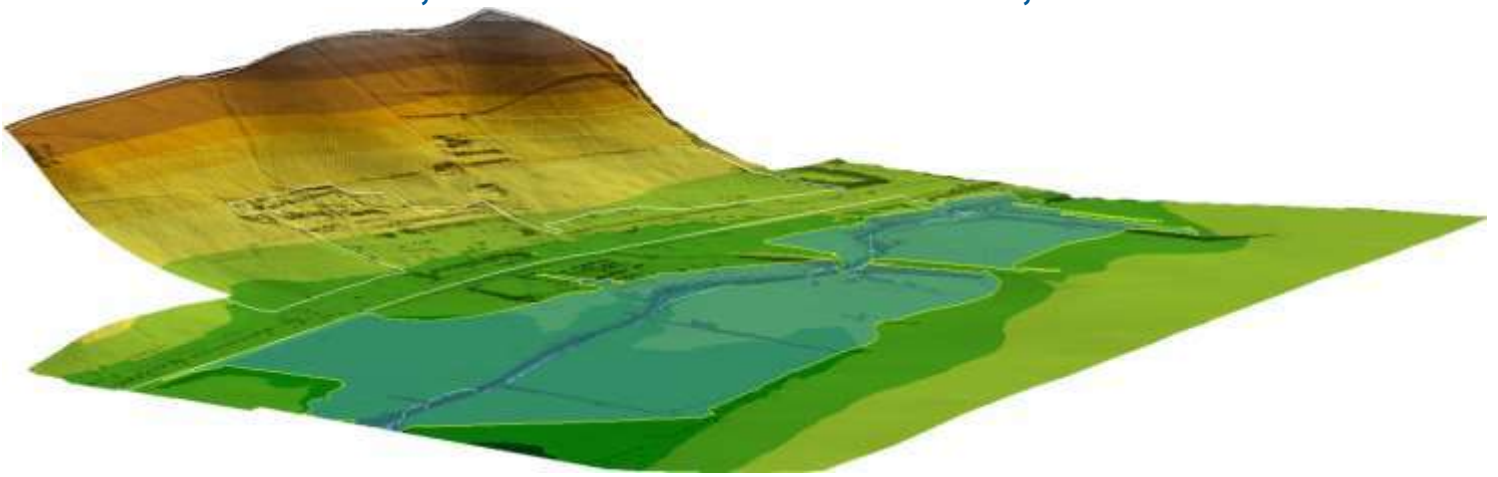
ANNEXURE A



PORTION 28 LAND USE TABLE			
	Site area	**45.48 Ha**	
	Land use	**Area**	**Units**
	School Component (A2)	1.78 Ha	
	Commercial (A1,B5)	0.50 Ha	
	Clubhouse Component(B5)	0.18 Ha	
	Mixed Use Component (B1-4)	0.7 Ha	515 units
	Residential (@80 du/ha)	5.88 Ha	
	Residential (@40 du/ha)	8.74 Ha	355 units
	Alottment Villas	10.31 Ha	14 units
	Total (excluding areas below)	**28.09 Ha**	**884 units**
	Detention & SW area	1.15 Ha	
	Indigenous slopes	6.43 Ha	
	Roads & squares	4.86 Ha	
	Private open space	4.04 Ha	

ANNEXURE B

100-YEAR FLOOD LINES FOR THE EERSTE RIVER AT PORTIONS 27 & 28 OF THE FARM WELMOED ESTATE NO 468, WESTERN CAPE PROVINCE, RSA



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Report Number AED0450/2023
Date of Report: 02/06/2023

Revision Number: 00

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This report may be cited as follows:

Krige W. G. & Zylstra A. A. (2023): 100-YEAR FLOOD LINES FOR THE EERSTE RIVER AT PORTIONS 27 & 28 OF THE FARM WELMOED ESTATE NO 468, WESTERN CAPE PROVINCE, RSA. Report No. **AED0450 Revision 00**, African Environmental Development

Cover Image: A 3-D DTM of the terrain surrounding the study area, showing the 100-year floodplain of the Eerste River

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List of Acronyms and Abbreviations

Item	Description
~	Approximately (e.g. ~10 m wide = "approximately 10 m wide")
>	Greater than
<	Less than
3-D or 3D	Three dimensional
AED	African Environmental Development
℄	Centreline
CAD	Computer Aided Drawing
DTM	Digital Terrain Model
DEM	Digital Elevation Model
GIS	Geographic Information Service
HRU	Hydrological Research Unit (a division of the Civil Engineering Department of the University of the Witwatersrand in South Africa)
mamsl	Metres above mean sea level (elevation)
MAP	Mean annual precipitation (rainfall, measured in millimetres)
MAR	Mean annual run-off (the amount of the annual rainfall that reaches a watercourse, measured in millimetres)
N	North
P_e	Probability
RI	Return interval (pertaining to floods, e.g. RI of 100-years)
RIs	Plural of RI (Return Intervals)
S	South
SG	Surveyor General (e.g. SG Diagram)
TC	Time of Concentration (time for a storm to reach its maximum rate of rainfall)

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100-YEAR FLOOD LINES FOR THE EERSTE RIVER AT PORTIONS 27 & 28 OF THE FARM WELMOED ESTATE NO 468, WESTERN CAPE PROVINCE, RSA

1 Introduction and Background

African Environmental Development (AED) was commissioned by ***Mr Ruaan Siebrits*** of ***UDS Africa***, to develop the 100-year flood lines for the Eerste River at Portions 27 and 28 of the farm Welmoed Estate No 468. The project locates in the Eerste River catchment in the Stellenbosch Municipality, Western Cape Province. The goal of this study was to model the 100-year flood lines for this river in proximity to Portions 27 and 28, hereafter referred to as the "*study area*", as the 100-year floodplain would likely affect Portion 27. This report is a brief description of the methodology used, the assumptions made and a discussion of the resultant 100-year flood lines of this watercourse.

1.1 Study Area

The study area locates in the area of jurisdiction of the Stellenbosch Municipality in the Western Cape Province. The Eerste River drains a mostly rural area with initial steep mountainous surfaces with very high rainfall in the upper reaches of the catchment, and flat surfaces in the downstream parts of the catchment with much lower rainfall.

The Eerste River at the study area drains a surface area of 330.366 Km² to the north, northeast and east of the study area. In comparison to the area at the study area, which receives a Mean Annual Precipitation (MAP) in the vicinity of low to mid 600s mm/a, the eastern part of the catchment receives a very high MAP. In particular the upper reaches of the Eerste River (where the Jonkershoek River rises) receives a MAP in the high 2000s mm/a, even exceeding 3000 mm/a in places and to a lesser extent, the upper reaches of its tributary, the Klippies River, which receives a MAP of over 2000 mm/a in places. Refer to Figure 2 for details of the catchment's rainfall.

Although the Eerste River rises in a mountainous region with steep slopes, at the study area, the river flows onto a wide floodplain with very low slopes. The velocity of

flowing water in the river would diminish once this flat area is reached, which implies that the floodplain would be exceptionally wide.

There is a bridge at the study area where Annandale Road passes over the river. It was thus also necessary to include the backwater, produced by this bridge, in the flood model of the river, as it would be highly likely that this bridge would increase the elevation of the 100-year floodplain upstream from this bridge. Please refer to ***Photos 1***, ***2*** and ***3*** for details of this bridge. The surveyor, Johan Louw of *Neil Woodin Surveys*, took these photos on 09/05/2023 during a detailed survey of the bridge.



Photo 1: The road surface of the Annandale Road Bridge, viewing from north to south

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Photo 2: The right-hand abutment of the Annandale Rd Bridge across the Eerste River, viewing the intake side of the bridge



Photo 3: The left-hand abutment of the Annandale Rd Bridge, viewing from the intake side of the bridge. (Note: Left and right banks of rivers are always referred to as viewing from up- to downstream)

1.2 The Catchment of the Eerste River

The catchment of the Eerste River is 330.366 Km².

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The catchment upstream from the study area comprises of 2 full and one partial quaternary catchment, quaternary catchments G22F, G22G (full catchments) and G22H (partial catchment - ending at the study area just upstream from the confluence of the Vlaeberg River with the Eerste River). Refer to ***Figures 1*** and ***2*** for the catchment of the Eerste River and the general area at, and around the study area.

As stated above, the catchment of the Eerste River up to the study area falls across three quaternary catchments, Quaternary Catchments G22F, G22G and G22H. The three catchments have mean annual precipitation (MAP) values of 1 464.50 mm/a, 753.64,mm/a and 669.23 mm/a respectively (*Bailey & Pitman, 2012*). They fall within Ve*ld Zone 2*, the "*Sclerophylious Bush*" in terms of the Midgley-classification (*Midgley, 1972*). However, as there is a huge difference in the amount of annual precipitation each one of these catchments receive and also within each of the catchments, and as the MAP plays a very important role in the flood model, it was also essential to divide the catchment into smaller sub-catchments and then to determine the surface area of each of the sub-catchments to produce an area-weighted MAP for the total catchment together with the MAP of each of the sub-catchments. Thus, the 1-minute x 1-minute map, shown in ***Figure 2***, was produced. The data that was used to produce ***Figure 2*** was obtained from the Water Research Commission WR2012 document (*Bailey & Pitman, 2012*).

Thus, ***Figure 2*** uses degrees and minutes to create a set of tiles, each comprising of a 1-minute x 1-minute tile (we refer to "tiles" as they are not squares, even though they appear to be square), with rows and columns much like a spreadsheet. The X-axis (columns) in ***Figure 2*** shows the coordinates (degrees and minutes) of the columns while the first row of the Y-axis shows the coordinates in Deg/Min and in the rest we have replaced the coordinates with numbers from 1 to 14, to tie in with the row numbers of the MS Excel Workbook where the area-weighted MAP was calculated. This workbook is attached in ***Appendix 2*** of this report.

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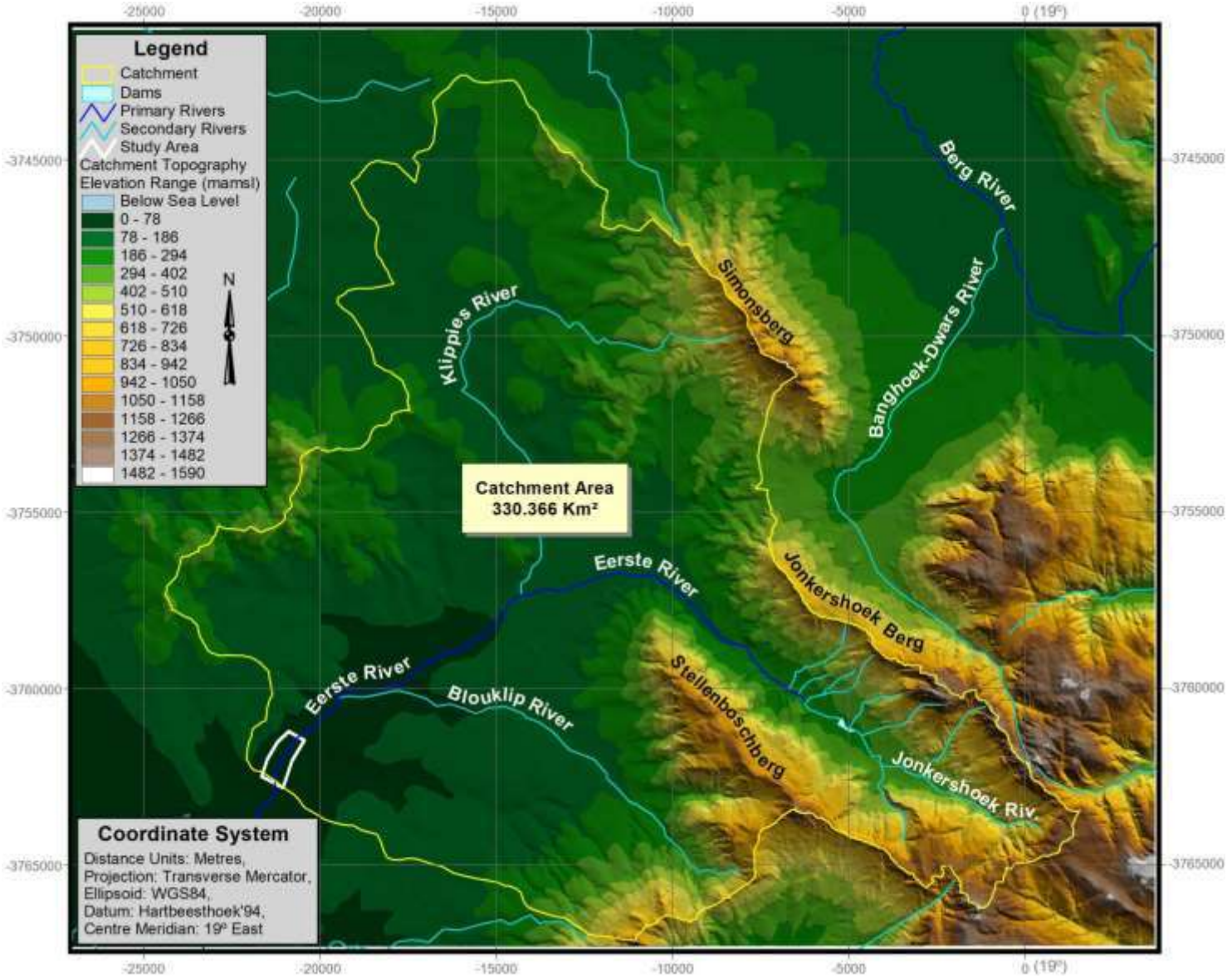


Figure 1: The study area (white polygon), showing the catchment of the Eerste River. Topography produced using the SG 5-m elevation data

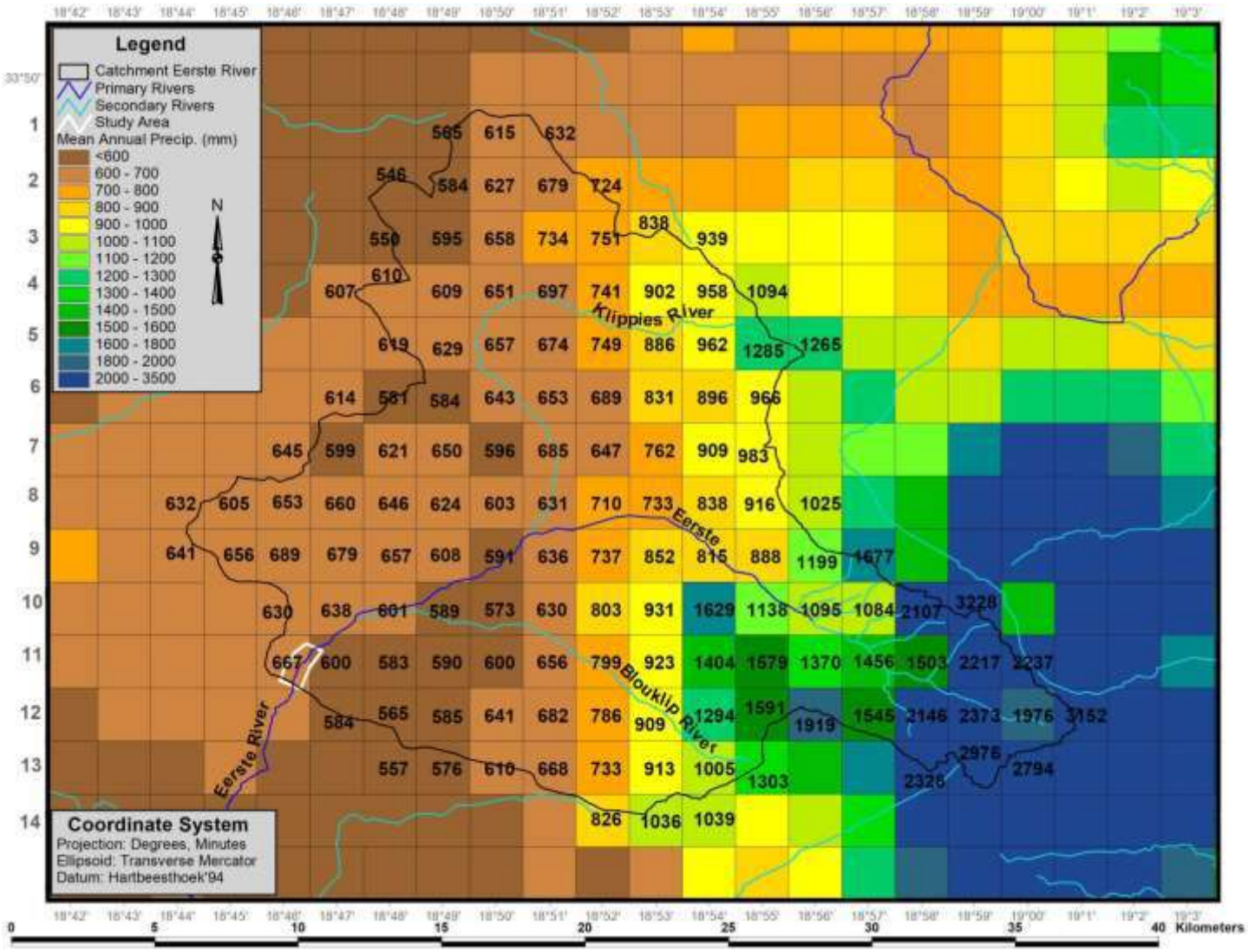


Figure 2: The Eerste River catchment showing 1' x 1' tiles with the MAP written in each of these tiles. The surface area of the tiles around the perimeter of the catchment that were cut into smaller pieces were determined, while the areas of the full ones in the centre of the catchment were added, to calculate a single area-weighted MAP for the catchment. This is done in the workbook in **Appendix 2**

Each tile was allocated its MAP and its surface area and thus it was possible to determine a single area-weighted MAP for the entire catchment up to the study area. This area-weighted MAP was calculated as **921.01-mm/a**. We also calculated the simple average of the MAP of the entire catchment as being 954.39 mm/a, but this value did not take cognisance of the areas of the tiles. Additionally, if the average of the MAP of the three quaternary catchments are determined, it is 962.46 mm/a, again a value not linked to the area of the tiles. So both these values were ignored and only the area-weighted MAP of 921.01 mm/a used in the flood model.

1.3 The shape and coverage of the Eerste River catchment

As can be seen in ***Figure 1***, the catchment of the Eerste River is somewhat triangularly shaped (as opposed to a more elongated shape of most "regular" catchments). This suggests that, rainfall falling along the upper side of the triangle (the side that includes the Jonkershoek Berg and Simonsberg - see ***Figure 1***), drained by the Jonkershoek/Eerste River and the Klippies River, would reach the confluence of these two rivers more-or-less simultaneously. This will give rise to a higher discharge downstream from the confluence than if this catchment had been an elongated catchment. In an elongated catchment, the rainfall falling in the downstream and central parts of the catchment would have left the catchment by the time the rainfall falling in the upper reaches of the catchment reaches its "outlet". In this triangular catchment, however, all rainfall falling along the longest side of the triangular catchment would reach the catchment's "outlet" at the same time, leading to more flashy floods in the downstream parts of this catchment (at the study area), compared to an elongated one. Thus, the hydrographs of triangular (and rounded) catchments would reach a peak discharge (Q in m^3/s) long before the peak in a more elongated catchment of the same size and the same general area would be reached. The time from the beginning of the flood to the end thereof is therefore shorter in a triangularly shaped catchment. Thus, a storm would produce a flood, which is overall shorter in duration, but its peak flow rate (Q) would be higher. In the case of elongated catchments, the flood would have a longer duration, but would not have as high a peak flow as the rounded one.

There is a measure of mitigation to the above in that virtually the entire catchment is rural, particularly its upper reaches where the highest rainfall would occur. This well-vegetated part of the catchment would (to a certain extent) attenuate the floodwaters a little. All this information was incorporated the flood model.

1.4 Elevation information used

The 0.5-m contour lines used for this project were produced using the survey data supplied by your client. AED was under the impression that the survey was produced using LiDAR surveying techniques, however, after working with the contour lines, it appeared that the survey might have been done using photogrammetry surveying techniques. Generally speaking, AED considers LiDAR a very good technique for

surveying elevations at, and around wetlands and watercourses, where it is not always possible for surveyors on foot to gain access. Furthermore, being very narrow laser beams, a LiDAR survey can penetrate all but the densest of vegetation, providing true ground elevations under tree covers. Trees and dense vegetation are often associated with rivers and wetlands.

Photogrammetry cannot penetrate vegetation and is less suitable for our purposes, particularly under trees lining watercourses. The "jumbled" contour lines in the lower part of the Eerste River at the study area gave the impression that the survey might have used photogrammetry and not LiDAR. It must be acknowledged that the accuracy of the flood lines produced by AED is directly related to the accuracy of the contour lines used. AED, however, considers the survey data as being suitable for modelling the flood lines of the Eerste River.

1.5 Background to Flood Lines, Floodplains and Areas of Inundation

Note: Although this section mostly refers to a 100-year flood, it is true for floods with any return interval (RI).

A 100-year flood is a flood event that has a 1% probability of occurring in any given year. The 100-year flood is also referred to as the 1% flood, since its annual exceedance probability is 1%, or as having a return interval of 100-years. The 100-year flood is generally expressed as a flow rate (m^3/s). Based on the expected 100-year flood flow rate in a given stream or river, the flood's water level can be mapped as an area of inundation. The resulting floodplain map is referred to as the 100-year floodplain, which may be very important in how close to the stream buildings or other infrastructure/activities are allowed.

A common misconception exists that a 100-year flood is likely to occur only once every 100 years. In fact, statistically, there is an approximately **63.4 %** chance of one 100-year floods occurring in any given 100-year period. The **Probability** ($\boldsymbol{P_e}$) of one of a specifically sized flood occurring during any return interval, exceeding the specifically sized flood severity, can be expressed as:

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$$P_e = 1 - \left[1 - \left(\frac{1}{T}\right)\right]^n$$

…where P_e is the probability, T is the return interval of a given storm (e.g. 100-year, 50-year, 20-year, etc.), and n is the number of years. The exceedance probability P_e is also described as the natural, inherent, or hydraulic risk of failure when, e.g. referring to dams, bridges, etc. However, the expected value of the number of 100-year floods occurring in any 100-year period is 1. In other words, 100-year floods have a 1% chance of occurring in any given year (P_e = 0.01), 10-year floods have a 10% chance of occurring in any given year (P_e = 0.1), 50-year floods have a 2% chance of occurring in any given year (P_e = 0.02), etc. The percent chance of an *x-year* flood occurring in a single year can be calculated by dividing 100 by *x*.

1.6 Legal Considerations

In terms of Section 144 of the **National Water Act** of 1998 (Act 36 of 1998), a flood line, representing the highest elevation that would probably be reached during a storm with a return interval of 100 years, must be indicated on all plans for the establishment of townships. The term, "*establishment of townships*" includes the subdivision of stands or farm portions in existing townships, if the 100-year flood lines are not already indicated on these plans, or when the land-use category of a particular portion of land is changed.

The purpose of this section of the act is to inform developers/landowners or residents/occupants/tenants/land-users of the dangers of flooding.

The earlier version of the **National Building Regulations and Building Standards Act** (Act 103 of 1977) referred to the 50-year flood lines. The newer version refers to areas that are "*prone to flooding"*. Due to this discrepancy between different legislations, most municipalities now require both the 50- and 100-year flood lines to be indicated on plans, even though the National Water Act supersedes the National Building Regulations and Building Standards Act.

According to the Constitution of South Africa no legislation can supersede another. National, Provincial and Local Legislation (By-Laws) are all on the same level and

must be adhered to. Similarly, older and newer legislation pertaining to the same entity are also on the same level.

Being the higher of the two, the 100-year flood lines are obviously the safer of the two flood line sets. AED is confident that there would not be any additional benefit to also model the 50-year flood lines. The 100-year flood lines are appended as DXF and Shape and KMZ files in ***Appendix 1***.

2 Design Storm and Flood Line Modelling

2.1 Methodology Flood Lines

The determination of flood lines is done in two steps, **1)** modelling a succession of "*design storms*", each of them with a specific duration (1 hour, 2 hours, 24-hours, etc.) each producing a particular discharge in m³/s and, **2)** routing the highest discharge produced in Step 1 through cross sections across representative reaches of the rivers/streams at a study area, which then assigns an elevation on each side of the centreline (℄) of the stream to which the floodwaters would rise at that particular cross section. The flood lines are then drawn using these elevations at the cross sections as guides. The flood lines indicate the area that will be inundated during a 100-year flooding event at the study area.

The first part of the process comprises the modelling of a succession of "design storms" with a statistical RI of 100-years and durations ranging from 1 to 24 hours, falling over the catchment of the river at study area during a single rainfall event with a RI of 100-years.

Where a catchment is smaller that approximately 50 Km², design storms are derived using a deterministic approach, as opposed to the purely statistical methods used for larger catchments (i.e. catchments larger than ~100 Km²). This is done as a result of the difficulty of extrapolating the frequency analyses of peak discharges and experience envelope diagrams for small areas, as the range of enveloped values becomes extremely wide as the catchment area decreases. Another reason is the problem of attempting to assign recurrence intervals to these small experience envelopes. Hence, for catchments under ~50 Km², the acceptable procedure is to employ the original Rational Method (Q = CIA), an Empirical Method developed by

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the HRU, and the Amended Rational Method, as researched, designed and published in Reports No. 1/72, 'Design Flood Determination in South Africa', 1972 and 1/74, 'A Simple Procedure for Synthesizing Direct Runoff Hydrographs' 1974, produced by a joint venture between the CSIR and the Hydrological Research Unit (HRU) (a division of the Department of Civil Engineering at the University of the Witwatersrand). The discharge is then derived using a weighting system linked to the surface area of the catchment.

Where a catchment is larger that ~100 Km², the standard statistical unit-hydrograph HRU model, as described by Bauer & Midgley (Bauer & Midgley, *1974*), is used. Storms with durations of 1 to 24 hours are synthesised, using modelling techniques described in both Reports No 1/72 "Design Flood Determination in South Africa" (*Midgley, 1972*) and No 1/74 "A Simple Procedure for Synthesizing Direct Run-off Hydrographs" *(Bauer & Midgley, 1974)* and using software developed by AED. Using the modelling techniques described by these documents, direct run-off hydrographs are then derived for the different storm durations. The hydrographs that produced the highest discharge is selected.

If the catchment is between 50 and 100 Km², both methods are done and the one producing the greater of the two discharges is selected as the preferred model.

With a catchment of 330.366 Km², the flood discharge in the Eerste River at the study area was derived using the standard statistical unit-hydrograph HRU model (for larger catchments), as its catchment is significantly larger than 100 Km². The highest discharges (produced by a 7-hour storm) for the Eerste River catchment was selected to plot the 100-year flood lines.

In the second part of the process, the discharges (flow - Q, in m³/s), produced by the design storm that produced the highest discharge, were routed through cross sections across the Eerste River, using Mannings theory for Open Channel Flow (*Chow, 1959*) and using software developed by AED. Ten cross sections were plotted across representative reaches of the Eerste River of which Cross Section 5 was plotted as close as possible to the Annandale Rd Bridge on its upstream side, Cross Section 6 was plotted across the bridge and Cross Section 7 immediately

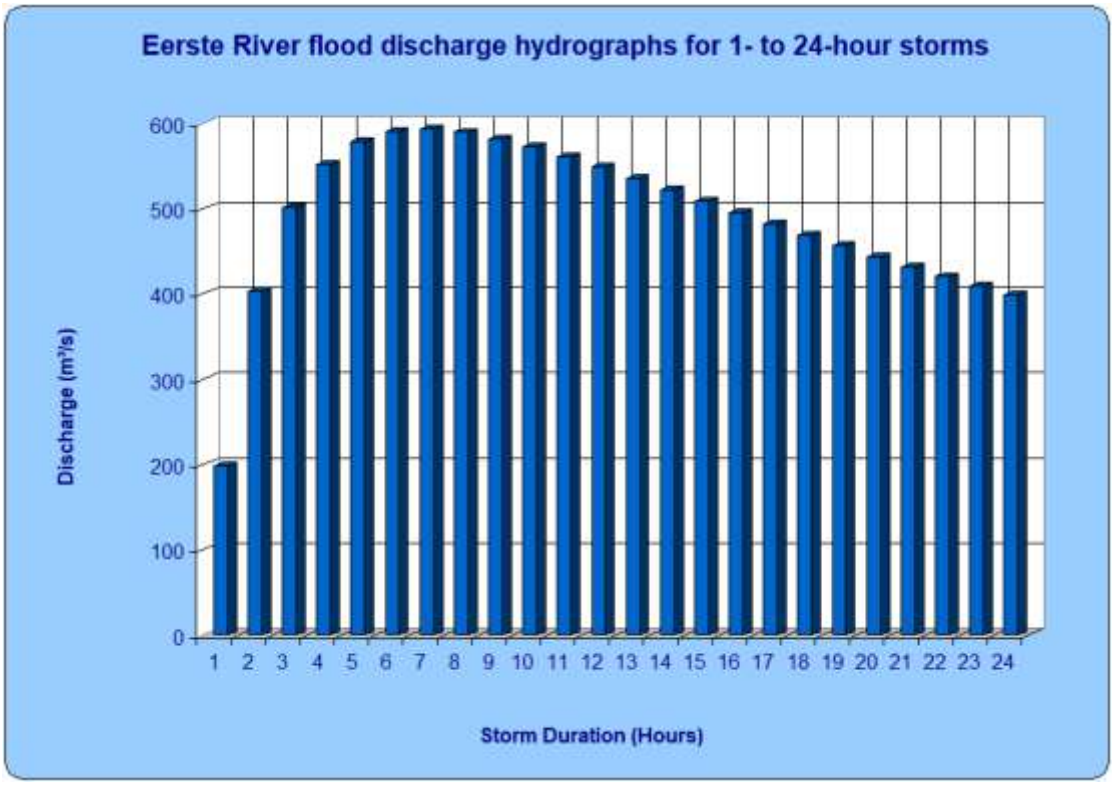
downstream of the bridge. These three cross sections would also be used as Cross Sections 1, 2 and 3 in the Bridge Backwater Model. The Cross Sections are shown in ***Figure 4***.

2.2 Methodology for Bridge Backwater Calculations

AED used the methodology described in the publication, "Hydraulics of Bridge Waterways" (Bradley, 1978) to determine the backwater produced by the Annandale Rd Bridge over the Eerste River.

2.3 Results

Table 1 summarises the discharge of the Eerste River at the study area for the 100-year return interval, using the aforementioned hydrological methodology.



Graph 1: The hydrographs for a 100-year flood in the Eerste River at the study area. A storm of 7 hours in duration will produce the highest peak flow rate (of 592.83 m³/s)

The 100-year flood lines were plotted through the 10 cross sections across the Eerste River, and are shown in ***Figures 3*** to ***7***.

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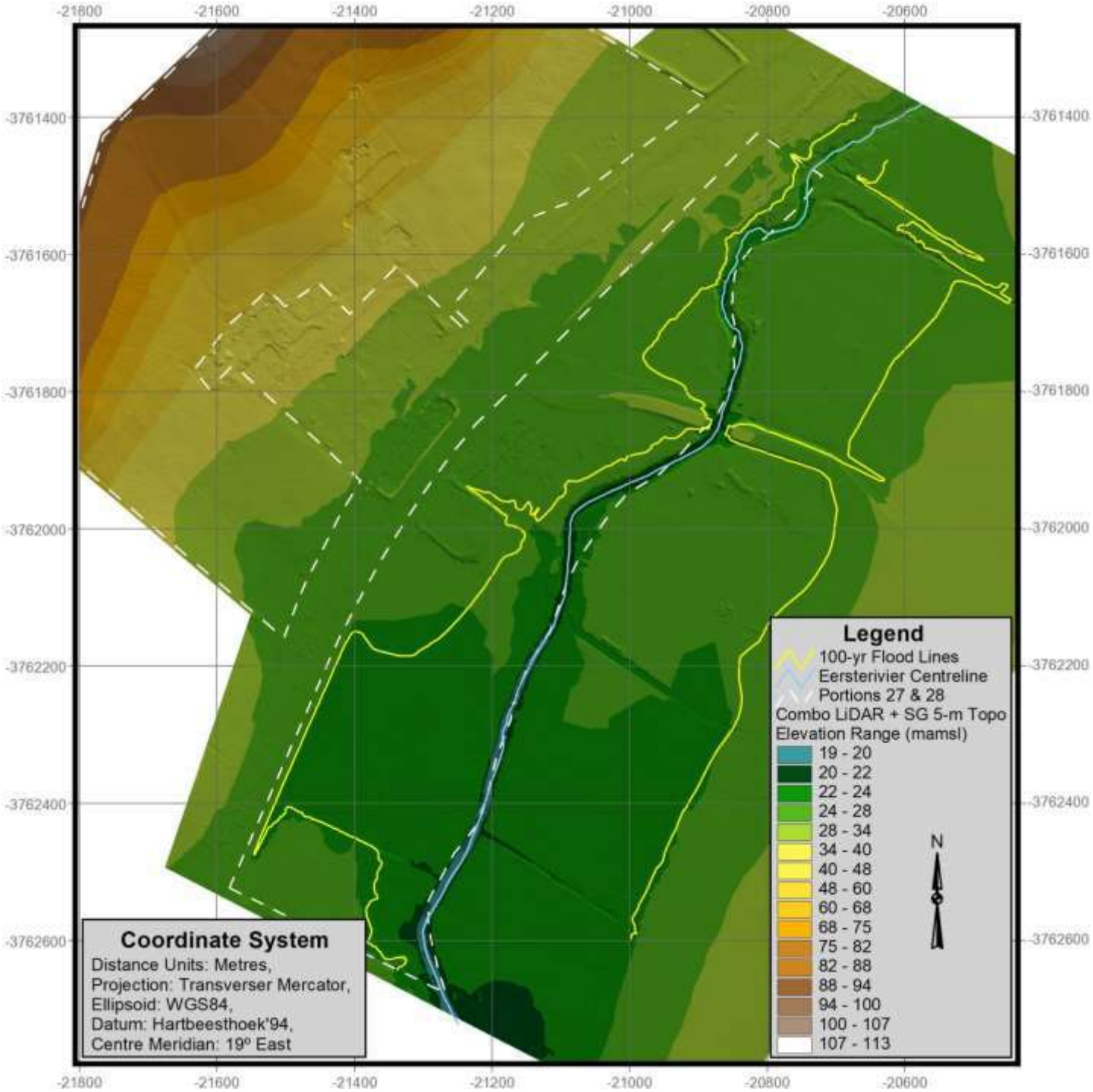


Figure 3: The 100-year flood lines of the Eerste River at the study area on a backdrop of the local topography, indicates a very wide floodplain due to the extremely low gradient of the river at this site

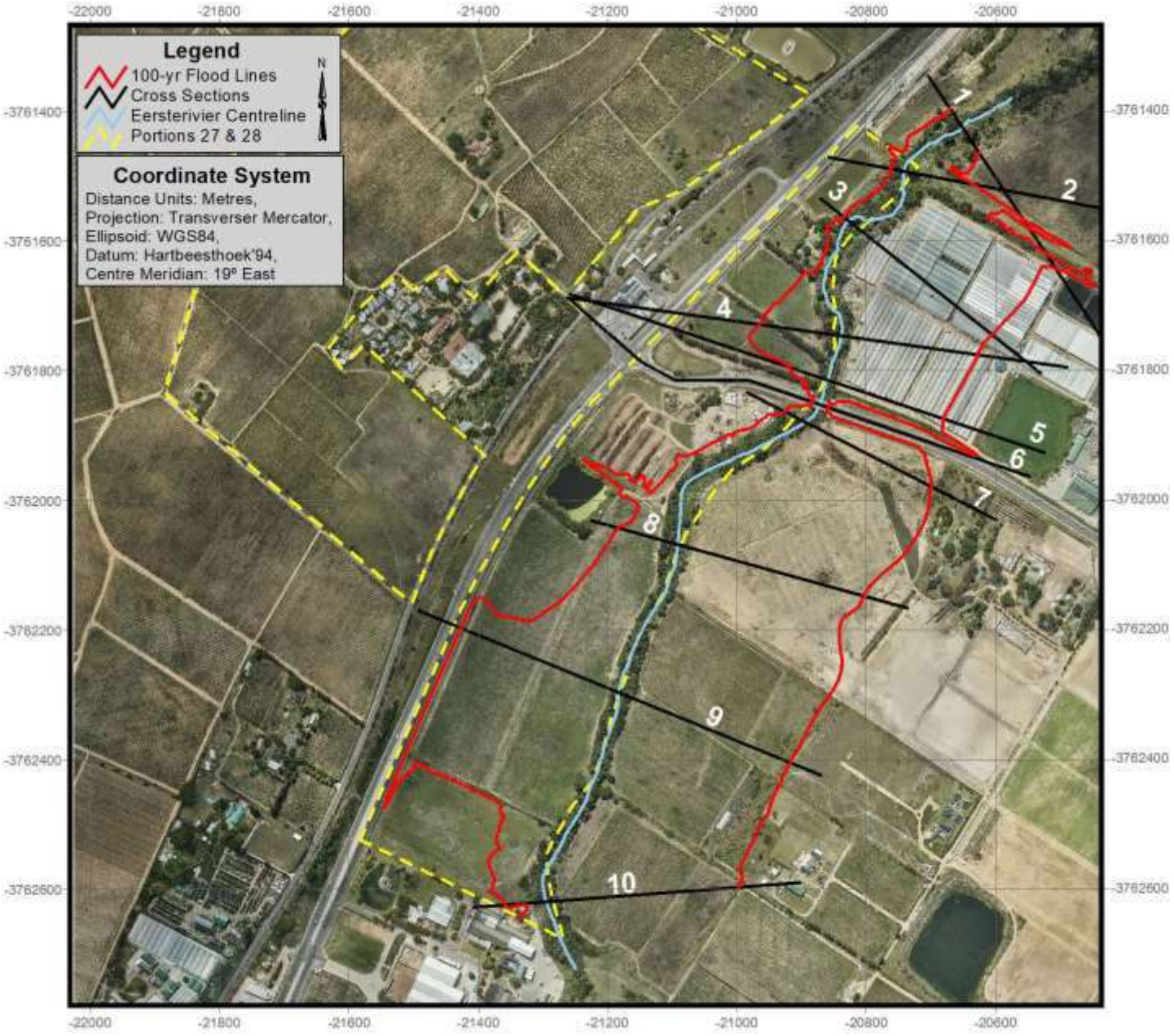


Figure 4: The 100-year flood lines of the Eerste River at the study area on a backdrop an orthophoto recently surveyed by the client's surveyors, indicates a very wide floodplain due to the extremely low gradient of the river at this site. It can be seen from both this figure and Figure 3 that, the Annandale Rd Bridge will not be overtopped

Also shown are the 10 cross sections across the Eerste River used in the hydrological model

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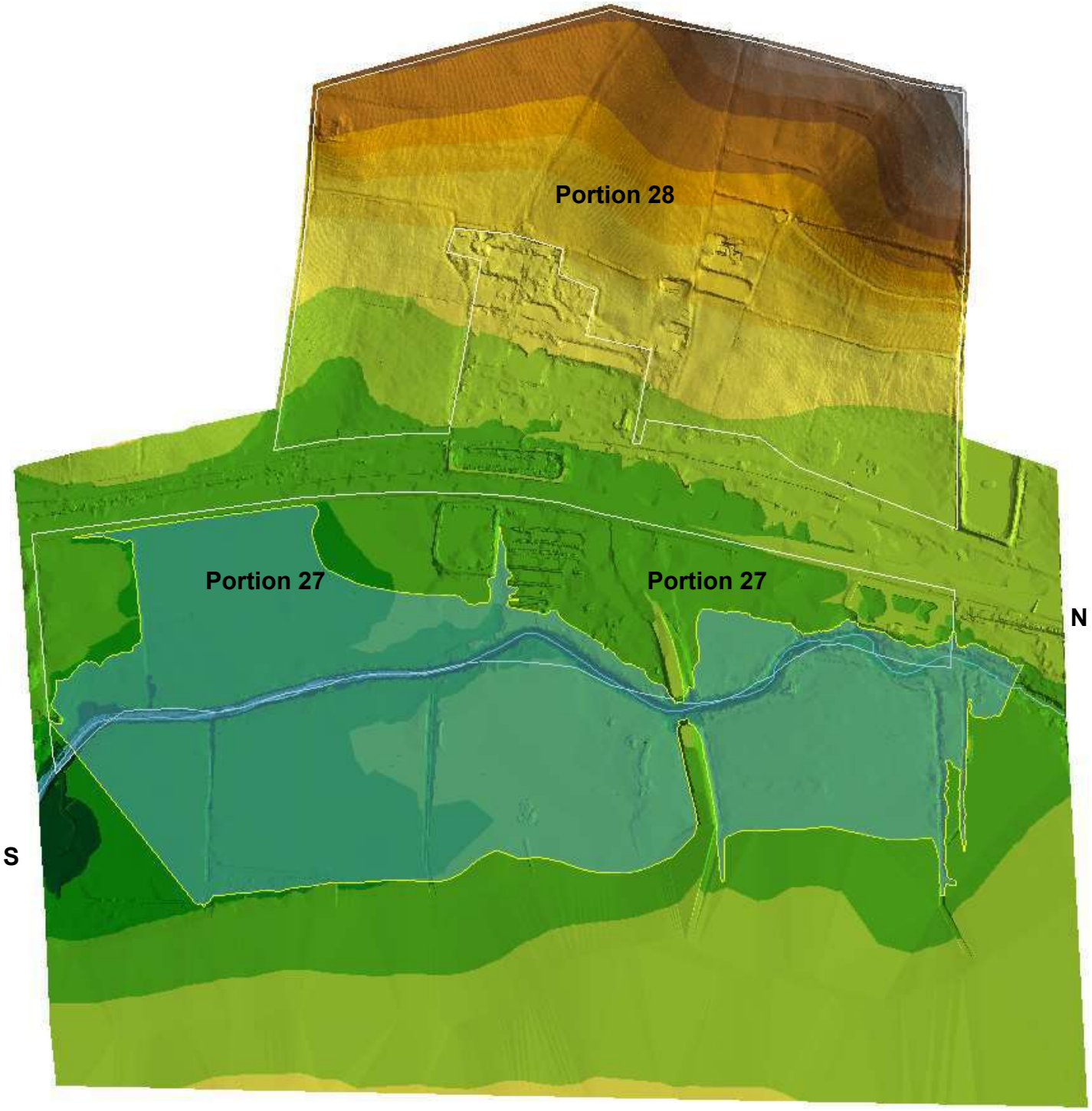


Figure 5: The 100-year floodplain of the Eerste River at the study area

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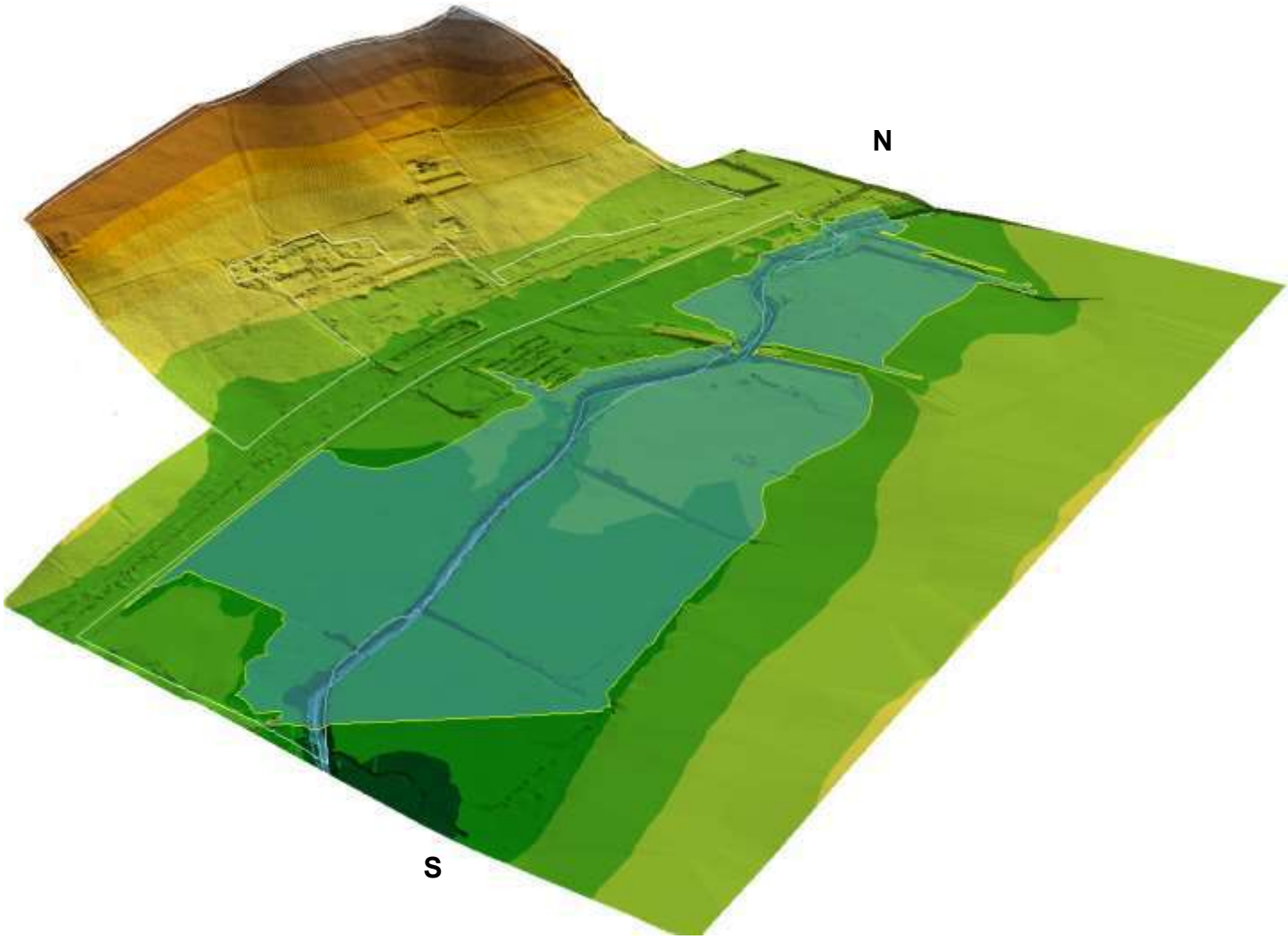


Figure 6: A 3D DTM showing the areas of inundation produced by 100-year storms falling over the catchments of the Eerste River. Please note that a **vertical exaggeration factor of 2.5x** was used to increase the sense of depth, i.e. the topography appears 2½ times deeper or higher.

As can be seen, the bridge at the Annandale Road crossing will not be overtopped during a 100-year flood

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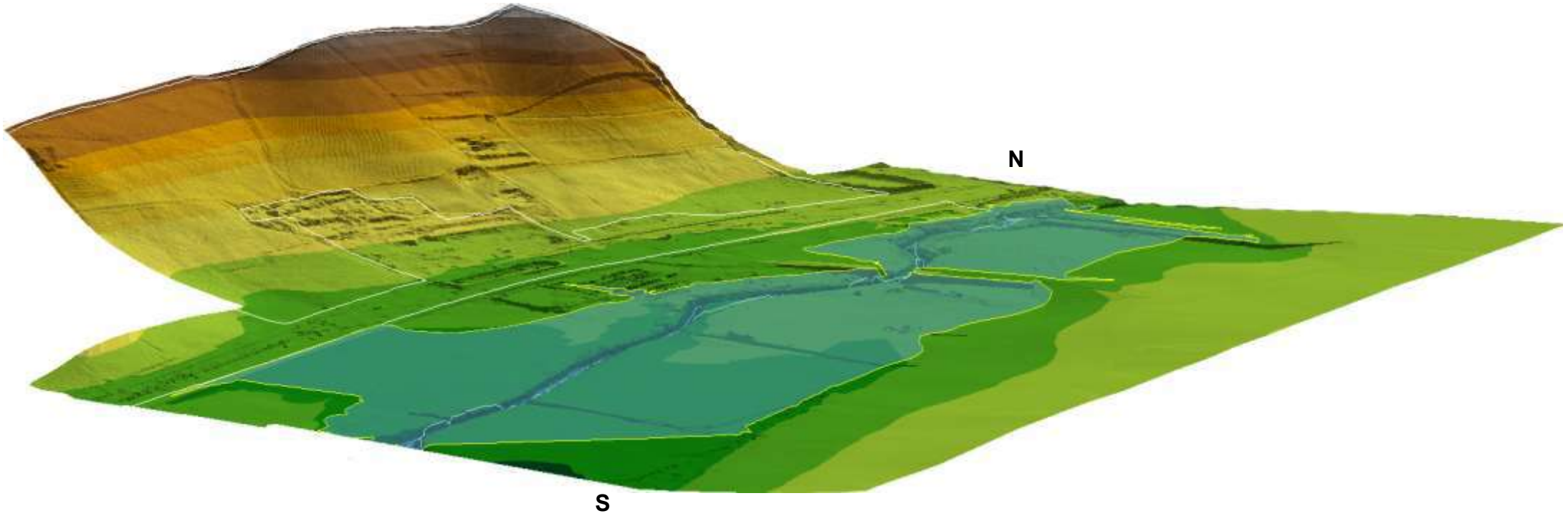


Figure 7: A 3D DTM showing the areas of inundation produced by 100-year storms falling over the catchment of the Eerste River. Please note that a **vertical exaggeration factor of 2.5x** was used to increase the sense of depth, i.e. the topography appears 2½ times deeper or higher. As can be seen, the bridge at the Annandale Road crossing will not be overtopped during a 100-year flood

2.4 Discharge off storms with RIs of 1- to 100-years falling over the catchments at the study area

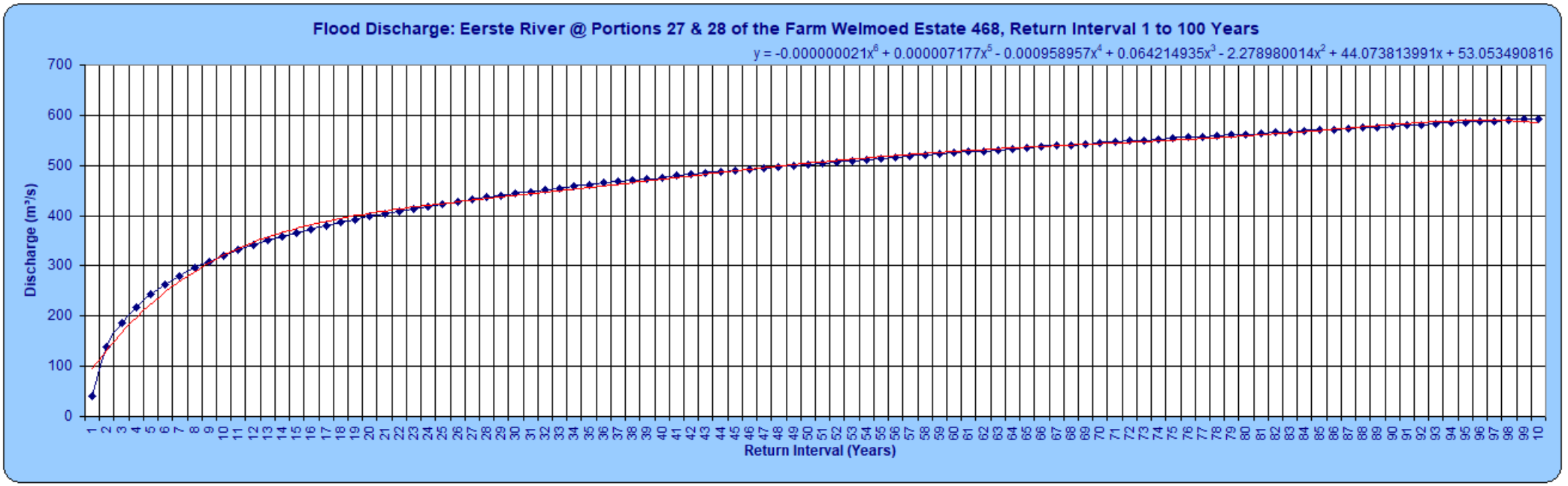
Graph 1 summarises the *RI vs. Discharge* relationship for the Eerste River at the study area. The graph also contain its formula:

Eerste River:

$$y = -0.000000021x^6 + 0.000007177x^5 - 0.000958957x^4 + 0.064214935x^3 - 2.278980014x^2 + 44.073813991x + 53.053490816$$

The discharge can either be read off the graph directly, or the formula can be used to determine the discharge for a particular RI more accurately. It must further be noted that the graph and formula is specific to this particular catchment and cannot be used anywhere else.

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Graph 2: The discharge off storms with RIs ranging from 1- to 100-years, falling over the catchment of the Eerste River.

From the red regression line (trend line) is can be seen that the formula is only accurate after about the 8-year mark. After that the red regression line plots almost perfectly on top of the blue line of the actual graph

2.5 Annandale Road Bridge backwater calculations

There is a bridge across the Eerste River at the study area (bridge No 0618). It was constructed in 2018. It was considered highly likely that this bridge would produce backwater during a 100-year flood, which could increase the extent of the 100-year floodplain at the study area (Portion 27). This bridge is shown in ***Photos 1*** to ***3***.

For this reason it was necessary to also model the bridge backwater for this bridge under the 100-year flood flow conditions.

From the photos it can be seen that this bridge consist of a single rectangular portal, with no piers under the bridge. The surveyors, *Neil Woodin Surveys*, surveyed the bridge on 09/05/2023. A detailed drawing of this survey (in PDF format) is attached in ***Appendix 3***, the dimensions of which were used in our backwater model. The CAD file of this drawing is also available, if required.

The leading edges of the abutments were finished off in a rectangular format, i.e. presenting the flowing water with a flat surface to get around (rather than a angled surface, channelling the floodwaters into the portal).

The backwater was modelled using two different techniques. The first was done using Bradley's backwater methodology described in the publication, "*Hydraulics of Bridge Waterways*" (*Bradley, 1978*), and using software developed by AED, while the second was done where the portal was modelled as an open channel (this could be done, as there were no piers). Both methods produced results roughly within the same ballpark values, but the Bridge Backwater method, being the more reliable method, produced a higher backwater elevation and these values were preferred.

During a 100-year flood, the maximum elevation of the floodwaters just before the water surface begins to drop away when entering the bridge at L*, as described in Bradley's publication, differed by 42 cm between the two methods (elevations of 25.52- and 25.94-mamsl for the Open Channel and the Bridge Backwater methods respectively). L* is the distance from the leading edge of the bridge to the maximum backwater.

Bradley's calculations indicated that the water level would begin dropping away some 23.287 m before reaching the bridge intake (L* = 23.287 m). The difference between the inlet water elevation of the bridge and its water outlet elevation (Δh) would be 1.378-m (i.e. the drop in water level before and after the bridge).

Interestingly, the water level on the outflow side of the bridge is at a lower elevation as that at Cross Section 7 further downstream. This implies that, due to the higher velocity of the water flowing through the bridge portal (7.598 m/s), a hydraulic jump would occur immediately downstream from the bridge where the water level would abruptly rise from 24.65- to 25.65-mamsl, a 1-m jump of exactly 1 metre. This scenario is shown in ***Figure 8***.

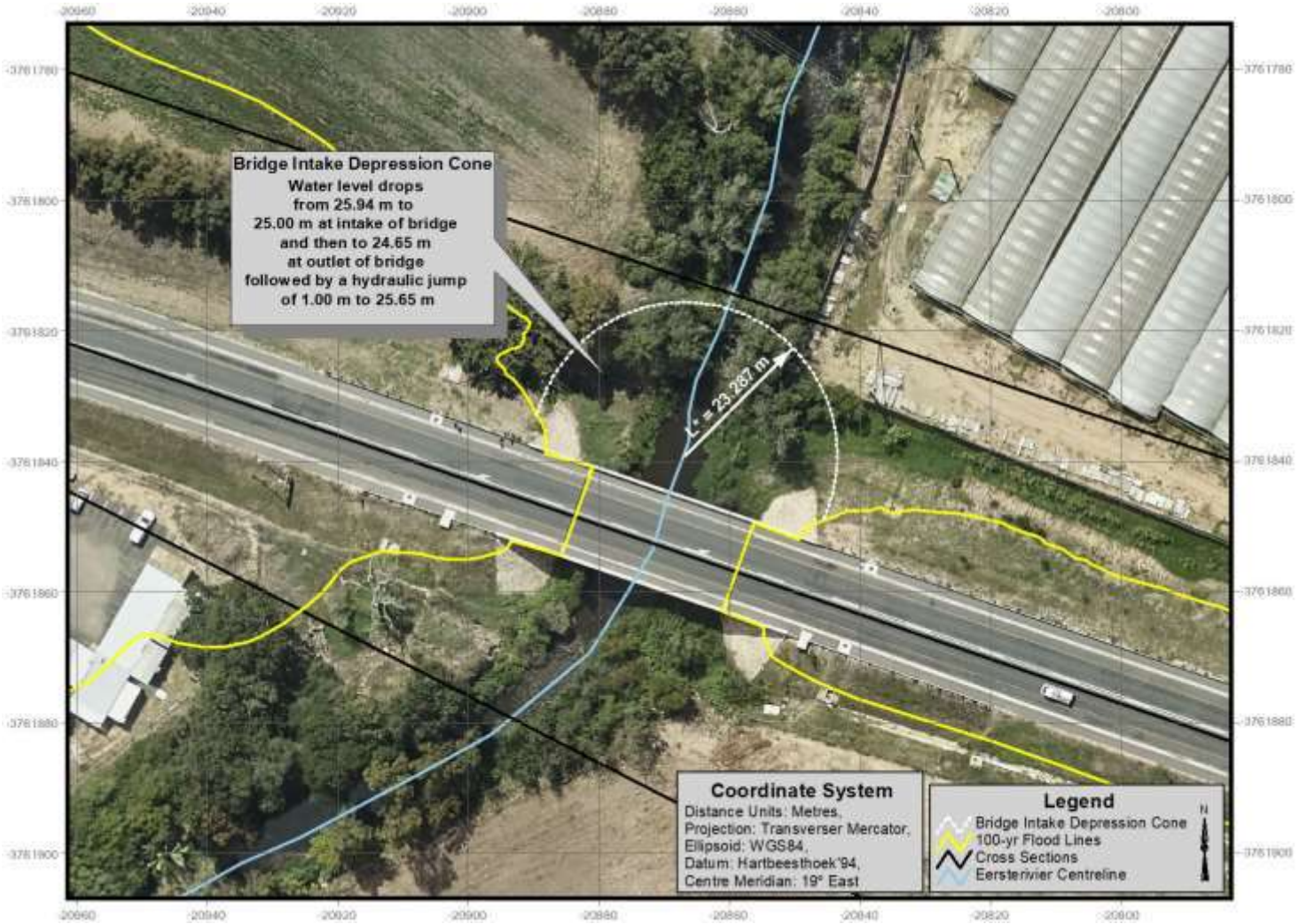


Figure 8: The depression that would form at the intake side of the bridge (dotted line) will begin forming some 23.287 m upstream from the bridge. The distance is referred to as L*, the distance to maximum backwater. At the outlet of the bridge, a 1-m hydraulic jump would occur

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A hydraulic jump is a phenomenon, which is frequently observed in open channel flow such as rivers and spillways. When liquid at high velocity discharges into a zone of lower velocity, a rather abrupt rise occurs in the liquid surface. The rapidly flowing liquid is abruptly slowed and increases in height, converting some of the flow's initial kinetic energy into an increase in potential energy, with some energy irreversibly lost through turbulence to heat. In an open channel flow, this manifests as the fast flow is rapidly slowed down and piled up on top of itself, similar to how a shockwave forms. It was first observed and documented by Leonardo da Vinci in the 1500s.

Our calculations confirmed that the bridge would not be overtopped, implying that it was constructed to allow a 100-year flood to pass under it without being overtopped.

2.6 Comments relating to the Flood Lines

2.6.1 Extent of the flood lines at the study areas

The floodplain of the 100-year flood in the Eerste River would impact on Portion 27, but not on Portion 28 at the study area. Due to the very low slope of the river at the study area, the floodplain would spread out very wide on both sides of the stream's centreline.

In most instances, the 100-year flood lines exceed the 32-m buffer, measured from the centre of the stream (as this is a reasonably narrow stream channel under normal flow conditions). In some parts, the 100-year flood line on Portion 27 and the 32-m line almost run on top of each other. Refer to ***Figure 9*** for details of the 32-m buffer (black & white lines) in relation to the 100-year flood lines (yellow lines).

The backwater created by the bridge at Annandale Rd played a role in elevating the 100-year floodplain upstream from the bridge to a point roughly halfway between Cross Sections 4 and 5 (refer to ***Figure 4*** for the cross sections).

2.6.2 Units used in this report

All drawings were produced using the following parameters: **Distance Units**: Metres, **Projection**: Transverse Mercator, **Datum**: Hartbeesthoek'94, **Ellipsoid**: WGS84 and the **Centre Meridian** (Longitude of Origin or "LO"): 19º East (i.e. WG19º).

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The GIS program, *ArcView 3.2a* and its extension, *3D Analyst*, were used to produce all the drawings in this document. Please note the **X** and **Y** coordinates in the drawing have been allocated positive values to north and east and negative values to south and west.

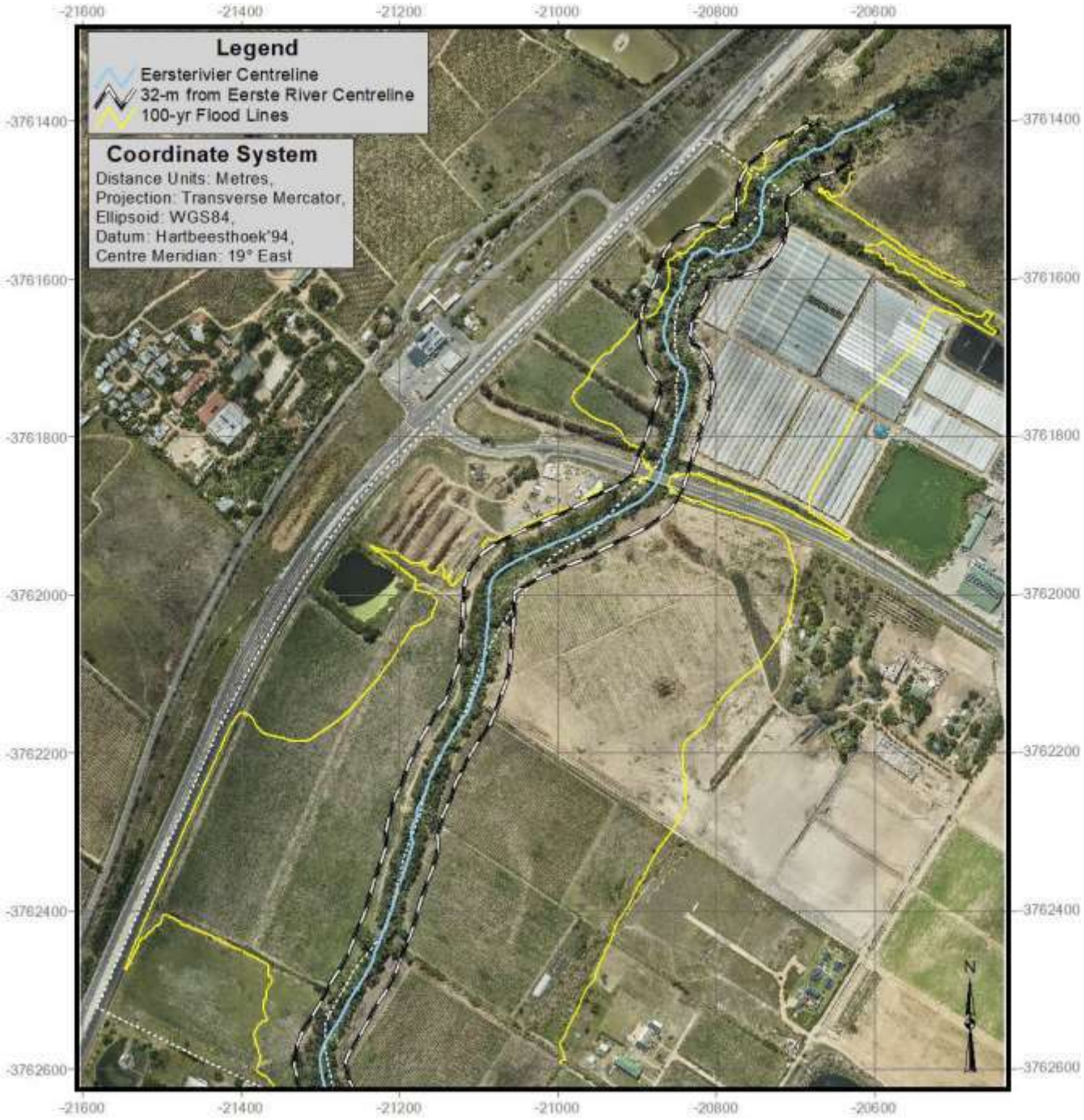


Figure 9: The 32-m buffer area (32-m from the centreline of the Eerste River) in relation to the 100-year flood lines

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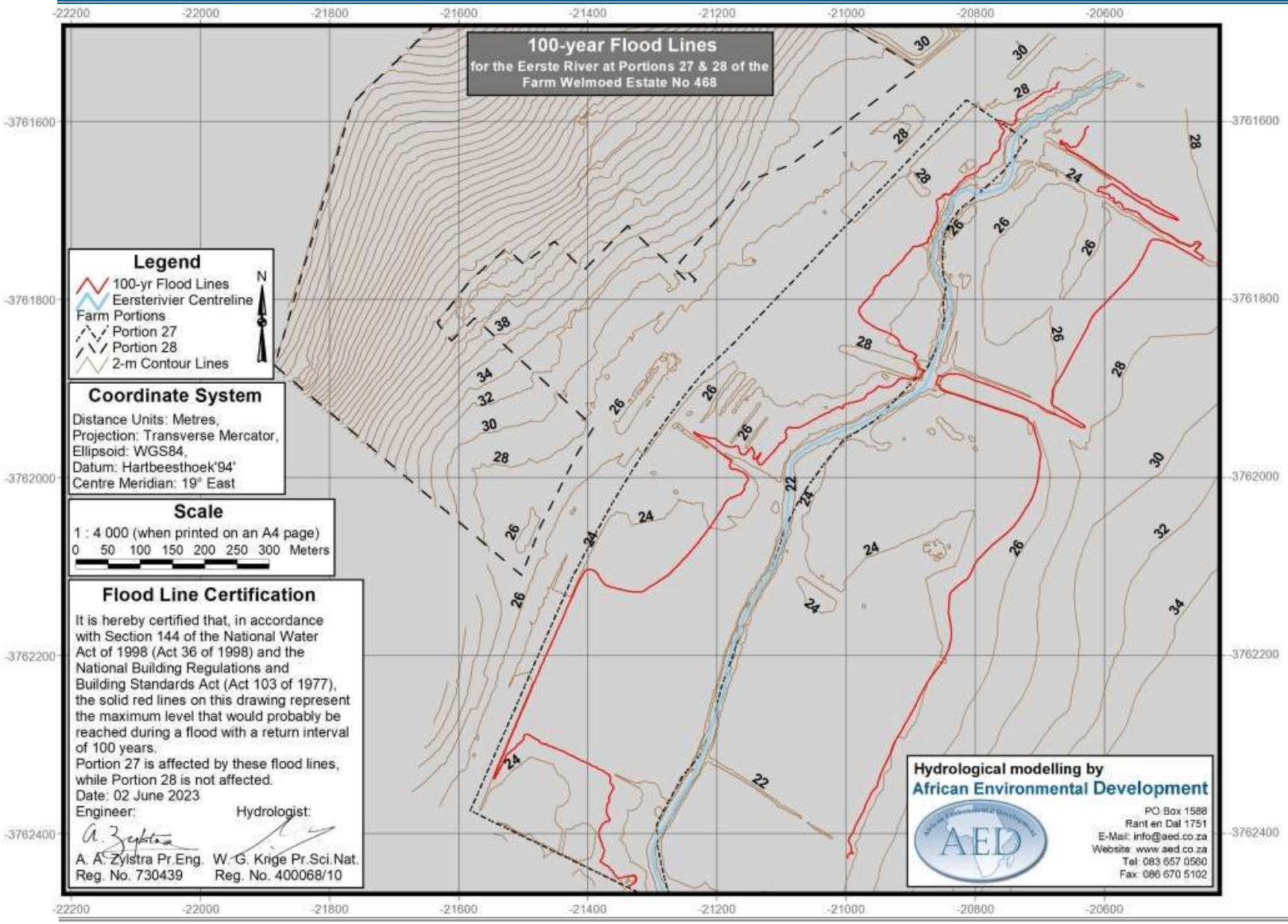


Figure 10: The 100-year flood lines of the Eerste River (red lines).

Although 2-m contour lines are shown in this drawing, AED actually used 0.5-m contour lines to model the flood through the cross sections and through the bridge.

This is a low-resolution copy of the high-resolution certified drawing appended to this document in ***Appendix 1***

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3 Certification of Methods Used

100-Year Flood Lines:

The Eerste River at Portions 27 and 28 of the farm Welmoed Estate No 468 District Stellenbosch, Western Cape Province, RSA

05/06/2023

TO WHOM IT MAY CONCERN,

This is to certify that the 100-year flood discharge for the above-mentioned watercourse at the above site were derived using methods described in the *Report No 1/74 "A Simple Procedure for Synthesizing Direct Runoff Hydrographs"* of the *Hydrological Research Unit*, a division of the Department of Civil Engineering of the University of the Witwatersrand, and using software developed by AED.

The 100-year return interval storms were synthesized from direct run-off hydrographs using methods described in *Report No. 1/72 "Design Flood Determination in South Africa"* of the same unit and also using software developed by AED.

Both Reports 1/72 and 1/74 were developed as a joint venture between the CSIR and the University of the Witwatersrand and are considered to be accurate methods, particularly for use under South African rainfall conditions.

The flood flow rates, determined in terms of paragraph 1, were then routed through cross-sections, plotted across the stream, using Mannings theory for open channel flow and using software developed by AED. The design flood through these cross sections produced the flood elevations for the 100-year return interval storm, as indicated in the accompanying CAD files.

The Bridge Backwater for the Annandale Road Bridge was modelled using modelling techniques described in the publication, "*Hydraulics of Bridge Waterways*" by Joseph N Bradley (Bradley 1978) and using software developed by AED.

The 0.5-m contour lines were produced using the elevation information acquired from the client and was surveyed on 10/03/2023. Premier Mapping conducted the survey. The survey produced contour lines that were sufficiently accurate for the modelling of the 100-year flood lines in this stream.

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Pr.Eng. (Reg. No.730439)

W. G. Krige
Pr.Sci.Nat (Reg. No. 40068/10)

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4 References

Bailey, A. K. & Pitman W. V.: (2012): Water Resources of South Africa 2012 Study (WR2012) Version 1 Water Research Commission Project No K5/2143/1

Bauer, S. W., Midgley, D. C.; (1974) CSIR/University of the Witwatersrand Report No. 1/74, 'A Simple Procedure for Synthesizing Direct Runoff Hydrographs'

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Chow, Ven Te; (1959). 'Open Channel Hydraulics', McGraw Hill Book Company, Re-issue 1998

Midgley, D. C.; Pitman, W, V.; Middleton, B. J. (1994). 'Surface Water Resources of South Africa', Water Research Commission Report No. 298/94

Midgley, D. C.; (1972) CSIR/University of the Witwatersrand Report No. 1/72, 'Design Flood Determination in South Africa'

Middleton, B. J.; Bailey, A. K. (2005): Water Resources of South Africa, 2005 (WR2005) Version 1. Water Research Commission Project No. K5/1491

SANRAL; (2007); 'The South African National Roads Agency Limited Drainage Manual' 5th Edition, 2nd Print, SANRAL Publication

SANRAL; (2013); 'The South African National Roads Agency SOC Limited Drainage Manual Application Guide' 6th Edition, Fully Revised and Extended, SANRAL Publication

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Appendix 1: CAD Files and Certified Drawing



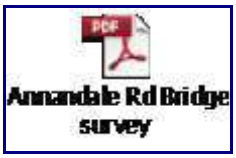
Please double-click on the above icon to open the zipped folder containing the CAD file in DXF and Shape file formats, as well as images of the certified drawings in jpeg file format

Appendix 2: Excel Workbook Area-weighted Catchment Mean Annual Precipitation calculations



Please double-click on the above icon to open the file

Appendix 3: Survey drawing of Annandale Rd Bridge



Please double-click on the above icon to open the file

ANNEXURE C

Subdivision (Erf) reference	Land use	Phase	Comment
1	Private open space, street, place of assembly	1	
2	Educational, school	1	
3	Commercial, business	1	
4	Residential, business, mixed-use	1	
5	Private open space, street	2	
6	Private open space, outdoor sport, stormwater management	6	
7	Residential, business, mixed-use	2	
8	Residential, business, mixed-use	3	
9	Private open space, street	4	
10	Residential, business, mixed-use	4	
11	Place of assembly, business, mixed-use	4	
12	Residential	5	
13	Private open space, outdoor sport	6	
14	Private open space, street	7	
15	Residential	7	
16	Residential	8	
17	Private open space, street	9	
18	Private open space, outdoor sport, stormwater management	9	
19	Residential	10	
20	Residential	10	
21	Residential	11	
22	Private open space, outdoor sport, stormwater management	9	
23	Residential	12	
24	Private open space, outdoor sport	14	
25	Residential	13	
26	Residential	19	
27	Private open space, street	15	
28	Residential	16	
29	Residential	17	
30	Residential	18	
31	Private open space, outdoor sport, stormwater management	15	
32	Private open space, outdoor sport	17	
33	Private open space, outdoor sport	20	
34	Private open space, street	21	
35	Private open space, street	21	
36	Residential	22	
37	Residential	23	
38	Residential	24	
39	Residential	25	
40	Residential	26	
41	Residential	27	
42	Private open space, outdoor sport, street	28	
43	Residential	29	
44	Residential	30	
45	Private open space, outdoor sport, street	31	
46	Residential	32	
47	Private open space, outdoor sport, street	33	
Remainder Road	Public road	1	

PORTION 28 LAND USE TABLE			
	Site area	**45.48 Ha**	
	Land use	**Area**	**Units**
	School Component (A2)	1.78 Ha	
	Commercial (A1,B5)	0.50 Ha	
	Clubhouse Component(B5)	0.18 Ha	
	Mixed Use Component (B1-4)	0.7 Ha	515 units
	Residential (@80 du/ha)	5.88 Ha	
	Residential (@40 du/ha)	8.74 Ha	355 units
	Alottment Villas	10.31 Ha	14 units
	Total (excluding areas below)	**28.09 Ha**	**884 units**
	Detention & SW area	1.15 Ha	
	Indigenous slopes	6.43 Ha	
	Roads & squares	4.86 Ha	
	Private open space	4.04 Ha	



Infrastructure planning

28 March 2024

UDS Africa
9 Electron Street
Techno Park
STELLENBOSCH
7600

Attention: Mr Cobus Louw

Dear Sir,

DEVELOPMENT OF PORTION 28 OF FARM 468 (WELMOED DEVELOPMENT), STELLENBOSCH: CAPACITY ANALYSIS OF THE BULK WATER & SEWER SERVICES

This is an update of the bulk water and sewer capacity investigation report performed for development on portion 28 of Farm 468, dated 25 July 2023. In this updated report phasing for the different development areas within the larger development node was included in order to comment on the phasing of the proposed infrastructure upgrades.

Your request for GLS Consulting to investigate and comment on the bulk water supply and sewer discharge of the proposed development (mainly residential development of portion 28 of Farm 468, 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 V1.1 to V1.9, which include the proposed development area, were conceptually taken into consideration for the June 2023 master plans for the water and sewer networks.

1. WATER DISTRIBUTION SYSTEM

1.1 *Distribution zone*

Portion 28 of Farm 468 is located on the western side of the Baden Powell Drive (R310 Main Road) adjacent to the existing Lynedoch Eco Village. The existing Lynedoch development is supplied with bulk water from the Polkadraai rural water supply scheme, with alternative supply possible from the Faure rural water supply scheme.

The master planning indicated that the development area below the 60 m contour on portion 28 of Farm 468 should be accommodated in the existing Faure water supply scheme. The connection to the existing system should be done on the 160 mm diameter pipe on the corner of the Baden Powell Drive and Annandale Road, as shown on Figure 1 attached. This will serve Phase 1 to Phase 13 of the larger development area.

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www.gls.co.za

Directors: Flip du Plessis, Tsolane Mokoena

Water pressure from the Faure system is insufficient to service the higher lying areas of portion 28 of Farm 468 (areas above the 60 m contour) and it is proposed in the master planning that these areas are supplied with water directly from the recently constructed Skilpadvlei reservoir, located to the north of the proposed development, as shown on Figure 2 attached. This connection will serve Phase 14 of the development.

The development is situated inside the water priority area.

1.2 *Water demand*

The total annual average daily demand (AADD) and fire flows for the proposed development were calculated as follows:

Potion 28 of Farm 468 [(1), (2)]:

• 355 Medium density residential units (40 units/ha) @ 450 L/d/unit		=	159,8 kL/d
• 515 High density residential units (80 units/ha) @ 300 L/d/unit		=	154,5 kL/d
• 14 Allotment Villa units @ 2,0 kL/d/unit		=	28,0 kL/d
• 1,78 ha School area @ 12,0 kL/d/ha		=	21,4 kL/d
• 0,5 ha Business/commercial area @ 20,8 kL/d/ha		=	10,4 kL/d
• 0,18 ha Clubhouse facility area @ 12,0 kL/d/ha		=	2,2 kL/d
	Total	=	376,3 kL/d

- Fire flow criteria (Moderate risk) = 25 L/s @ 10 m

(1) As per Table J.2 and J.4 from Section J – Water Supply of "The Neighbourhood Planning and Design Guide" (so called "Red book").

(2) The total water demand of 376,3 kL/d for portion 28 of Farm 468 can be apportioned 354,3 kL/d for the lower lying areas supplied from the Faure system and 22,0 kL/d for the higher lying areas supplied from the Skilpadvlei reservoir in the Polkadraai system.

1.3 Present situation

1.3.1 Network capacity

The existing pipes of the Polkadraai system in the Baden Powell Drive have insufficient spare capacity to accommodate the proposed development. It is proposed that the development is supplied with water from the Faure system with a connection to the existing 160 mm diameter pipe on the corner of Baden Powell Drive and Annandale Road.

The Faure system is supplied with water from the City of Cape Town's Faure reservoir with a Top Water Level (TWL) of 110 m above mean sea level (m a.s.l.) and can only supply sufficient water pressure to development on portion 28 of Farm 468 below the 60 to 70 m contour (Phase 1 to Phase 13).

It is proposed that the development area above the 60 to 70 m contour level (Phase 14) be supplied with water from the newly constructed Skilpadvlei reservoir in the Polkadraai system.

The Faure system has sufficient spare capacity to accommodate the proposed Phases 1 to 13 of the development area below the 60 to 70 m contour level.

A small section of 160 mm diameter pipeline between the proposed connection point for the development and the existing 200 mm diameter pipeline that are located adjacent to the Annandale Road, on the eastern side of the Eerste River, will however experience a flow velocity of more than 1.2 m/s during peak demand conditions. This is not a concern, but in order to reinforce the total network it can be considered to upgrade this pipeline to a 200 mm diameter pipe in future.

A new dedicated supply pipeline should be constructed from the Skilpadvlei reservoir to the higher lying Phase 14 erven of portion 28 of Farm 468. The TWL of the Skilpadvlei reservoir is 168 m a.s.l. and a pressure reducing valve (PRV) should be constructed on this pipeline to reduce water pressure at the development.

The following main internal pipes will be required for the development:

Potion 28 of Farm 468 (area supplied from Polkadraai system)

- SPW3.3 : 260 m x 200 mm Ø internal network pipe
- SPW3.4 : 150 m x 200 mm Ø internal network pipe [(1)]

Potion 28 of Farm 468 (area supplied from Faure system)

- SFW1.1 : 280 m x 250 mm Ø internal network pipe and required to connect to existing Faure system.
- SFW1.2 : 1 550 m x 200 mm Ø internal ring feed for the development

[(1)] Internal pipe SPW3.4 is an emergency connection between the Polkadraai and Faure systems to improve redundancy of the system.

1.3.2 Reservoir capacity

The criteria for total reservoir volume used in the Stellenbosch Water Master Plan is 48 hours of the AADD (of the reservoir supply zone). There is sufficient spare capacity available at the existing Skilpadvlei and Faure reservoirs in order to accommodate the proposed development in the existing Polkadraai and Faure water systems.

1.4 *Implementation of the master plan*

The following master plan item are required to supply the higher lying erven of portion 28 of Farm 468 with water from the existing Skilpadvlei reservoir:

Network upgrade (Polkadraai system)

• SPW3.1	:	2 095 m x 200 mm Ø new supply pipe		R	4 214 000 *
• SPW3.2	:	New PRV to regulate water pressure		R	314 000 *
			Sub-total	R	4 528 000 *

The following master plan item is recommended to be implemented in order to improve network conveyance and fire flow to the development from the Faure system:

Network upgrade (Faure system)

• SFW1.5	:	310 m x 200 mm Ø replace existing 160 mm Ø pipe [(2)]	R	1 062 000 *

(* 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 and location of the proposed PRV are schematically shown on Figures 1 & 2 attached, but have to be finalised subsequent to detailed pipeline route and PRV position investigations.

[(2)] Master plan pipe SFW1.5 is not a minimum requirement in order to accommodate the proposed development in the existing water system.

2. SEWER NETWORK

2.1 *Drainage area*

There are no sewer services in the vicinity of the proposed development. The nearest bulk infrastructure is the recently constructed Blaauwklippen pumping system to the north of the development area, which discharges at the Stellenbosch Wastewater Treatment Plant (WWTP).

The proposed development is located inside the sewer priority area.

2.2 *Sewer flow*

The proposed development was taken into consideration for the June 2023 master plan for the sewer network.

The peak day dry weather flow (PDDWF) for the proposed development area is calculated as 263,4 kL/d.

2.3 Present situation

It is proposed that sewage from the development gravitates towards the lowest point of portion 28 of Farm 468, from where sewage should be pumped to the existing Blaauwklippen pumping station. There is sufficient capacity in the existing Blaauwklippen pumping system to accommodate the proposed development.

The following internal outfall sewers are proposed in order to accommodate the sewer flows from the respective smaller development nodes on portion 28 of Farm 468:

Internal network:

- SSS5.5 : 560 m x 160 mm Ø internal outfall sewer
- SSS5.6 : 400 m x 200 mm Ø internal outfall sewer
- SSS5.7 : 120 m x 160 mm Ø internal outfall sewer
- SSS5.8 : 250 m x 160 mm Ø internal outfall sewer
- SSS5.9 : 390 m x 160 mm Ø internal outfall sewer

2.4 *Implementation of the master plan*

The following master plan items are required to pump sewage from the proposed development to the existing Blaauwklippen bulk pumping station:

Network upgrade

• SSS5.1	:	4 100 m x 160 mm Ø new rising main	R 6 985 000 *
• SSS5.2	:	New Welmoed sewer pumping station (capacity = 12 L/s)	R 3 304 000 *
• SSS4.1	:	1 060 m x 315 mm Ø new bulk sewer (Stellenbosch Municipality is in the process to implement this item; currently in tender phase for construction)	Cost not included
		Total	R 10 289 000 *

(* 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 and location of the proposed pumping station are schematically shown on Figures 3 & 4 attached, but have to be finalised subsequent to detailed pipeline route and pumping station position investigations.

3. CONCLUSION

The developer of portion 28 of Farm 468 (Welmoed development) in Stellenbosch may be liable for the payment of a Development Contribution (as calculated by Stellenbosch Municipality) for bulk water and sewer infrastructure as per Council Policy.

The development of Phase 1 to Phase 13 below the 60 m contour line can be accommodated within the existing Faure rural water system without any upgrades required.

The development of Phase 14 on portion 28 of Farm 468 above the 60 m contour line should be supplied with water directly from the Skilpadvlei reservoir in the Polkadraai system. Master plan item SPW3.1 will be required to supply the development with bulk water from the Skilpadvlei reservoir and master plan item SPW3.2 will be required to manage static pressures at the development.

There are no sewer services in the vicinity of the proposed development and master plan items SSS4.1, SSS3.1 & SSS3.2 will be required to pump sewage from the proposed development area to the existing Blaauwklippen bulk sewer pumping station, located roughly 5.0 km to the north east of the proposed development.

The existing Blaauwklippen pumping station has sufficient spare capacity to accommodate the proposed development.

We trust you find this of value.

Yours sincerely,

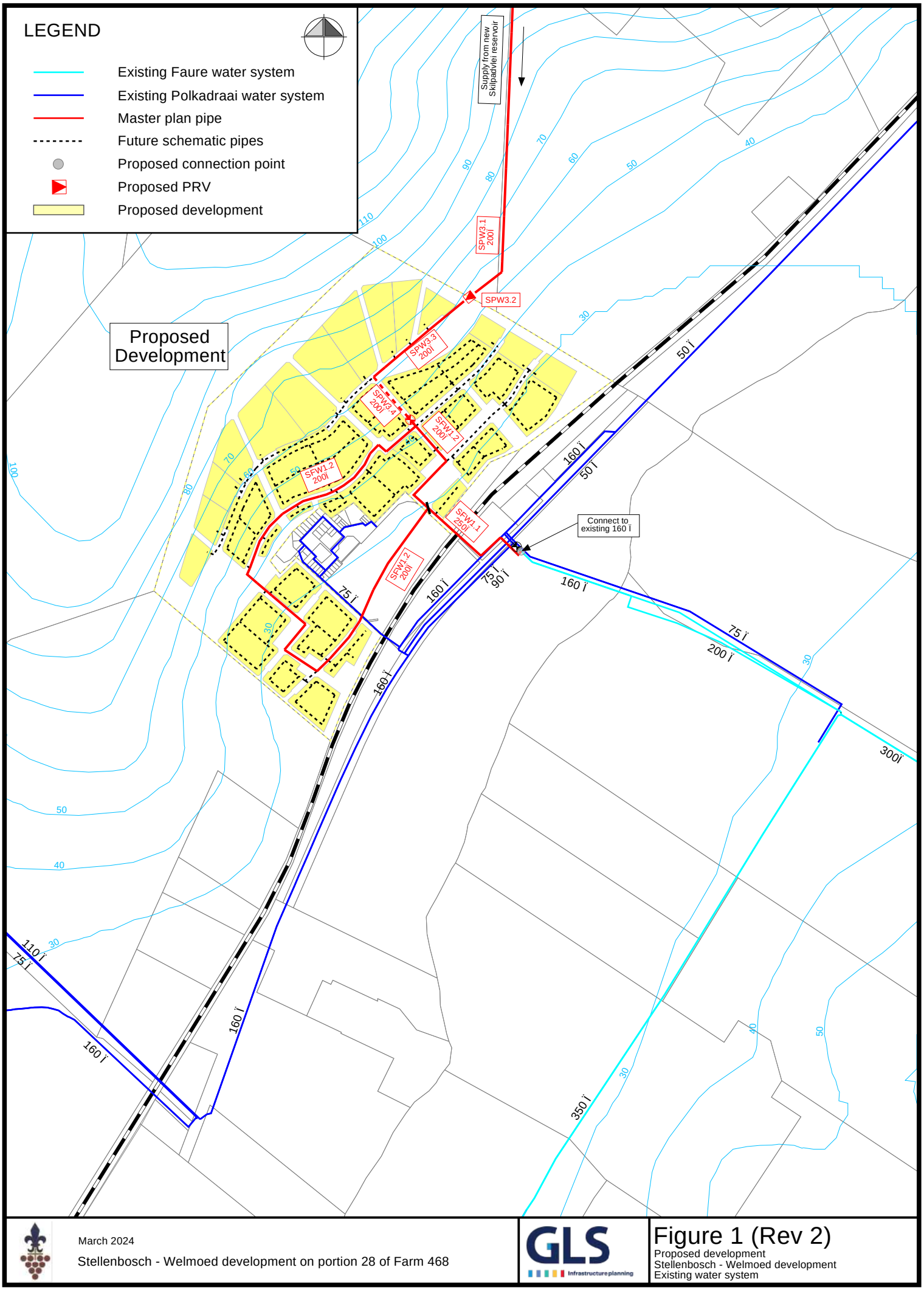
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REG. NO.: 2007/003039/07



_____
Per: PC DU PLESSIS

cc. The Director
Directorate: Infrastructure Services
Stellenbosch Municipality
P. O. Box 17
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7599

Attention: Mr Paul Joubert



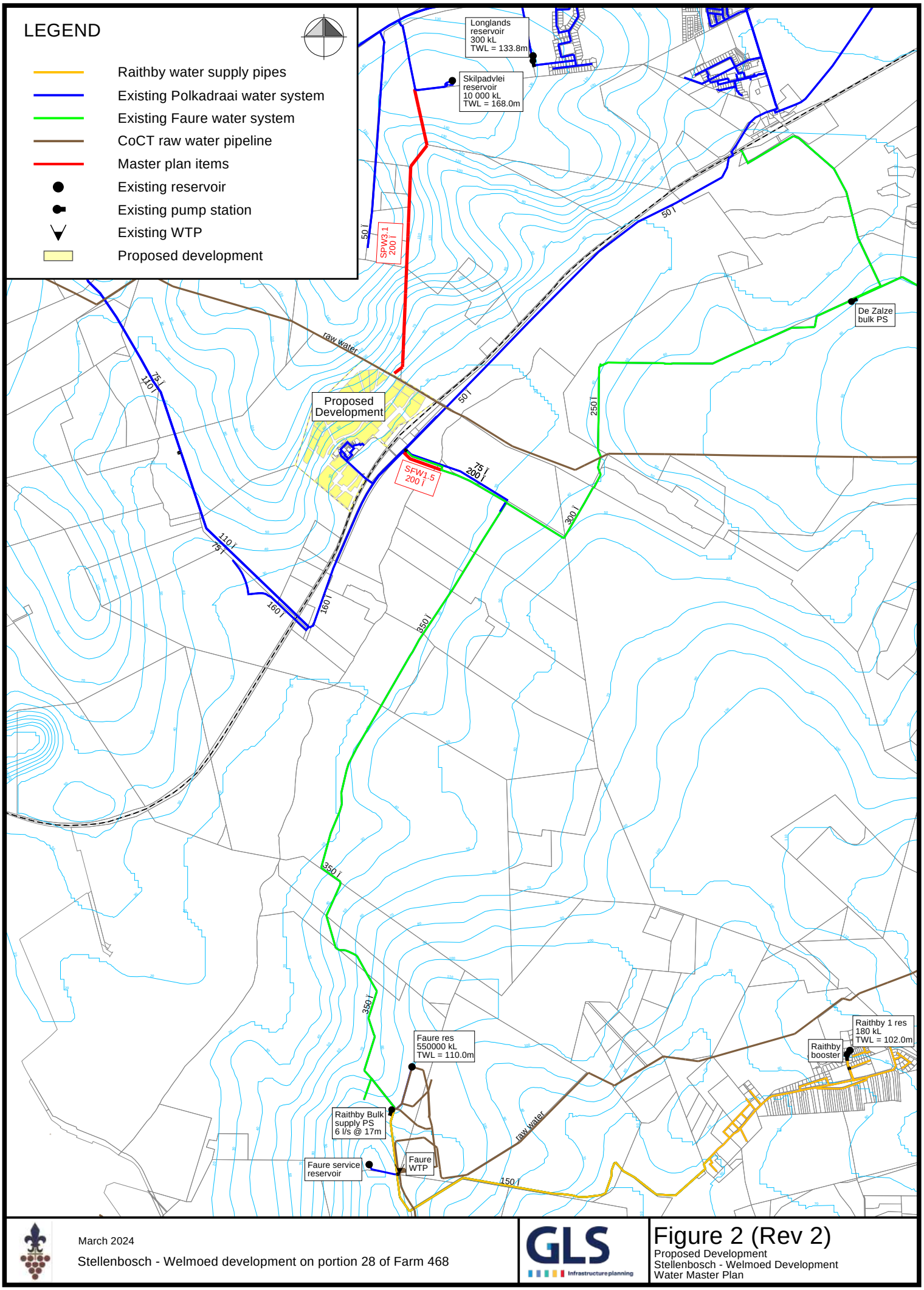
March 2024

Stellenbosch - Welmoed development on portion 28 of Farm 468

GLS Infrastructure planning

Figure 1 (Rev 2)

Proposed development
Stellenbosch - Welmoed development
Existing water system



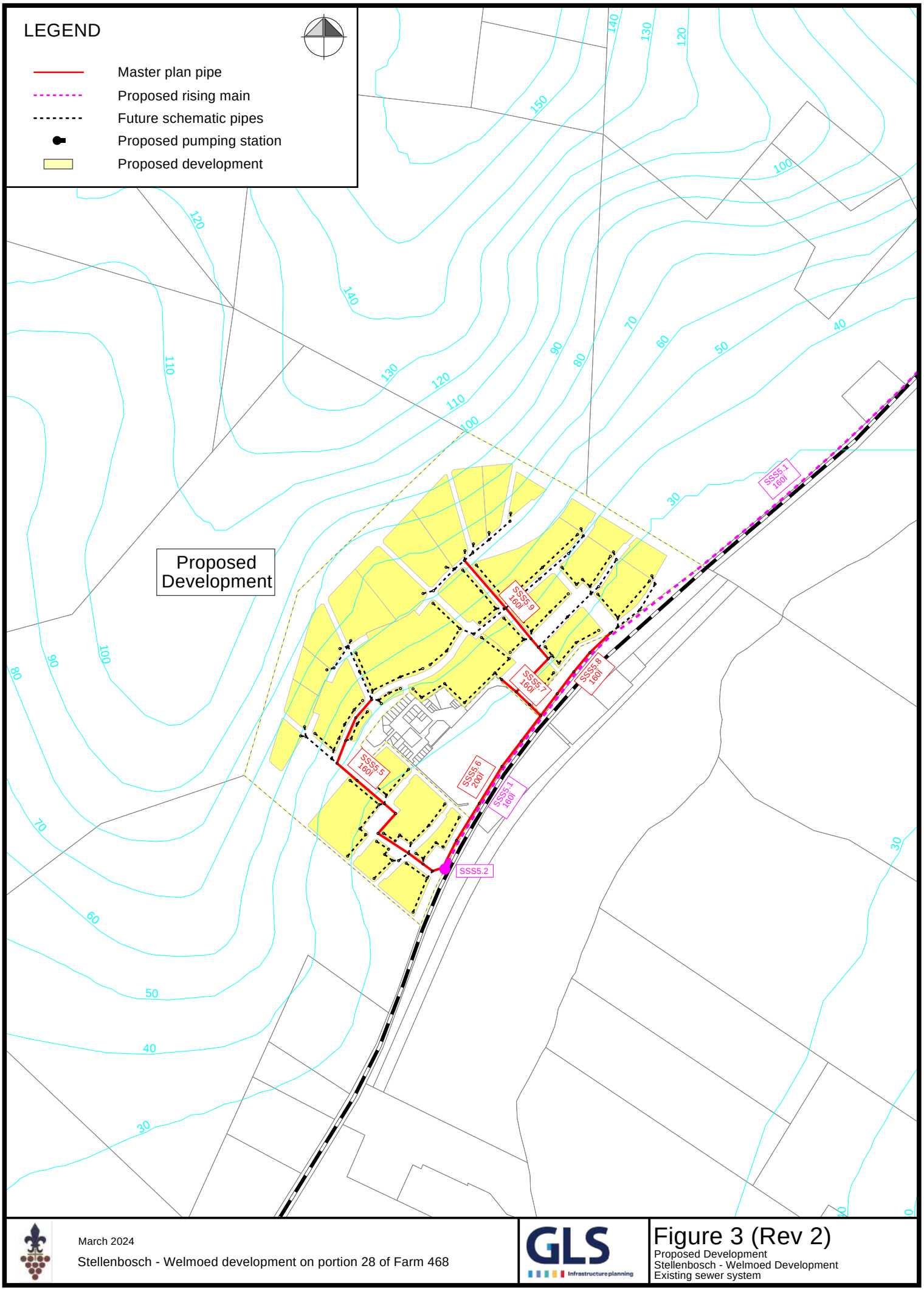
March 2024

Stellenbosch - Welmoed development on portion 28 of Farm 468

GLS Infrastructure planning

Figure 2 (Rev 2)

Proposed Development
Stellenbosch - Welmoed Development
Water Master Plan



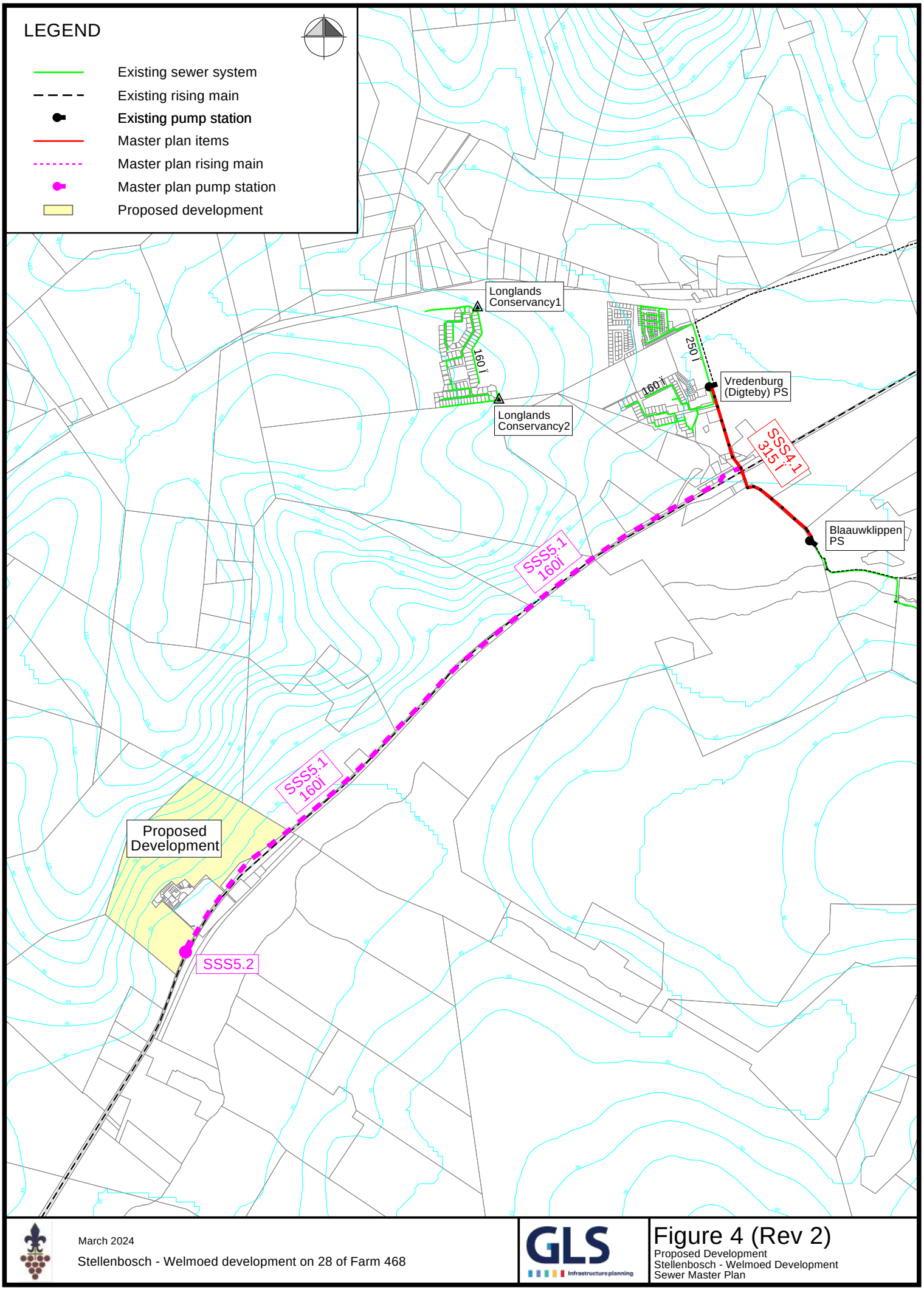
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Stellenbosch - Welmoed development on portion 28 of Farm 468

GLS Infrastructure planning

Figure 3 (Rev 2)

Proposed Development
Stellenbosch - Welmoed Development
Existing sewer system



March 2024

Stellenbosch - Welmoed development on 28 of Farm 468

GLS Infrastructure planning

Figure 4 (Rev 2)

Proposed Development
Stellenbosch - Welmoed Development
Sewer Master Plan

Date: 29 April 2024

Our Ref: UDS629/Reports/TIA

Uniqon Developers (Pty) Ltd
17 Catherine Road
Shere Agricultural Holdings
PRETORIA EAST
0081

ATTENTION: Mr Etienne Coetzer

Dear Sir,

RE: APPLICATION FOR REZONING TO SUBDIVISIONAL AREA FOR PROPOSED DEVELOPMENT OF PORTION 28 OF REMAINDER FARM 468, LYNEDOCH, STELLENBOSCH: TRAFFIC IMPACT ASSESSMENT

This company was appointed by *Uniqon Developers (Pty) Ltd* to prepare a Traffic Impact Assessment (TIA) for the proposed development of Remainder Farm Welmoed 468 Portion 28, Lynedoch, Stellenbosch.

1. BACKGROUND AND LOCALITY

The subject property is situated in the Lynedoch area, northwest of Baden Powell Drive and surrounds the Sustainability Institute. See the attached ***Locality Plan***.

The subject property is currently undeveloped and situated within the urban edge of the Lynedoch Node.

This TIA accompanies the Application for Rezoning to Subdivisional Area for the proposed development of Portion 28 of Remainder Farm 468, Lynedoch, Stellenbosch.

Urban Development Solutions
Reg no. 2003/043709/23

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Services
Civil Engineering
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Offices
Stellenbosch, Piketberg, Somerset West, Clanwilliam

A Level 1 Contributor to B-BBEE

Asger Khan (Pr Eng) (**Managing Member**), John Wessels (Pr Eng), Piet van Blerk (Pr Eng), Cobus Louw (Pr CPM), Tian Koch (Pr Tech Eng), Cobus van der Merwe (Pr Eng), Ruaan Siebrits (Pr Tech Eng), Petri Germishuys (Pr Tech Eng), Dominique Ter Huurne (PhD, M Eng M Phil), Shameez Patel (MSc Eng), Yolandi Obermeyer (B Eng), Fergus Swartz (B Tech), Erhard Blom (Geometric & Traffic Signal Design)

2. PROPOSED DEVELOPMENT

2.1 Proposed Development

The proposed development will be that of a residential estate, with accompanying institutional- and commercial facilities to tie in with neighbouring Lynedoch Eco-Village and The Sustainability Institute. The extent of the proposed development are as follows:

Allotment Villas	14 units
Single Residential	355 units
Townhouse	515 units
School	1,78 ha (estimated 750 learners)
Commercial	0,50 ha (estimated ± 2 500 m^2 GLA)

A concept layout is indicated on the attached ***Block Plan*** (*Rev 05.2, 28.03.2024*) prepared by *Urban Studio Architects & Urban Designers*.

2.2 Access to the Property

Access to the subject property is currently informally obtained via the neighbouring properties and via the Lynedoch service road (parallel to Baden Powell Drive). The said service road is referred to as 'Lynedoch Road' in this report. Access to the proposed development will be along Lynedoch Road, detail of which will be further discussed in *paragraph 4* below.

3. TRAFFIC

3.1 Available Traffic

Traffic counts were conducted on Thursday, 25 May 2023 from 06h00 to 09h00 and again from 15h30 to 18h30 at the following intersections, with locations as indicated in ***Diagram 1***:

Table 1 : *Intersections counted*

1	Baden Powell Drive/Vlaeberg Road	6	Vlottenburg Road/Lynedoch Road
2	Vlaeberg Road/Lynedoch Road (service road)	7	Polkadraai Road/Vlottenburg Road
3	Polkadraai Road/Vlaeberg Road	8	Baden Powell Drive/Annandale Road
4	Lynedoch Road/Sustainability Access	9	Annandale Road/Access
5	Lynedoch Road T-intersection	10	Baden Powell Drive/Access

Intersections 9 and 10 were included for a scenario where additional properties would have formed part of the development proposal, however, this is no longer the case, and these two intersections are thus not included hereafter.

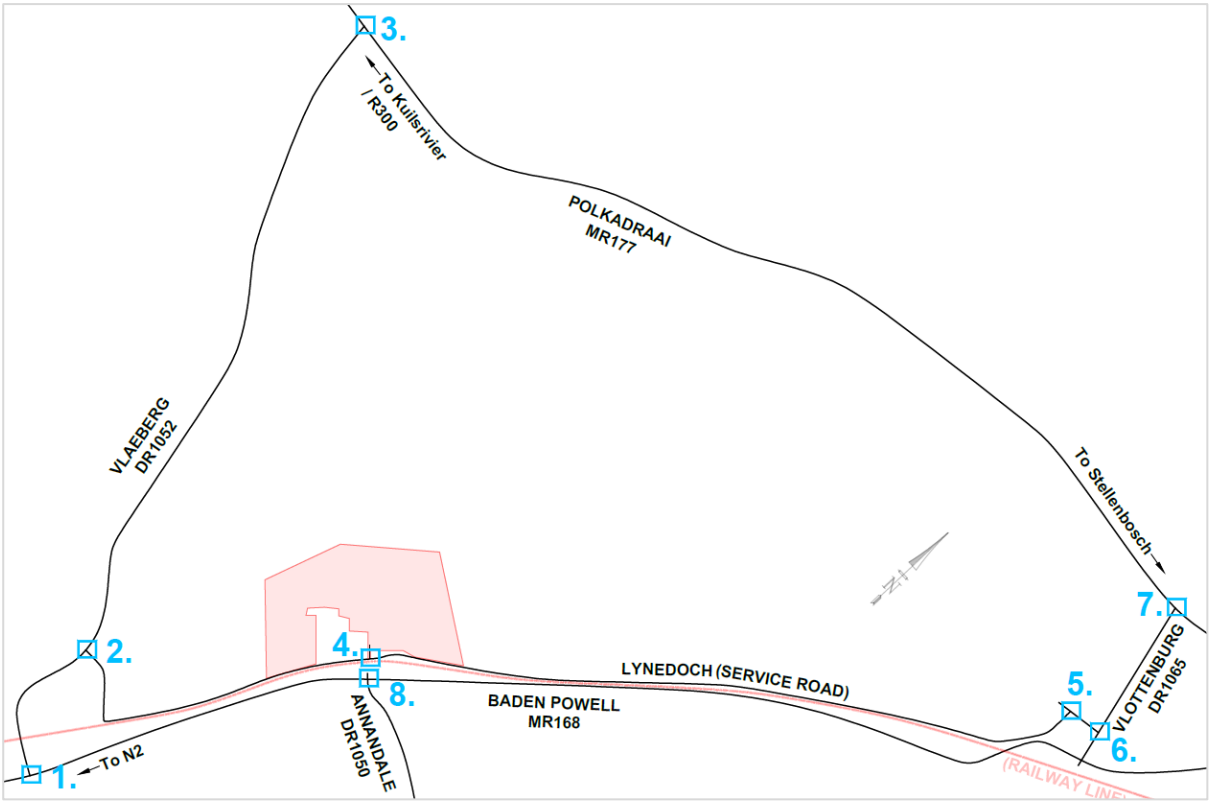


Diagram 1 : *Location of intersections counted*

The peak hour volumes derived from the abovementioned counts are indicated in ***Figure 1*** attached.

3.2 Traffic Growth

To account for average traffic growth, the annual rates as suggested in the TMH17 were applied. To assess a five-year horison (from date of report), the available 2023 peak hour volumes were increased by 3% per annum for six years to obtain the estimated/background 2029 peak hour volumes, as indicated in ***Figure 2*** attached.

3.3 Trip Generation

Trip generation rates as contained in the TMH17 *South African Trip Data Manual* were consulted to calculate the potential peak hour traffic that can be generated by the proposed development. The TMH17 suggests the following relevant rates:

Table 2 : *Relevant TMH17 Trip Generation Rates*

Land use	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
Townhouse	0,85 trips per unit	25/75	0,85 trips per unit	70/30
Retail/Shopping Centre*	2,7 trips per 100 m^2 GLA	65/35	15,3 trips per 100 m^2 GLA	50/50
Private School	0,8 trip per student	50/50	0,3 trips per student	50/50

**Based on the TMH17 Shopping Centre formulas:* $0{,}6 \times \left[1 + \frac{6}{1+m^2/3500}\right]$ & $3{,}4 \times \left[1 + \frac{6}{1+m^2/3500}\right]$

For the purpose of trip generation calculations, it was assumed that the 'single dwelling' rate as above would be applicable to the Allotment Villas and the Single Residential erven, whilst the 'townhouse' rate applicable to the Townhouses, and the 'retail' and 'private school' rates to the Commercial and School, respectively.

The TMH17 suggests trip adjustment (reduction) factors, applicable to mixed-use developments. These factors were considered applicable to the proposed development, and are suggested as follows:

Single Dwelling	10%	Shopping Centre	10%
Townhouse	15%	Private School	30%

Based on the above, the proposed development would have the potential to generate the following peak hour trips:

Table 3 : *Total peak hour trip generation*

Land use	**AM Peak Hour**			**PM Peak Hour**		
	Total	**In**	**Out**	**Total**	**In**	**Out**
Allotment Villas (*14 units*)	13	4	9	13	9	4
Single Residential (*355 units*)	320	80	240	320	224	96
Townhouses (*515 units*)	372	93	279	372	260	112
School (*750 learners*)	420	210	210	158	79	79
Commercial (*2 500 m^2 GLA*)	60	39	21	344	172	172
Total	**1 185**	**426**	**759**	**1 207**	**744**	**463**

3.4 Trip Distribution

For the purpose of trip distribution, it was assumed that the commercial and school pockets, as well as a portion of the residential (situated to the outside of the security estate) would travel via the central access (shared with The Sustainability Institute), whilst the erven towards the east of the site were distributed via the eastern access, and similarly, the erven towards the west of the site via the western access.

From the said accesses, the proposed development traffic was assumed to travel in the direction of Stellenbosch (25%), the Northern Suburbs (25%), and via the R44 (25%) and N2 (25%) as follows:

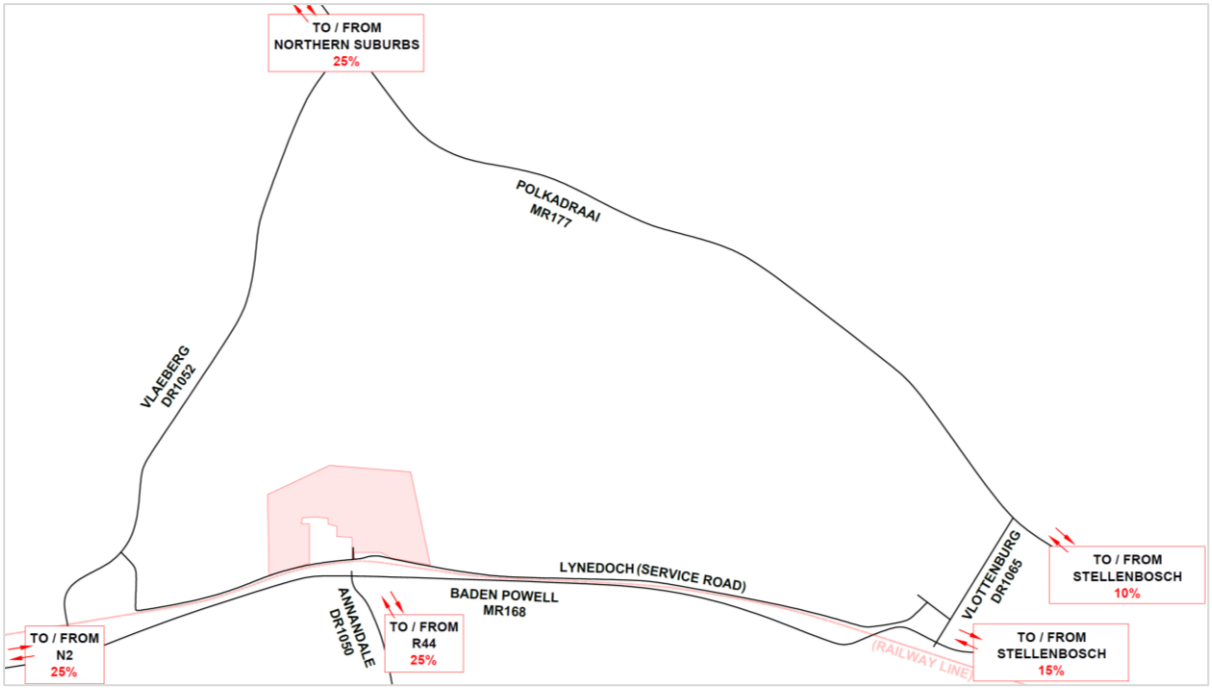


Diagram 2 : *Overview of distribution applied*

The distributed peak hour volumes are indicated in ***Figure 3*** attached, whilst these volumes added to the background traffic (***Figure 2***) are indicated in ***Figure 4*** attached.

3.5 Traffic Analysis

Traffic analyses of the intersections were done by means of the Sidra Intersection 9.1 software. Service levels A to D are considered acceptable, with D the critical.

The intersections analysed consist of lane layouts as follows:

Baden Powell Drive/Vlaeberg Road intersection:

This intersection is currently signalised with dedicated turning lanes on all approaches – see the lane layout below. The upgrade of this intersection formed part of the *Western Cape Government* (WCG) project of dualling Baden Powell Drive (MR168) from the direction of the N2 up to Polkadraai Road.



Diagram 3 : *Existing Baden Powell Drive/Vlaeberg Road intersection lane layout*

Vlaeberg Road/Lynedoch Road intersection:

This intersection is currently stop-controlled on the Lynedoch Road-approach, with free-flow conditions along Vlaeberg Road. All approaches consist of shared lanes – see the lane layout below.



Diagram 4 : *Existing Vlaeberg Road/Lynedoch Road intersection lane layout*

Polkadraai Road/Vlaeberg Road intersection:

This intersection is currently stop-controlled on the side streets (Vlaeberg Road- and La Provence Road-approaches) with free-flow conditions along Polkadraai Road. Dedicated right-turn lanes exist along the Polkadraai Road-approaches, whilst a dedicated left-turn lane exists along Vlaeberg Road – see the lane layout below.

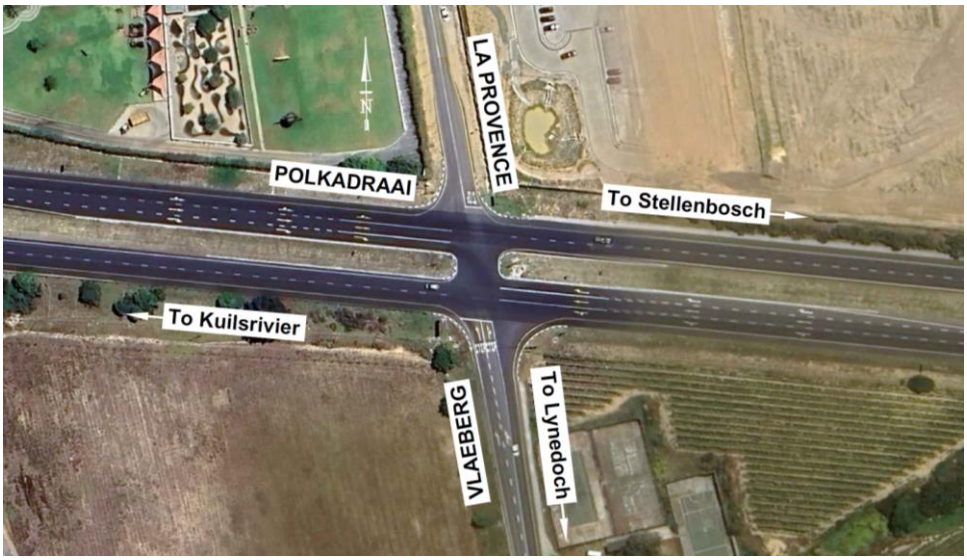


Diagram 5 : *Existing Polkadraai Road/Vlaeberg Road intersection lane layout*

Lynedoch Road/Sustainability Institute access intersection:

This intersection is currently priority controlled, with free-flow conditions along Lynedoch Road. All approaches consist of shared lanes – see the lane layout below.

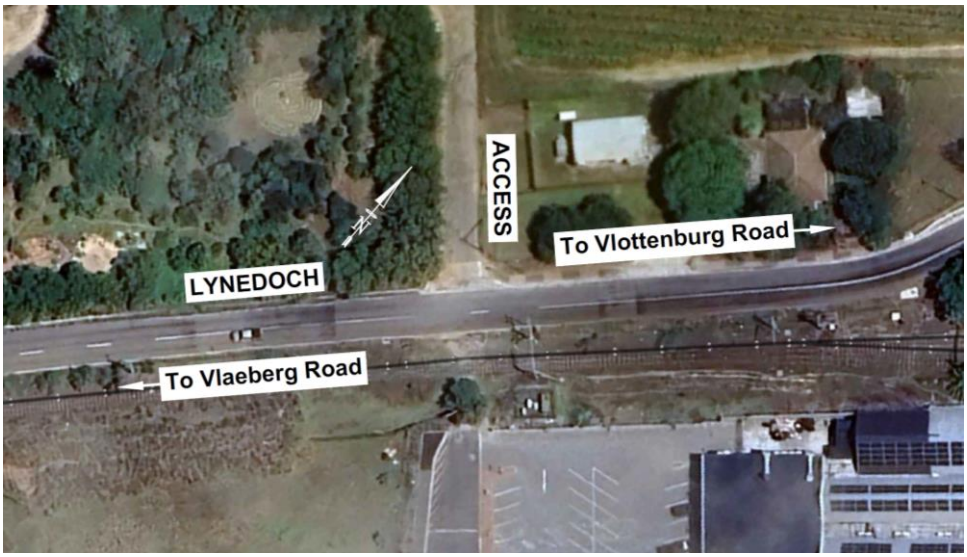


Diagram 6 : *Existing Lynedoch Road/Sustainability Institute access intersection lane layout*

Lynedoch Road T-intersection:

This intersection is currently stop-controlled on the Lynedoch Road-approach, with free-flow conditions along the street intersecting Vlottenburg Road to the east of this intersection. No dedicated turning lanes exist on any of the approaches – see the lane layout below.



Diagram 7 : *Existing Lynedoch Road T-intersection lane layout*

Vlottenburg Road/Lynedoch Road intersection:

This intersection is currently stop-controlled on the side street, with free-flow conditions along Vlottenburg Road. All approaches consist of shared lanes – see the lane layout below.

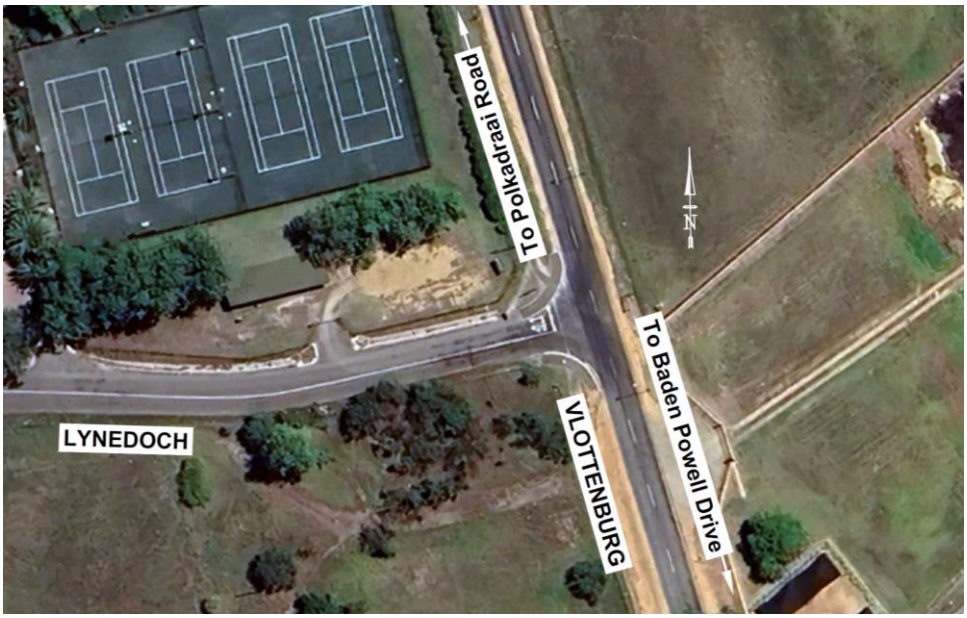


Diagram 8 : *Existing Vlottenburg Road/Lynedoch Road intersection lane layout*

Polkadraai Road/Vlottenburg Road intersection:

This intersection is currently stop-controlled on the Vlottenburg Road-approach, with free-flow conditions along Polkadraai Road. All approaches consist of shared lanes – see the lane layout below. It should be noted that the future planning in the area includes the realignment of Vlottenburg Road to intersect Polkadraai Road to opposite Stellenbosch Kloof Road (to the east of this intersection) – the existing Polkadraai Road/Vlottenburg Road intersection will thus, at that stage, be closed.

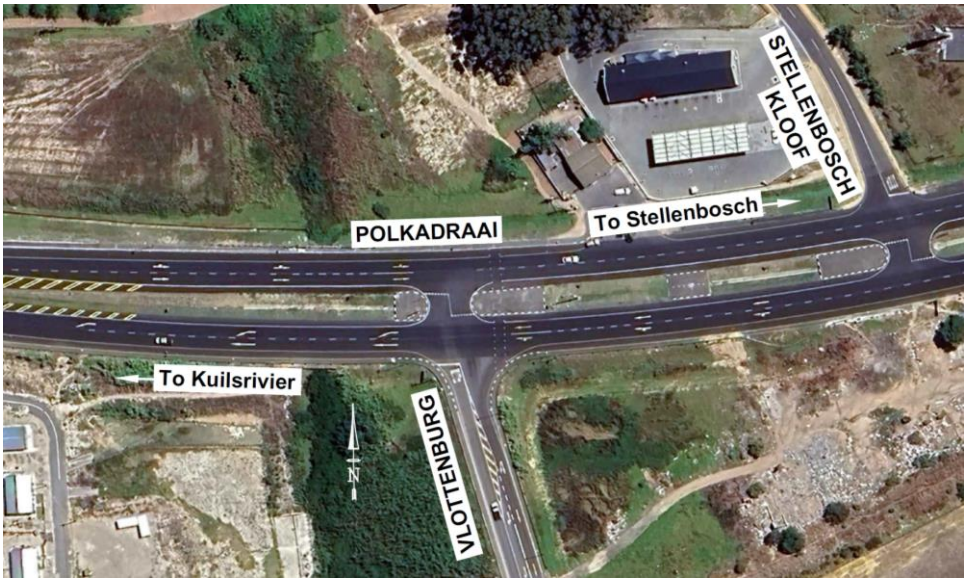


Diagram 9 : *Existing Polkadraai Road/Vlottenburg Road intersection lane layout*

Baden Powell Drive/Annandale Road intersection:

This intersection is currently signalised with dedicated right-turn lanes on the Baden Powell Drive-approaches and dedicated left-turn lanes on the Baden Powell Drive- as well as Annandale Road-approaches. The filling station-access-approach consists of a dedicated right-turn lane. See the lane layout below.



Diagram 10 : *Existing Baden Powell Drive/Annandale Road intersection lane layout*

3.5.1 Analysis of Available and Estimated Peak Hour Volumes (excluding proposed development)

Link volumes:

The link volumes (total two-way traffic) along the surrounding roads during the available 2023 and estimated 2029 (i.e. background) peak hours are as tabled below.

Table 4 : *Link Volumes (total two-way) along Surrounding Roads*

Road	Section	Available 2023 (AM/PM)	Estimated 2029 (AM/PM)
Baden Powell Drive	West of Vlaeberg	1 667 / 1 582	1 991 / 1 889
	East of Vlaeberg	1 707 / 1 658	2 038 / 1 979
Vlaeberg Road	North of Baden Powell Drive	800 / 690	955 / 824
	North of Lynedoch Road	722 / 646	862 / 771
Polkadraai Road	West of Vlaeberg Road	1 678 / 1 614	2 004 / 1 927
	East of Vlaeberg Road	1 056 / 1 057	1 260 / 1 262
	West of Vlottenburg Road	1 212 / 1 066	1 447 / 1 273
	East of Vlottenburg Road	1 333 / 1 121	1 592 / 1 339
Vlottenburg Road	South of Lynedoch Road	122 / 88	145 / 104
	North of Lynedoch Road	171 / 116	204 / 138
Lynedoch Road	East of Vlaeberg Road	92 / 70	109 / 83
	West of Vlottenburg Road	67 / 54	79 / 64

Of these road sections, the Baden Powell Drive- and Polkadraai Road-sections are dual carriageways, whilst the Vlaeberg Road-, Lynedoch Road- and Vlottenburg Road-sections are single carriageways.

The link volumes tabled above are still within the respective single- and dual carriageway capacities, i.e. the dualling of the sections currently single carriageways are not considered necessary to accommodate the background traffic.

Baden Powell Drive/Vlaeberg Road intersection:

According to the Sidra analyses, this signalised intersection currently experience acceptable service levels C and above during the existing AM and PM peak hours. During the estimated 2029 (i.e. background) peak hours, these service levels can be expected to remain, with marginal increase in queueing/delays.

It can thus be concluded that no upgrades are considered necessary at the Baden Powell Drive/Vlaeberg Road intersection to accommodate the background traffic.

Vlaeberg Road/Lynedoch Road intersection:

According to the Sidra analyses, acceptable service levels A are experienced along the Vlaeberg Road-approaches, whilst acceptable service levels B are experienced on the Lynedoch Road-approach during the existing 2023 peak hours. During the estimated 2029 peak hours, these service levels can be expected to remain, with marginal increase in queueing/delays.

It can thus be concluded that no upgrades are considered necessary at the Vlaeberg Road/Lynedoch Road intersection to accommodate the background traffic.

Polkadraai Road/Vlaeberg Road intersection:

According to the Sidra analyses, acceptable service levels are experienced along the Polkadraai Road-approaches, whilst the through- and right-turn movements of the side streets (i.e. Vlaeberg Road- and La Provence Road to the opposite side of the road) experience unacceptable service levels and delays as result of the large free-flow through movements along the higher order road (Polkadraai Road). On-site, safety issues exist based largely on the significant number of right-turning vehicles – to address this, it would be suggested that streetlighting be provided, and the signalisation of the intersection be considered. To ensure mobility remain along Polkadraai Road, minimum green time would be suggested on the side streets.

During the estimated 2029 peak hours, the said delays are expected to increase along with the increase in traffic along Polkadraai Road. With traffic signals at this intersection, the Sidra analyses show acceptable service levels C and above on all movements.

It can thus be concluded that to accommodate the background traffic at the Polkadraai Road/Vlaeberg Road intersection, it is suggested that the provision of traffic signals be considered (along with the required streetlighting).

Lynedoch Road/Sustainability Institute access intersection:

According to the Sidra analyses, acceptable service levels are experienced, and can be expected to remain, on all movements during the existing- and estimated peak hours.

It can thus be concluded that no upgrades are considered necessary at the Lynedoch Road/Sustainability Institute access intersection to accommodate the background traffic.

Lynedoch Road T-intersection:

According to the Sidra analyses, acceptable service levels are experienced, and can be expected to remain, on all movements during the existing- and estimated peak hours.

It can thus be concluded that no upgrades are considered necessary at the Lynedoch Road T-intersection to accommodate the background traffic.

Vlottenburg Road/Lynedoch Road intersection:

According to the Sidra analyses, acceptable service levels A are experienced on all movements during the existing 2023 peak hours. During the estimated 2029 peak hours, these service levels can be expected to remain, with marginal increase in queueing/delays.

It can thus be concluded that no upgrades are considered necessary at the Vlottenburg Road/Lynedoch Road intersection to accommodate the background traffic.

Polkadraai Road/Vlottenburg Road intersection:

According to the Sidra analyses, acceptable service levels A are experienced along the Polkadraai Road-approaches, whilst service levels F and D are experienced on the Vlottenburg Road-approach during the AM and PM peak hours, respectively.

During the estimated 2029 peak hours, the abovementioned conditions can be expected to remain, except for the Vlottenburg Road-approach expected to experience service level F during the PM peak hour. However, upgrades to this intersection are not suggested at this time, especially taking into consideration the planned realignment of Vlottenburg Road (to opposite Stellenbosch Kloof Road), which would include the signalisation of the realigned intersection.

It can thus be concluded that no upgrades are considered necessary to accommodate the background traffic at the Polkadraai Road/Vlottenburg Road intersection at this time.

Baden Powell Drive/Annandale Road intersection:

According to the Sidra analyses, this signalised intersection currently experience acceptable service levels C and above during the existing AM and PM peak hours. During the estimated 2029 (i.e. background) peak hours, acceptable service levels D and above can be expected.

It can thus be concluded that no upgrades are considered necessary at the Baden Powell Drive/Annandale Road intersection to accommodate the background traffic.

3.5.2 Analysis of Expected Peak Hour Volumes (including proposed development)

Link volumes:

The link volumes (total two-way traffic) along the surrounding roads during the expected 2029 peak hours (including proposed development) are as tabled below.

Table 5 : *Link Volumes along Surrounding Roads*

Road	Section	Expected 2029 (AM/PM)
Baden Powell Drive	West of Vlaeberg	2 288 / 2 192
	East of Vlaeberg	2 335 / 2 282
Vlaeberg Road	North of Baden Powell Drive	1 549 / 1 430
	North of Lynedoch Road	1 157 / 1 071
Polkadraai Road	West of Vlaeberg Road	2 299 / 2 227
	East of Vlaeberg Road	1 260 / 1 262
	West of Vlottenburg Road	1 447 / 1 273
	East of Vlottenburg Road	1 710 / 1 460
Vlottenburg Road	South of Lynedoch Road	323 / 284
	North of Lynedoch Road	322 / 259
Lynedoch Road	East of Vlaeberg Road	998 / 989
	West of Vlottenburg Road	375 / 365

The link volumes tabled above are still within the respective single- and dual carriageway capacities, i.e. the dualling of the sections currently single carriageways are not considered necessary to accommodate the proposed development traffic.

External Intersections:

At the signalised Vlaeberg Road- and Annandale Road-intersections along Baden Powell Drive, the acceptable service levels D and above on all movements as discussed during the background peak hours can be expected to remain, with increase in queuing/delays, however, still considered acceptable.

At the priority-controlled Vlaeberg Road- and Vlottenburg Road-intersections along Polkadraai Road, the acceptable conditions along Polkadraai Road, and the delays as result of the large free-flow through movements along the higher order road (Polkadraai Road) can be expected to remain, with increase in the queues along the Vlaeberg Road- and Vlottenburg Road-approaches. As discussed above, the signalisation of the Polkadraai Road/Vlaeberg Road intersection is suggested to be considered to address existing safety issues – the signalised intersection can be expected to remain operating acceptably with the addition of the proposed development traffic. Similar to the conclusion of the background peak hours, no upgrades to the Polkadraai Road/Vlottenburg Road intersection are suggested at the time – the realignment of Vlottenburg Road to opposite Stellenbosch Kloof Road is also expected to become signalised in future, which would further assist vehicles from the side streets.

With the addition of the proposed development traffic at the Vlaeberg Road/Lynedoch Road intersection, dedicated turning lanes are considered required. With dedicated left- and right-turn lanes on all approaches, acceptable service levels can be expected on all movements except the right-turn movement from Lynedoch Road to Vlaeberg Road. To address this, traffic signals are suggested, which can be expected to result in acceptable service levels C and above on all movements. A schematic layout of the proposed upgrade is indicated below. This intersection is spaced ± 850 metres

from the Baden Powell Road-intersection – the spacing between the two signalised intersections are thus not considered an issue.

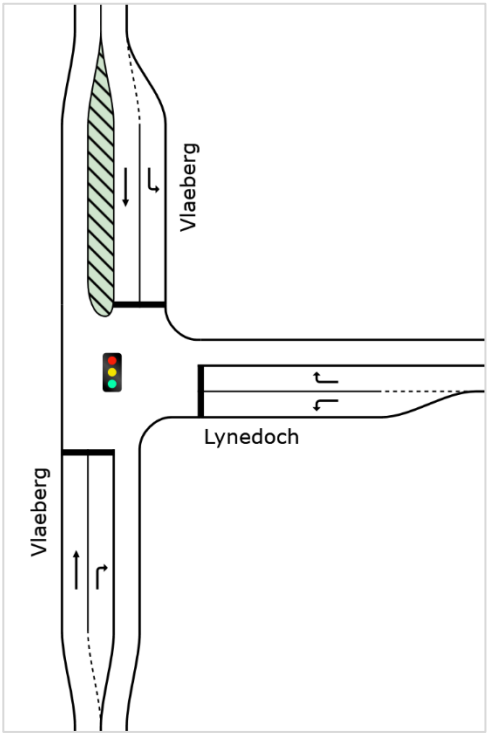


Diagram 11 : *Proposed Vlaeberg Road/Lynedoch Road intersection upgrade (schematic)*

The Vlottenburg Road/Lynedoch Road intersection can be expected to remain operating acceptably (service levels A) as discussed during the background peak hours, with some increase in queuing/delays on the side street-approach. According to the available information of the Baden Powell Road-construction currently underway, its limit-of-construction seems to terminate to the south of this intersection, thus no changes to the intersection at this time. With the planned realignment of Vlottenburg Road, changes to this intersection might likely occur, the details of which has not yet been finalised.

It can thus be concluded that to accommodate the proposed development traffic at the external intersections, the upgrade of the Vlaeberg Road/Lynedoch Road intersection by way of dedicated turning lanes and traffic signals are suggested.

Lynedoch Road-Access Intersections:

To accommodate the proposed development traffic at the three access-intersections along Lynedoch Road, dedicated turning lanes will be required. On the access-approaches, a dedicated left- and right-turn lane each will be required, with dedicated left- and right-turn lanes along the Lynedoch Road-approaches as well. It is suggested that the intersections remain stop-controlled on the access-approaches, with free-flow conditions along Lynedoch Road. With these lane layouts (***Diagram 12*** below), the eastern access can be expected to experience acceptable service levels B on the right-turn movement outbound, whilst the central access (shared with the Sustainability Institute) can be expected to experience acceptable service levels C on the same movement – all other movements are expected to experience service levels A. The western access, where the larger residential volumes are expected, can be expected to experience service level D on the outbound right-turn movement during the AM peak hour and service level D during the PM peak hour, which is still considered acceptable. The provision of the dedicated turning lanes at the access intersections are thus considered sufficient to accommodate the proposed development traffic.

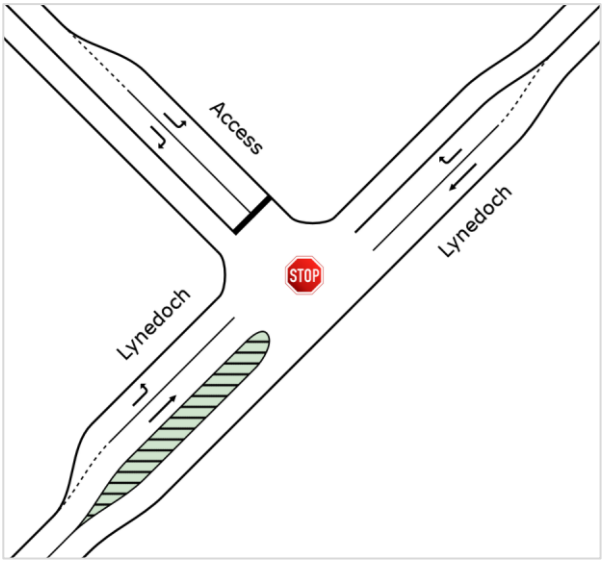


Diagram 12 : *Proposed Lynedoch Road/Access Intersections – schematic upgrade*

Should the traffic along Lynedoch Road, for some reason, drastically increase in future, it could be considered implementing traffic signals at these access intersections, the spacing of which conforms to the relevant guidelines (as will be discussed in *paragraph 4* below).

It can thus be concluded that to accommodate the proposed development traffic at the access intersections along Lynedoch Road, the provision of dedicated left- and right-turn lanes on all approaches are considered sufficient.

4. GEOMETRY AND PARKING

As previously mentioned, access to the proposed development will be obtained along Lynedoch Road. The said road is accessed from Vlaeberg Road and Vlottenburg Road, both of which are accessed via Baden Powell Drive and Polkadraai Road. These roads are classified as tabled and indicated below.

Table 6 : *Classification of Surrounding Roads*

Road	Classification according to:	
	Road Network Information System (RNIS) of WCG	Stellenbosch Municipality Road Master Plan
Baden Powell Drive (MR168)	Class 2	Class 2
Polkadraai Road (MR177)	Class 2	Class 2
Vlaeberg Road (DR1052)	Class 3	Class 3
Vlottenburg Road (DR1065)	Class 3	Class 4
Lynedoch Road	n/a	Class 4

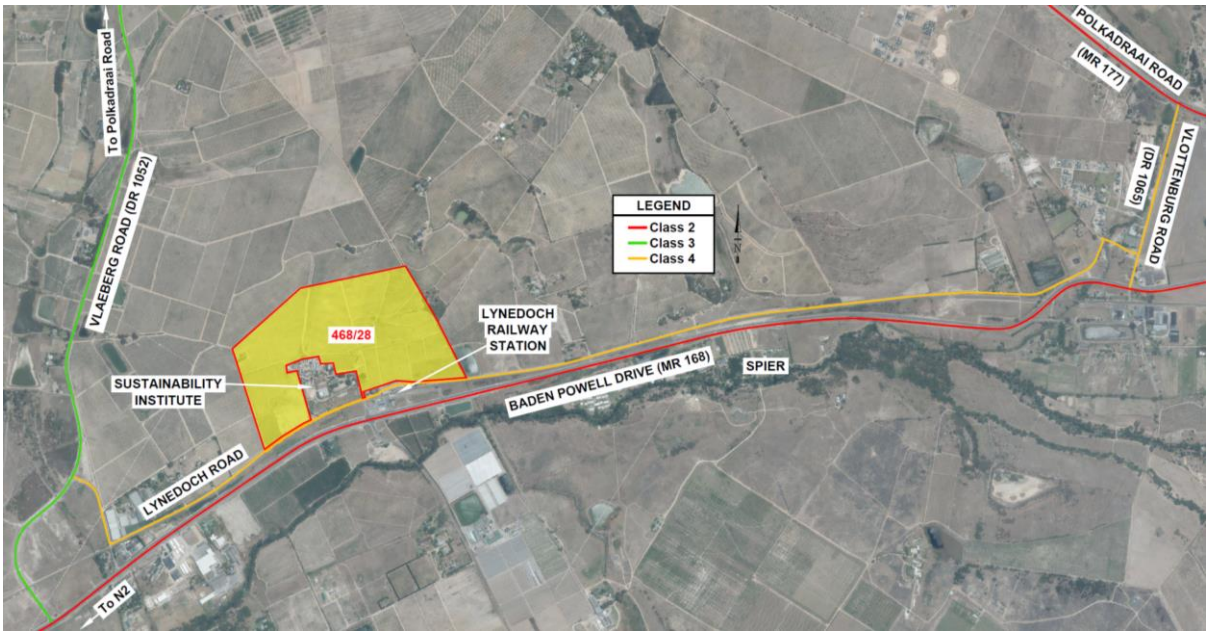


Diagram 13 : *Classification of Surrounding Roads (Stellenbosch Road Master Plan)*

The Lynedoch 'service' Road was constructed as part of the Baden Powell Drive upgrade (dualling) in the vicinity. A portion of the subject property was expropriated for the purpose of the road – see ***Diagram 14*** below. The road has a 60 km/h posted speed limit and measures between ± 6,4 and 7 metres in width (two lane road, i.e. one lane per direction) along its extent. Space within the expropriated 'road reserve', i.e. between the railway line and the opposite property boundary is very limited.

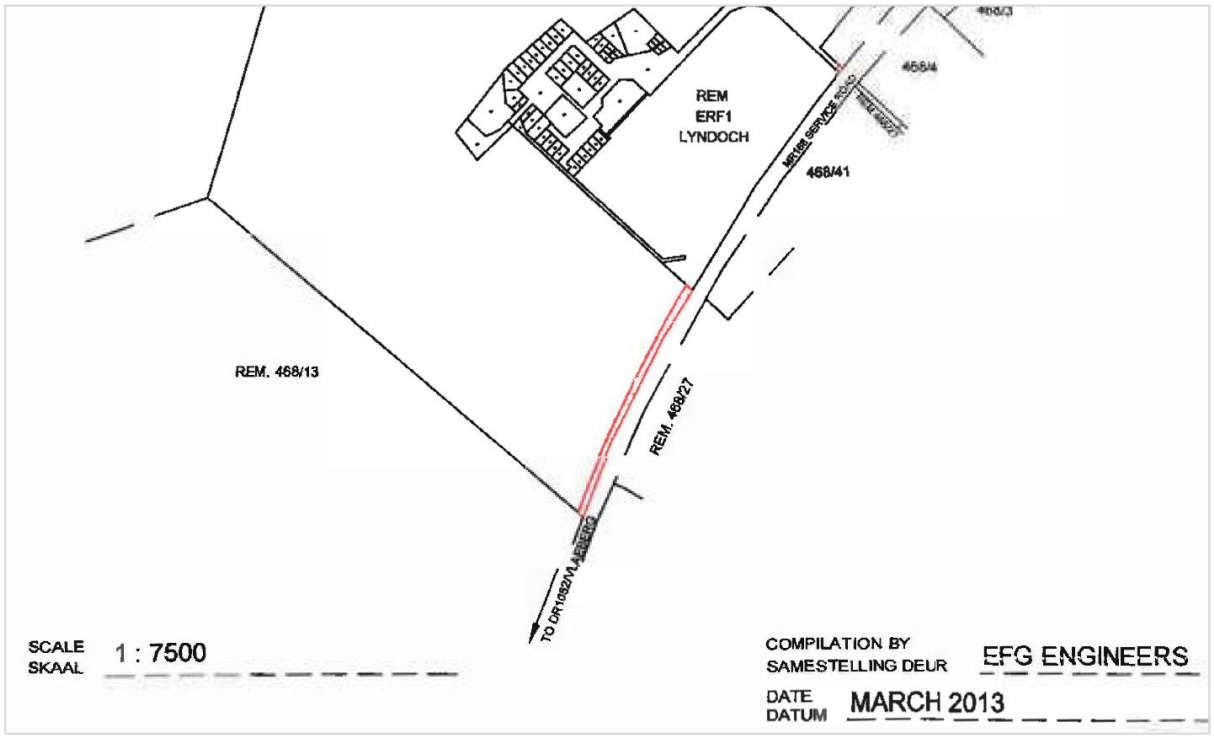


Diagram 14 : *Expropriation extract – subject property*

The three (3) accesses as proposed along Lynedoch Road are situated ± 420 and ± 235 metres apart – see ***Diagram 15*** below. The former is in accordance with the intersection spacing as contained in the *Access Management Guidelines* (AMG) of WCG. The required spacing for signalised intersections along a Class 4-road in a Suburban area (which the section abutting the road could be considered as with the development of the subject property) is 370 metres.



Diagram 15 : *Proposed development accesses along Lynedoch Road*

The 'middle/central' access will be situated on the subject property (portion of existing panhandle), however, shared with the neighbouring Sustainability Institute (currently being used as their main access). As far as could be established, a formal right-of-way servitude does not currently exist for the said use of the access across the subject property. Should the shared access arrangement as proposed not be acceptable to the neighbouring property, alternative access to the neighbouring property will have to be taken from Lynedoch Road, at an acceptable position between the two proposed accesses east and west thereof.

Internal roads are proposed to be private. The main internal street providing access to the pockets within the development is proposed to have a 16 metre road reserve and 6,8 metre surfaced width – based on the slopes, the road will be surfaced with interlocking pavers. Bellmouth radii along the main internal street is proposed to be 8 metres at the sections accommodating two-way traffic, whilst 6 metre radii are proposed along the short one-way sections. These streets will most likely accommodate vehicles up to and including the size of single unit trucks, i.e. the size of vehicles allowed to enter the development would be limited. Although the internal streets indicated at this time is schematic, the provided road reserves are considered sufficient to accommodate the required residential streets.

Two security-controlled accesses are proposed, i.e. the eastern- and western accesses. The space provided for these control points accommodates two inbound- and two outbound-lanes at the security booms. The booms at the eastern access is proposed to be situated further into the development about 25 metres from the internal intersection as indicated, whilst the booms at the western access is proposed ± 50 metres from the edge of Lynedoch Road, providing sufficient stacking space for the proposed development. The school- and commercial pockets, as well as one of the residential pockets will be situated to the outside of the said security controls.

Refuse removal is proposed to be handled privately, with the intention to explore the possibility of combining recycling with the Sustainability Institute. Detail on this will be addressed during further design/application stages.

Parking will be provided within the individual pockets as the slopes of the internal main street will likely not accommodate on-street parking. When the detail of the individual pockets is determined, it should be ensured that sufficient parking is provided in accordance with the relevant Zoning Scheme Requirements.

5. PUBLIC- AND NON-MOTORISED TRANSPORT

The Lynedoch Railway Station is situated just to the southeast of the subject property, within walking distance of the proposed development. A pedestrian crossing is situated in the vicinity thereof, with a sidewalk between the railway station and the subject property/Sustainability Institute-access. The said sidewalk is currently overgrown with vegetation at some points along it. It is suggested that this sidewalk be maintained and extended up to the eastern access of the proposed development, and tie in with the facilities provided on-site. Refer to the schematic proposal below. Furthermore, it is suggested that the existing pedestrian crossing be raised, which would also address traffic calming along this section of road.

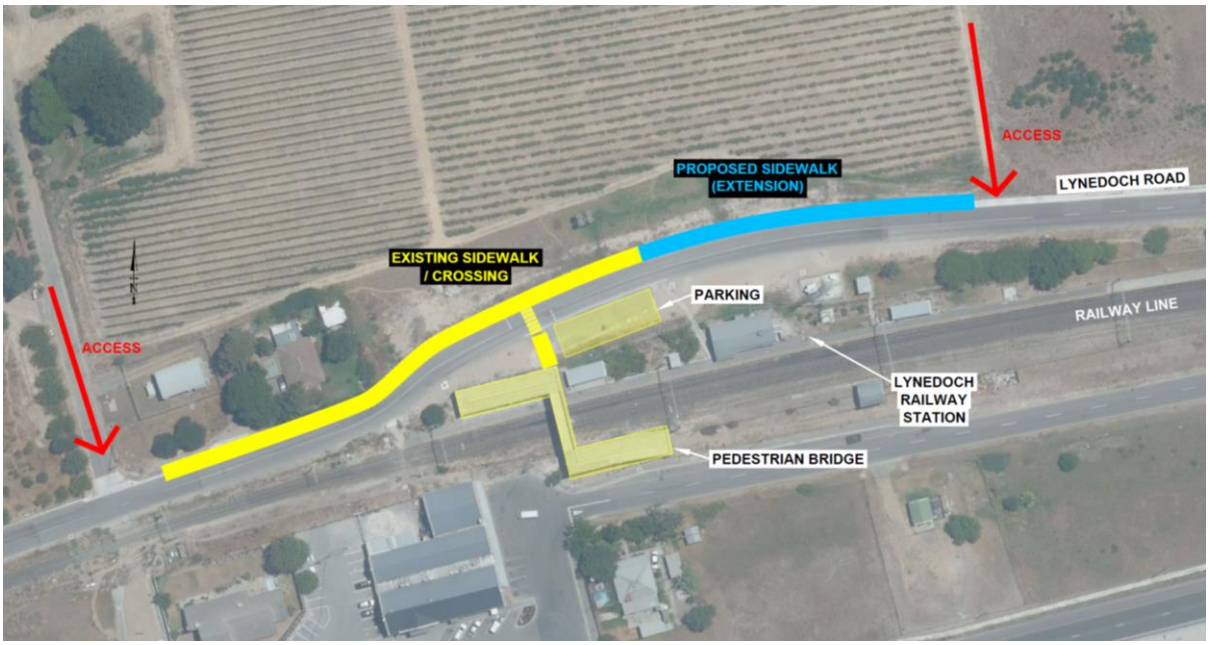


Diagram 16 : *Existing and proposed pedestrian- and public transport accommodation*

Ideally, the sidewalk along the northern side of the road would be extended in a westerly direction, up to the western access, as well, however, as result of the limited space within the 'road reserve' of Lynedoch Road, the said sidewalk would encroach onto the neighbouring property.

Internally, the cross-sections of the private streets propose to have sidewalks along at least one side of the street (both sides along relevant sections where possible).

The accommodation of taxis is also considered necessary to be addressed in this area. Embayments could be considered along Lynedoch Road at the accesses, however, as noted above, space within the 'road reserve' of this Lynedoch service road is limited. It is thus likely that if embayments are considered necessary, it would encroach onto the subject property. It should be noted, however, that as result of the size of the development and the incline of the internal streets, it could be expected that residents would likely, as example, pick domestic workers up at the railway station.

6. CONCLUSIONS

The following can be concluded from the report:

1) That this TIA accompanies the application for rezoning to subdivisional area for the proposed development of Farm 468/29, situated in the Lynedoch area, northwest of Baden Powell Drive, and surrounds the Sustainability Institute;
2) That the proposed development is that of a residential estate (14 allotment villas, 355 single residential units, 515 townhouses) with accompanying commercial (± 2 500 m^2 GLA) and institutional (± 750 learners) facilities, obtaining access along the Lynedoch service road;
3) That the proposed development would have the potential to generate 1 185 AM peak hour trips (426 in, 759 out) and 1 207 PM peak hour trips (744 in, 463 out);
4) That to accommodate the background traffic:
    a) The signalisation (with the required streetlighting) be considered at the Polkadraai Road/Vlaeberg Road intersection to address existing safety concerns;
5) That to accommodate the addition of the proposed development traffic:
    a) The upgrade of the Vlaeberg Road/Lynedoch Road intersection by way of dedicated left- and right-turn lanes along all approaches, as well as traffic signals; and
    b) The provision of dedicated left- and right-turn lanes on all approaches at the three access-intersections;
6) That space within the expropriated 'road reserve' of the Lynedoch service road is limited, thus some space would be required along the proposed development-side of the road for providing the required turning lanes at the accesses;
7) That the 'middle/central' access will be situated on the subject property, and shared with the Sustainability Institute (currently used as their main access, however, without formal right-of-way servitude according to available information);
8) That internal roads are proposed to be private, within 16 metre road reserves where two-way traffic is accommodated and 8 metre reserves where one-way traffic is accommodated, and that vehicles up to and including the size of single unit trucks are expected to be accommodated, thus limiting the size of vehicles allowed within the estate;
9) That the larger residential component will obtain access via two security controlled accesses, whilst the commercial, institutional and a small portion of residential will be situated to the outside of the security controls;
10) That the proposed booms at the said two accesses are setback sufficiently to accommodate the expected queuing at the access controls, and that two inbound- and two outbound-lanes are provided at both accesses which is considered sufficient for the proposed development;
11) That refuse removal is proposed to be handled privately and that parking will be provided on the individual erven/within the development pockets – detail of which to be addressed during further design/application stages;
12) That the Lynedoch Railway Station is situated just to the southeast of the subject property, with a short section of sidewalk and pedestrian crossing across Lynedoch Road existing – it is suggested that the existing sidewalk be maintained (overgrown vegetation), the pedestrian crossing raised (to inter alia address traffic calming in the vicinity) and that the sidewalk be extended up to the eastern development access, to tie in with the facilities proposed on-site; and
13) That the possibility of providing public transport embayments along Lynedoch Road at the development-accesses be further investigated.

7. RECOMMENDATIONS

From the above, it is recommended that the proposed development be considered for approval from a traffic point of view, on the following conditions:

1) That to accommodate the background traffic (i.e. prior to the development of the subject property), the provision of traffic signals (with the required streetlighting) be considered at the Polkadraai Road/Vlaeberg Road intersection to address existing safety concerns;
2) That to accommodate the proposed development traffic:
   a) Dedicated left- and right-turn lanes along all approaches, and traffic signals be provided at the Vlaeberg Road/Lynedoch Road intersection; and
   b) Dedicated left- and right-turn lanes be provided along all approaches to the development accesses;
3) That the existing pedestrian crossing across Lynedoch Road (at the railway station) be raised and that the existing sidewalk along Lynedoch Road be improved and extended up to the eastern development-access.

We trust that the Traffic Impact Assessment will be to your satisfaction and will gladly provide any additional information required on request.

Yours faithfully,

Compiled by: Yolandi Obermeyer (B Eng)

Piet van Blerk Pr Eng

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Attachments:

Locality Plan

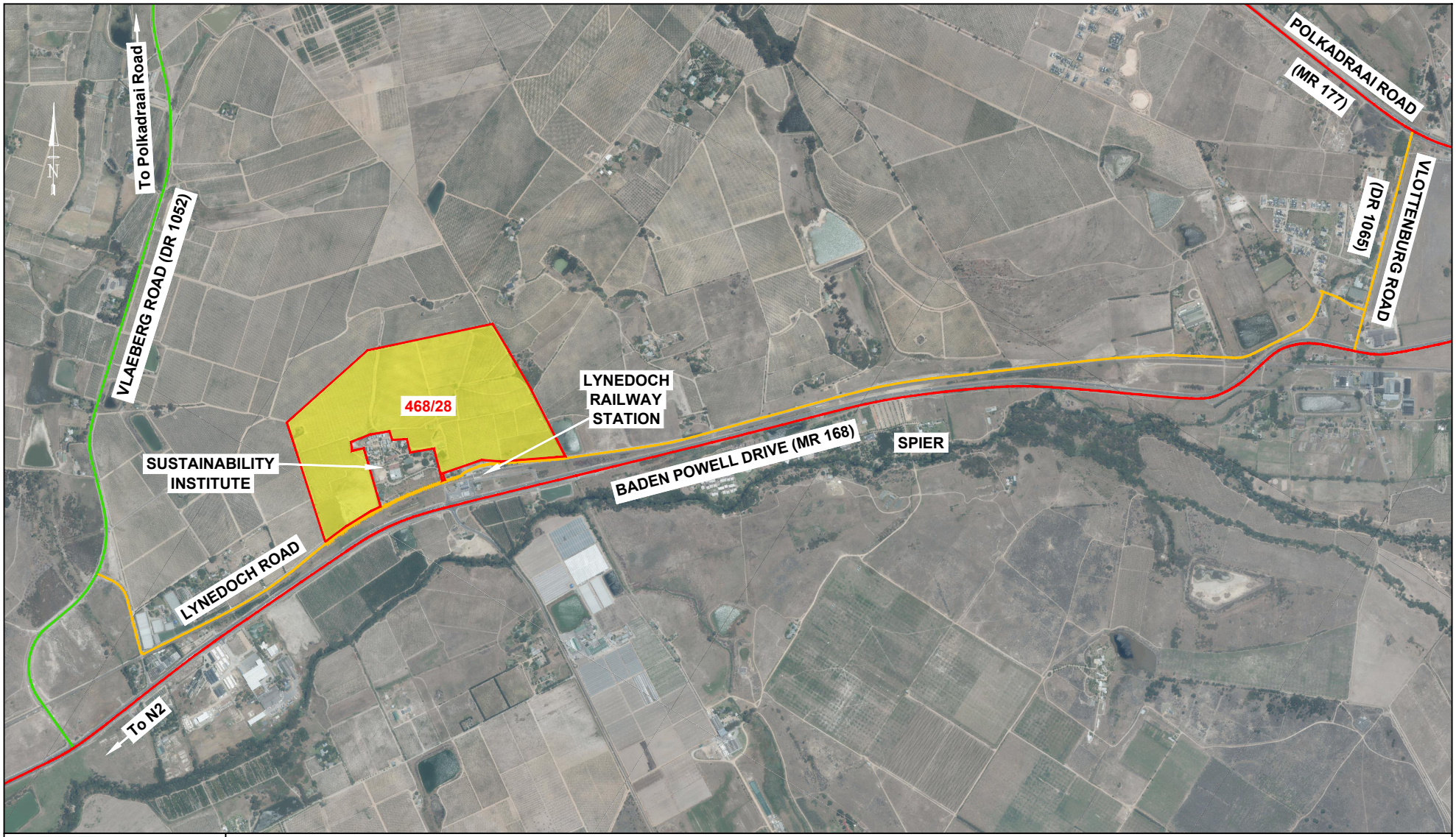
Block Plan (Rev 05.2, 28.03.2024) (*Urban Studio Architects & Urban Designers*)

Figure 1 Available AM/PM Peak Hour Traffic Volumes

Figure 2 Estimated 2029 AM/PM Peak Hour Traffic Volumes

Figure 3 Distribution of Peak Hour Traffic Potentially Generated by Proposed Development

Figure 4 Expected 2029 AM/PM Peak Hour Traffic Volumes



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Locality Plan



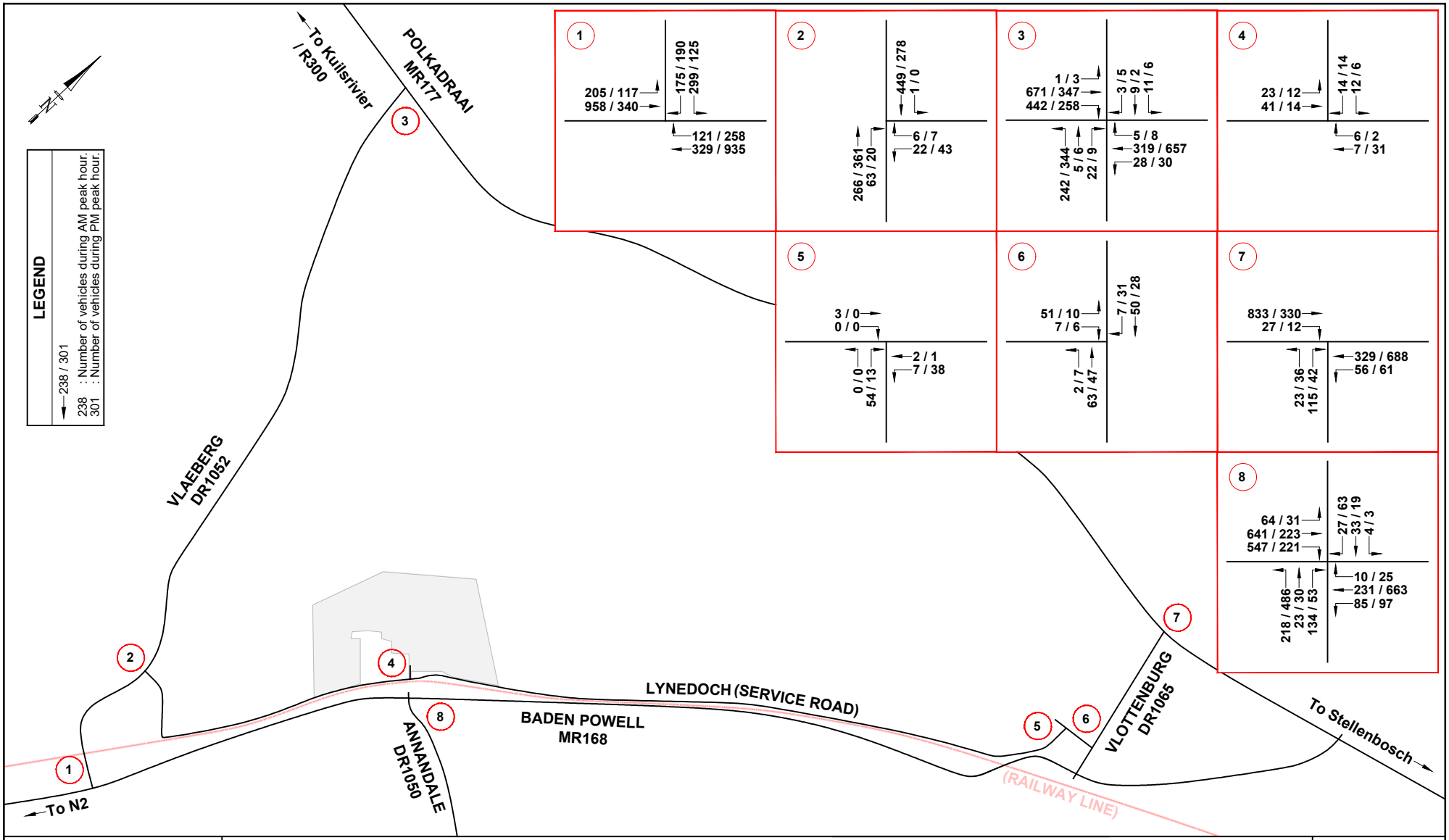
PORTION 28 LAND USE TABLE			
	Site area	**45.48 Ha**	
	Land use	**Area**	**Units**
	School Component (A2)	1.78 Ha	
	Commercial (A1,B5)	0.50 Ha	
	Clubhouse Component(B5)	0.18 Ha	
	Mixed Use Component (B1-4)	0.7 Ha	515 units
	Residential (@80 du/ha)	5.88 Ha	
	Residential (@40 du/ha)	8.74 Ha	355 units
	Alottment Villas	10.31 Ha	14 units
	Total (excluding areas below)	**28.09 Ha**	**884 units**
	Detention & SW area	1.15 Ha	
	Indigenous slopes	6.43 Ha	
	Roads & squares	4.86 Ha	
	Private open space	4.04 Ha	

Block Plan (PORTION 28)

REV 05.2 | 1:2000 (@A1) | 28.03.2024

WELMOED

URBANSTUDIO
architects & urban designers



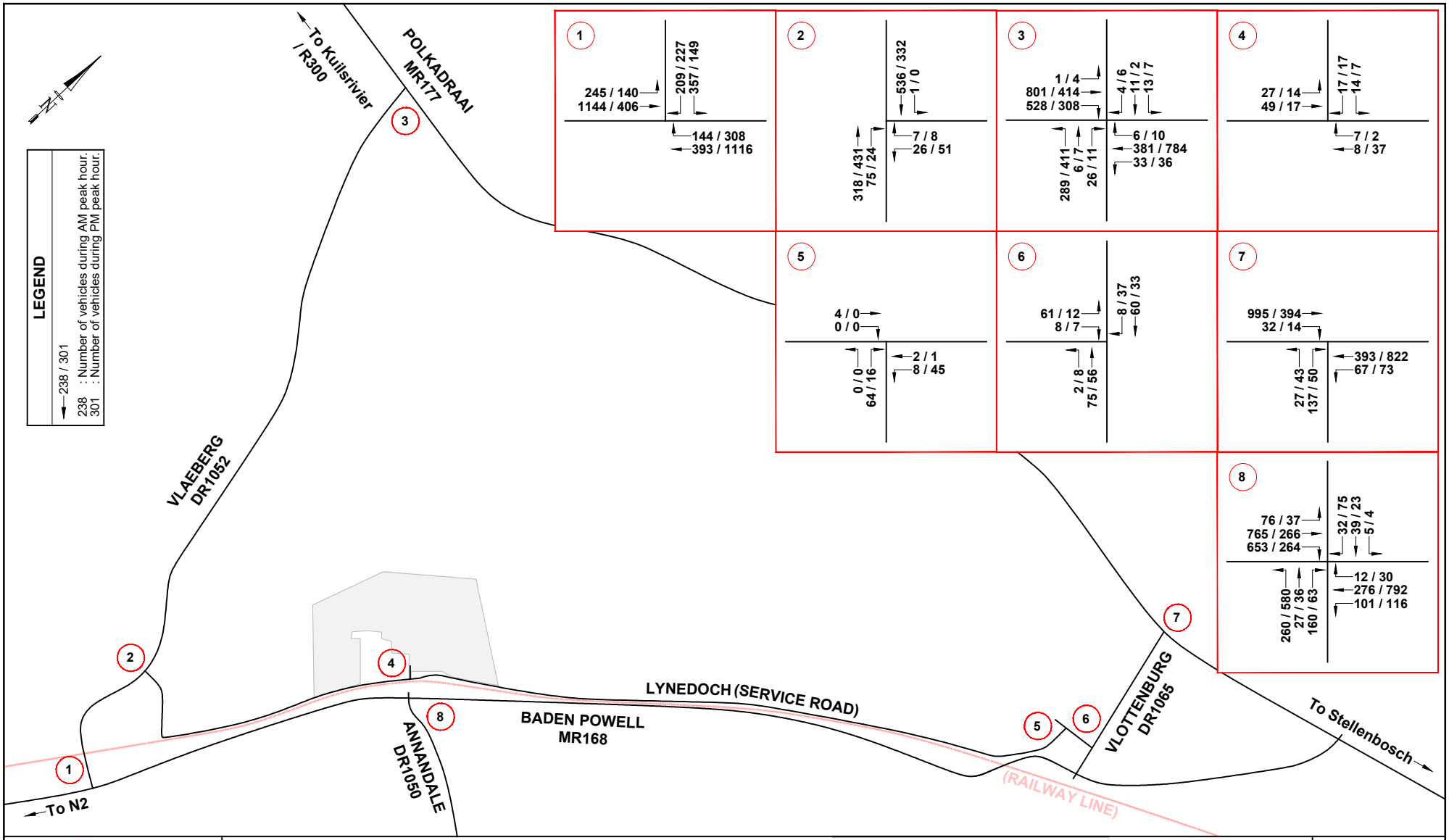
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Available AM/PM Peak Hour Traffic Volumes (Thursday, 25 May 2023)

Figure 1



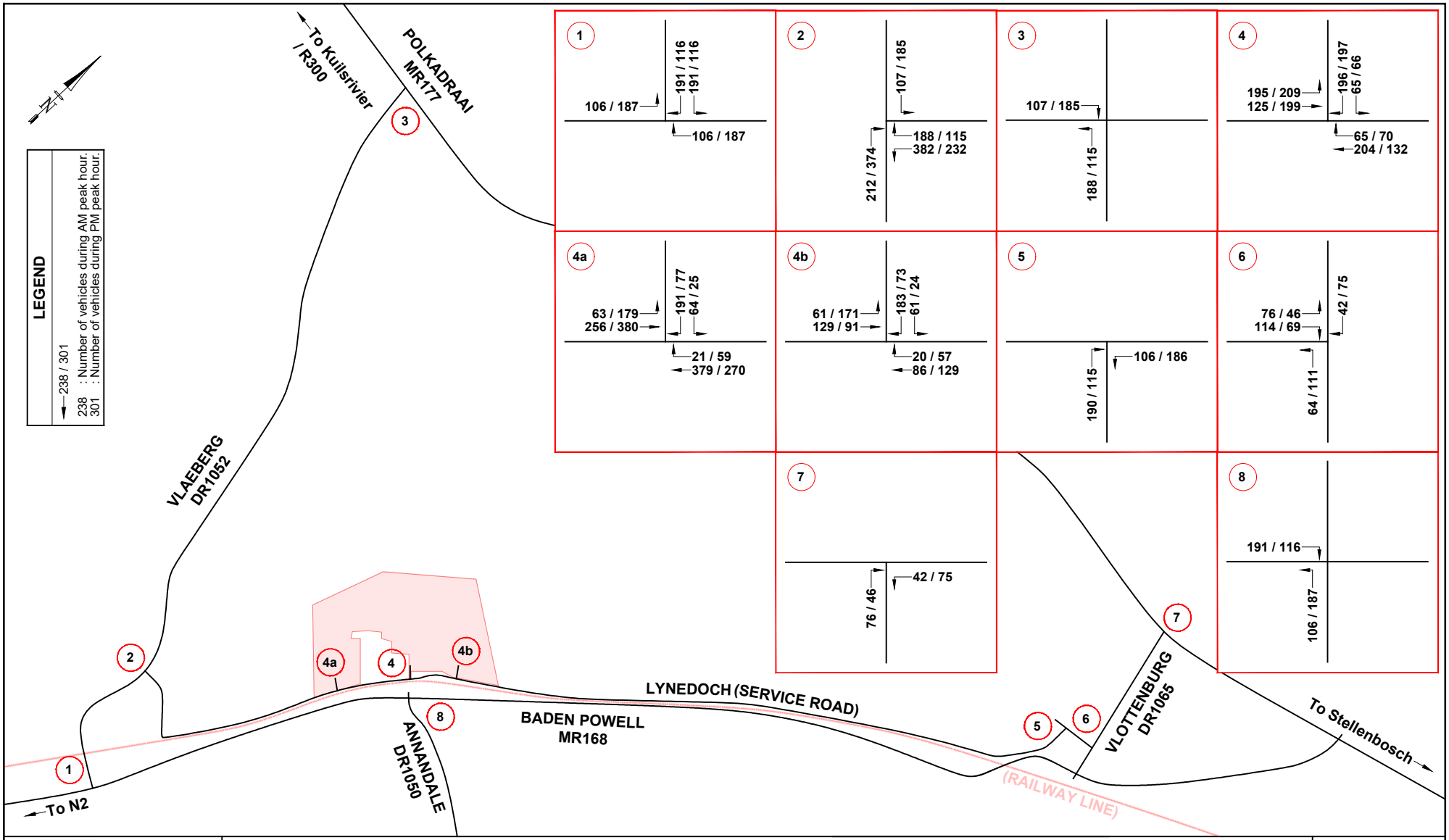
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Estimated 2029 AM/PM Peak Hour Traffic Volumes ('background traffic', including annual traffic growth)

Figure 2



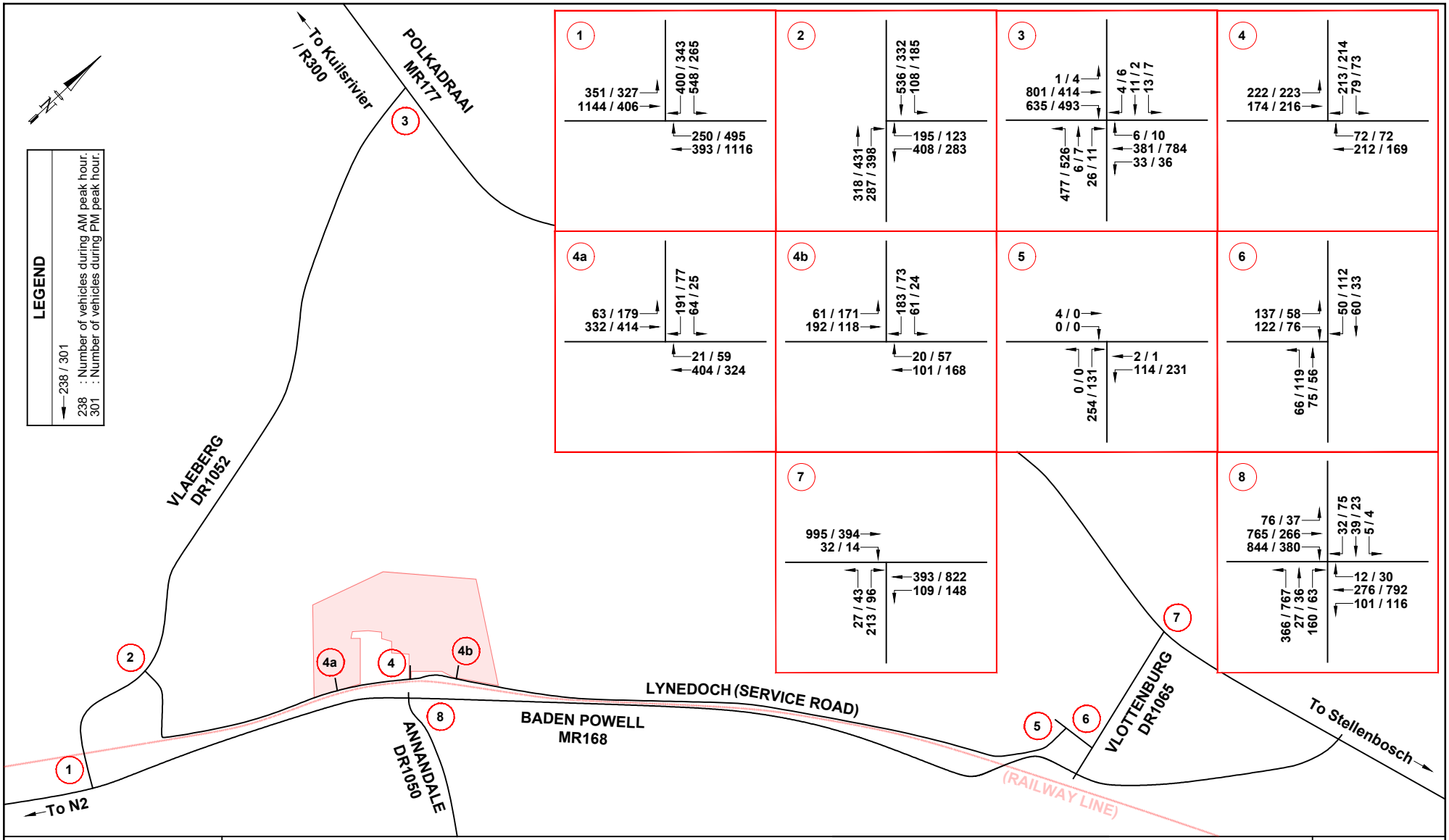
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Distribution of Peak Hour Traffic Potentially Generated by Proposed Development

Figure 3



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Expected 2029 AM/PM Peak Hour Traffic Volumes
(including annual traffic growth plus proposed development)

Figure 4

Reg no. 2003/043709/23

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Services
Civil Engineering
(Water, Sewer, Stormwater)
Roads and Transport
Traffic Engineering
Project Management

Offices
Stellenbosch, Piketberg, Somerset West, Clanwilliam, Loeriesfontein

A Level 1 Contributor to B-BBEE

Date: 12 March 2025

Our Ref: UDS629/Reports/TIA/Addendum

Uniqon Developers (Pty) Ltd
17 Catherine Road
Shere Agricultural Holdings
PRETORIA EAST
0081

ATTENTION: Mr Etienne Coetzer

Dear Sir,

RE: APPLICATION FOR REZONING TO SUBDIVISIONAL AREA FOR PROPOSED DEVELOPMENT OF PORTION 28 OF REMAINDER FARM 468, LYNEDOCH, STELLENBOSCH: ADDENDUM TO TRAFFIC IMPACT ASSESSMENT

This company was appointed by *Uniqon Developers (Pty) Ltd* to prepare a Traffic Impact Assessment (TIA) for the proposed development of Remainder Farm Welmoed 468 Portion 28, Lynedoch, Stellenbosch.

A TIA dated 29 April 2024, ref: *UDS629/Reports/TIA*, was previously submitted. The said report assessed the impact of the preferred development proposal. It was requested that comment be provided on the potential impact of the other alternatives as well – this letter thus serves as Addendum to the TIA addressing same.

The alternatives requested to be assessed are as follows:

Table 1 : *Development Alternatives*

	Development Alternative	Description/Extent
1.	No-go alternative	Retention of farm with no development
2.	Maximum yield/full development alternative	1 550 unit development, school, mixed- and commercial uses
3.	Stellenbosch SDF footprint	Estimated 100 units, school, mixed- and commercial uses
4.	Preferred development alternative	884 units, school, mixed- and commercial uses

Asger Khan (Pr Eng) (**Managing Member**), John Wessels (Pr Eng), Piet van Blerk (Pr Eng), Cobus Louw (Pr CPM), Tian Koch (Pr Tech Eng), Cobus van der Merwe (Pr Eng), Ruaan Siebrits (Pr Tech Eng), Petri Germishuys (Pr Tech Eng), Jacques van Niekerk (Pr Tech Eng), Dominique Ter Huurne (PhD, M Eng M Phil), Yolandi Obermeyer (B Eng), Fergus Swartz (B Tech), Erhard Blom (Geometric & Traffic Signal Design)

To compare the development alternatives, the potential trip generation of alternatives 2. and 3. as above were calculated based on the same trip generation rates as applied in the TIA (which assessed alternative 4.). For the purpose of these calculations, it was assumed that the school- and commercial components remain as per the preferred alternative details. For the no-go alternative, it was assumed that no new trips would be generated, and subsequently excluded from the table below.

Table 2 : *Potential Peak Hour Trip Generation*

Development Alternative		AM Peak Hour			PM Peak Hour		
		Total	**In**	**Out**	**Total**	**In**	**Out**
2.	Full development	1 590	527	1 063	1 612	1 028	584
3.	SDF footprint	571	272	299	592	314	278
4.	Preferred	1 185	426	759	1 207	744	463

To accommodate the background traffic (i.e. prior to the development of the subject property), upgrades were required at the Polkadraai Road/Vlaeberg Road intersection, to, inter alia, address safety concerns.

The external road upgrades required to accommodate the **Preferred alternative (4.)** traffic was listed as follows in the TIA:

a) Dedicated left- and right-turn lanes along all approaches, and traffic signals, were recommended at the Vlaeberg Road/Lynedoch Road intersection; and
b) Dedicated left- and right-turn lanes along all approaches to the development accesses.

For the **SDF footprint alternative (3.)**, similar upgrades to the external intersections as recommended for the preferred alternative would be required, except at the Vlaeberg Road/Lynedoch Road intersection – with this downscaled alternative, the intersection could potentially continue operating without providing traffic signals, however, the dedicated turning lanes would still be required. The external road upgrades required for the downscaled 100-unit development would thus not differ much from that required for the preferred 884-unit development.

For the **Full development alternative (2.)**, the additional traffic results in an increased impact on the surrounding intersections. At the Baden Powell Drive/Vlaeberg Road intersection, the right-turn movements on the Baden Powell Drive- and Vlaeberg Road-approaches can be expected to change from service levels C (preferred alternative as assessed in the TIA) to service levels E and D during the AM and PM peak hours, respectively. At the Vlaeberg Road/Lynedoch Road intersection, the Sidra analyses show unacceptable service levels on the Lynedoch Road-approach to the future signalised intersection. At the Lynedoch Road/Access intersections, the right-turn movements on the access-approaches previously expected to operate acceptably with the stop-controlled intersections, can be expected to experience unacceptable service levels F with the scenario of the full development-traffic. The other intersections analysed in the TIA can be expected to operate similarly to the discussions of the preferred alternative.

In conclusion: The overall impact on external intersections for the SDF footprint-scenario (3.) would generally require similar intersection upgrades to the preferred alternative (4.) (as assessed in the TIA), with the only exception being the Vlaeberg Road/Lynedoch Road intersection which could potentially continue operating without traffic signals, but still requiring the additional dedicated turning lanes. For the Full development-scenario (2.), the signalised Baden Powell Drive/Vlaeberg Road- and Vlaeberg Road/Lynedoch Road intersections, with layouts as considered acceptable for the preferred alternative, would not operate acceptably, and would require additional road widening.

Public- and non-motorised transport related comments remain as per the TIA for alternatives 2. and 3. as well.

We trust that the above would be sufficient for the purpose of your application. Please contact the undersigned should any additional information be required.

Yours faithfully,

Compiled by: Yolandi Obermeyer (B Eng)

UDS AFRICA

PORTION 28 OF FARM WELMOED ESTATE

NO. 468, STELLENBOSCH

INFRASTRUCTURE REPORT

ELECTRICAL SERVICES

APRIL 2024

Report By:
DM Consulting Engineers Cape (Pty) Ltd

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WE ALSO HAVE OFFICES IN THE NORTH WEST PROVINCE

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1. Abbreviations

ADMD	:	After diversity maximum demand
ATS	:	Automatic Transfer Switch
BDMD	:	Before diversity maximum demand
c/kWh	:	cent per kilo-watt-per hour
CEF	:	Cost Estimate Fee
CEL	:	Cost Estimate Letter
CNC	:	Customer Network Centre
DB	:	Distribution Board
DMCE	:	DM Consulting Engineers Cape (Pty) Ltd
DMS	:	Department of Water and Sanitation
EMP	:	Environmental Management Plan
HV	:	High voltage
kV	:	kilovolt
kVA	:	kilo-volt-ampere
kW	:	kilowatt
kWh	:	kilo-watt-per hour
kWp	:	kilowatt-peak
LPU	:	Large Power User
LV	:	Low voltage
MD	:	Maximum Demand
MDB	:	Main Distribution Board
MSub	:	Miniature substation
MV	:	Medium voltage
NE	:	Northeast
NMD	:	Notified Maximum Demand
NW	:	Northwest
POC	:	Point of consumption
POS	:	Point of supply
PV	:	Photovoltaic
SANS	:	South African National Standards
SDP	:	Site development plan
SE	:	Southeast
SOC	:	State owned company
SW	:	Southwest

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4. Introduction

DMCE has been instructed by the client; Uniqon Developers (Pty) Ltd to report on the electrical infrastructure for PORTION 28 OF FARM WELMOED ESTATE NO. 468, STELLENBOSCH and compile an infrastructure report of the site, including load estimation and capacity confirmation of electrical services for the proposed development.



Figure 1: Location of site.



PORTION 28 LAND USE TABLE			
	Site area	45.48 Ha	
	Land use	Area	Units
	School Component (A2)	1.78 Ha	
	Commercial (A1,B5)	0.50 Ha	
	Clubhouse Component(B5)	0.18 Ha	
	Mixed Use Component (B1-4)	0.7 Ha	515 units
	Residential (@80 du/ha)	5.88 Ha	
	Residential (@40 du/ha)	8.74 Ha	355 units
	Alottment Villas	10.31 Ha	14 units
	Total (excluding areas below)	**28.09 Ha**	**884 units**
	Detention & SW area	1.15 Ha	
	Indigenous slopes	6.43 Ha	
	Roads & squares	4.86 Ha	
	Private open space	4.04 Ha	

Figure 2: Site development plan

5. Existing Infrastructure

a) Electrical supply from Eskom

There is currently an existing 11kV overhead Eskom line operating along the southeast side of the property, fed from Lynedoch Substation; feeder 1. Various transformers and switching points have been identified (See figure 3). The supply point, “FSARail” has been identified and communicated to Eskom for capacity simulations and confirmation (See Figure 4). The final point of supply (POS) will be determined, identified, and communicated by Eskom.



Figure 3: Existing Eskom network



Figure 4: Proposed POS

The development is expected to be fed from Lynedoch substation via Lynedoch Farmers 1 feeder. The Substation is equipped with one 10MVA 66/11kV transformer. A peak demand of 9.3MVA to date was recorded on the transformer. Lynedoch Farmers 1 will experience thermal and low voltage constraints should additional load be applied. Voltage regulators will be considered by Eskom. The load on the feeder is currently 4.5MVA and is expected to grow more than that as there are LPUs which are not fully utilising their capacity to date.

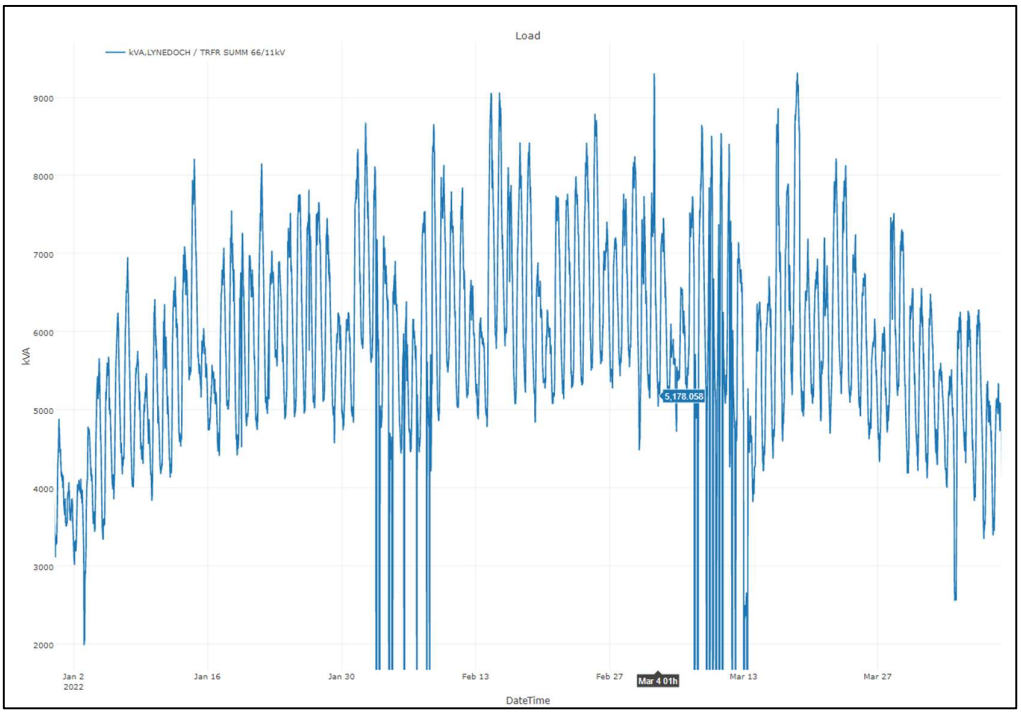


Figure 5: Lynedoch Substation load profile

The following strengthening options must be considered to make capacity available for Welmoed, Portion 28 development.

<u>Option 1</u>:

Transfer load to interconnecting feeders to de-load both the substation and Lynedoch farmers 1 feeder. The amount of load that can be transferred is limited due to the capacity limitations of the interconnecting feeders. This approach is considered a temporary solution and upgrading of the substation transformer will still be required eventually. Eskom confirms 650kVA can be made available of the required maximum demand (MD). See Annexure A.

Option 2:

Construct as second overhead feeder (approximately 4km) from Lynedoch substation to the development to share the current load. This option will also require upgrading of the Lynedoch Substation transformer.

This option will require an approved route between Lynedoch substation and Welmoed, Portion 28. Wayleaves assuring legal right of way will be required prior to construction. The overhead powerline will become Eskom property after construction. A selfbuild project may be considered to speed along the process. See figure 6.

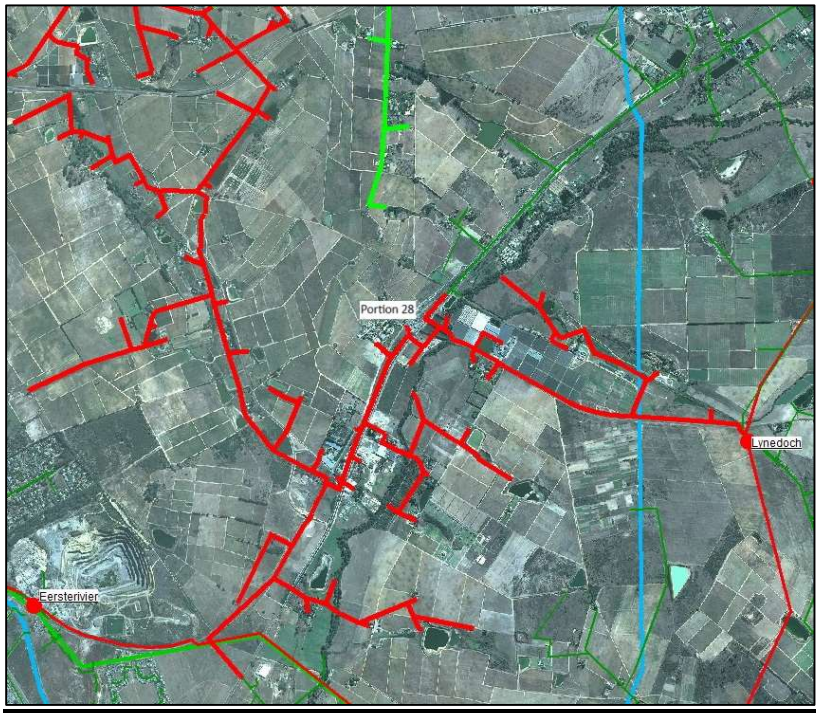


Figure 6: Eskom MV network

Option 3:

Construct as new overhead feeder (approximately 5km) from Eersterivier substation to Welmoed, Portion 28 to share the current load. Written confirmation of the viability of this option is still outstanding from the planner responsible for the Eersterivier Substation.

This option (as with option 2) will require an approved route between Eersterivier substation and Welmoed, Portion 28. Wayleaves assuring legal right of way will be required prior to construction. The overhead powerline will become Eskom property after construction. A selfbuild project may be considered to speed along the process. See figure 6.

A project evaluation model analysis will be conducted by Eskom to determine which option yields the least-life cycle cost between option 2&3. The analysis combined with the require confirmation from the network operator for Eersterivier substation will influence Eskom's preference between option 2 and 3 respectively.

6. Design development

a) Scope of works

The scope of works for the proposed development may be listed as follows:

1. Conduct a load estimation of the development.
2. Confirm sufficient capacity available from Eskom for the development.
3. Examine potential PV Solar generation for the development.
4. Apply for MV Bulk supply point from Eskom.
5. Provide recommendations.

7. Estimated load

The development allows for 886 residential dwellings with potential allowance for future density increase applications. A design load of 2.5kVA is calculated for each dwelling. The follow alternative energy measures will be employed at each dwelling to limit energy consumption form the national Eskom grid:

1. Gas stoves
2. Gas geyser
3. Gas ovens
4. 5kW PV Solar system

PV Solar efficiency of each induvial dwelling cannot be declared at present. Information such as roof structure, direction, roof tilt and shading information is not

available at present. Allowance for the PV Solar shortfalls have been made in the design load.

Item	Building Type	Block	Residential Type	Area (m²)	No. of Units	kVA/Unit	Total Load (kVA)
1	Residential	B1	Standard Unit		55	2,5	137,5
2	Residential	B2	Standard Unit		56	2,5	140
3	Residential	B3	Standard Unit		56	2,5	140
4	Residential	B4	Standard Unit		86	2,5	215
5	Residential	B5	Standard Unit		20	2,5	50
6	Residential	B6	Standard Unit		71	2,5	177,5
7	Residential	B7	Standard Unit		37	2,5	92,5
8	Residential	B8	Standard Unit		106	2,5	265
9	Residential	B9	Standard Unit		52	2,5	130
10	Residential	B10.1	Standard Unit	258200	4	2,5	10
11	Residential	B10.2	Standard Unit		5	2,5	12,5
12	Residential	B11	Standard Unit		23	2,5	57,5
13	Residential	B12	Standard Unit		46	2,5	115
14	Residential	B13	Standard Unit		48	2,5	120
15	Residential	B14	Standard Unit		105	2,5	262,5
16	Residential	B15	Standard Unit		30	2,5	75
17	Residential	B16	Standard Unit		49	2,5	122,5
18	Residential	-	Standard Unit		22	2,5	55
19	Residential	C1-14	Alottment Villa		14	2,5	35
					885		
			Total Load (KVA)				2212,50
			Diversity				0,90
			ADMD (KVA)				1991,25

Page 1

Table 1: Load calculation – Residential

COMMERCIAL SPACES								
Item	Building	Level	Commercial Space Type	Qty	Area (m²)	VA/m²	Total Load (VA)	Total Load (KVA)
1	-	All	School component	1	17800	85	1513000	1513
2	-	All	Commercial component	1	5000	85	425000	425
3	-	All	Clubhouse component	1	1800	40	72000	72
4	-	All	Mixed use component	1	7000	65	455000	455
5	External lighting	-	-	1	-	-	-	5,00
					31600			
					Total Load (KVA)			2470,00
					Diversity			0,80
					ADMD (KVA)			1976,00
					Total Load (Residential + Commercial Spaces)			4188,50
					Diversity			0,50
					ADMD (KVA)			2094,25

Page 1

Table 2: Load calculation – Commercial & Summary

Formal applications to Eskom for capacity allocations will increase over time in required NMD with relation to growth of the development. This allows time for Eskom to perform necessary upgrading and preparations towards 2.1MVA NMD. An increase NMD application for 2.6MVA will be submitted for future density increase applications after the designed number of consumers is reached (1500).

a) Capacity availability confirmation from ESKOM

A revised scope of works has been issued to Eskom following a meeting conducted on the 7th of June 2023. Eskom will provide feedback regarding the maximum allowed capacity available on the Lynedoch Substation Feeder 1 (See Annexure A).

b) Future After Diversity Maximum Demand (ADMD)

ADMD is the after diversified Maximum Demand (MD).

The ADMD is determined as follows:

1. The Maximum Demands (MD) for each dwelling is determined using appropriate kVA/dwelling values.
2. A diversity factor is factored in for the complete development (885 connections). The diversity factors decrease as the number of connections increases.

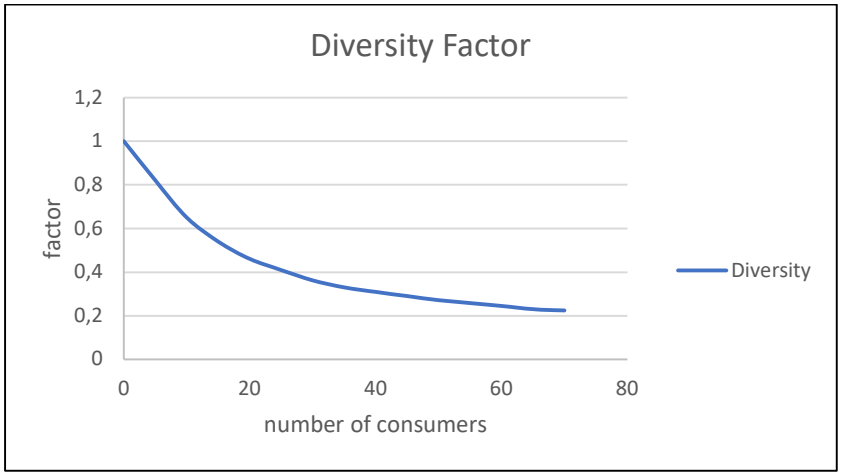


Figure 7: Diversity factor example

3. The MD and ADMD are determined from the sums of the separate dwelling MDs and ADMDs.

The site's MD is calculated at 4.2MVA (BDMD) and 2.1MVA (ADMD) respectively. As illustrated below in Table 3, the number of consumers is expected to be reached over a construction period of 6 years. The final phasing of the project to be confirmed by

the developer. Required application for a 2.1MVA NMD supply will follow the number of designed consumers (885) including the planned commercial area.

Phase	Expected year of construction	Number of Units	kVA required @ 2.5kVA design load	kVA demand with Diversity
Phase 1	2025	150	375	187.5
Phase 2	2026	150	375	187.5
Phase 3	2027	150	375	187.5
Phase 4	2028	150	375	187.5
Phase 5	2029	150	375	187.5
Phase 6	2030	135	340	170
		885	2 215	1 108

Table 3: Future expected load increase

c) PV Solar estimation

As previously mentioned, each dwelling will be equipped with a 5kW PV Solar system. Limiting factor cannot be declared at present. A design efficiency of 60% is selected to consider.

PORTION 28, WELMOED ESTATE

PV SOLAR CALCULATION 2023/07/18

Item No.	No of dwellings	Area	Design Load (kW)	(kW) - TOTAL
1	886	Portion 28, Welmoed Estate	5.0	4 430
A		Potential capacity		4 430
B		Expected supply capacity	60%	2 658

Table 4: Potential PV Solar generation

d) Eskom upgrading proposal.

A MV bulk supply point with metering will be supplied, installed, tested, and commissioned by Eskom for the development. Eskom is required to confirm capacity in writing (see annexure A).

8. Costing

a) Eskom estimation costs

A formal application was submitted to Eskom on the 22 of May 2023. A follow up meeting was conducted with members of Eskom on the 7th of June 2023 and a revised scope of works was issued to Eskom on the 10th of July 2023. Eskom is required to provide written confirmation of capacity available for the development on the supply feeder. Eskom-process can be summarised as follow:

Step 1	Submit application to Eskom
Step 2	Pay cost estimate (CE) fee – This fee can vary depending on the project R33 436,00. We will request an invoice and assigned reference number after submitting the application.
Step 3	Project is loaded on system and network planning is consulted about the project. Scope of works is advised.
Step 4	Cost Estimate Letter (CEL) is issued for payment by the customer. Amount depends on network planning and cannot be predicted in advance.
Step 5	Budget quotation is issued for payment by the customer. Cost Estimate Fee and Cost Estimate letter amount is deducted from this amount, and the difference is for the client's account. Amount depends on network planning findings and cannot be predicted in advance.
Step 6	Project is handed over to design, construction and closing.

Table 2: Eskom Process

Preliminary budget estimations

The following costs are estimated to be paid to Eskom for a MV Bulk point supply:

	Description	Amount
1	Cost estimation fee	R33 436.00
2	Cost estimation letter	R100 000.00
3	Budget quotation	R1 500 000.00
	Total (excl. VAT)	R1 633 436.00

Table 3: Eskom budget estimations

All amounts listed above are VAT excl.

This is a high-level cost estimation. Correspondence and approvals are still required from Eskom.

b) Direct construction cost estimation

The follow estimation is allowed for regarding direct construction cost for the development. The estimation only allows for MV underground reticulation up until each miniature substation. Final positions of the miniature substations will be identified and confirmed during construction phase of the development.

	Description	Amount
1	MV Cable	R3 060 000.00
2	5 Way RMU	R700 000.00
3	Miniature Substations	R5 635 000.00
4	Delivery	R89 800.00
5	Installations	R758 784.00
6	Prelim & Generals	R102 435.84
7	OHS	R30 000.00
8	Testing & Commissioning	R30 000.00
	Total (excl. VAT)	R10 406 019.84

Table 4: Direct construction cost estimation

This is a high-level cost estimation. More detailed design will be required to conclude a more accurate cost figure.

9. Conclusion

To conclude this report, the following is evident:

1. Alternative energy sources such as gas and PV Solar will be used for the development. LED street lightning recommended.
2. The NMD for the development will increase in relation to construction of the development. Application for increase to a 2MVA NMD supply will follow the completion of the designed consumers (886).
3. The annual energy consumed form the grid will be reduced by the proposed PV solar system.
4. Ring feed MV reticulation recommended for the development MV network.
5. MV underground armoured cable design has been allowed for. Overhead MV reticulation recommended as a more cost-effective approach, subject to development allowance for MV overhead line reticulation.
6. Option 1 is recommended to start the project and establish a point of supply for the development. Instruction to proceed required.
7. Option 2 is recommended to supply remaining demand to the development. Approved overhead line route to be confirmed.

Compiled by:



JP LOURENS
SENIOR PROJECT ENGINEER

Approved by:



D. R. MÜLLER
Pr Eng

DM CONSULTING ENGINEERS CAPE (PTY) LTD

10. Annexure A

Eskom

Mr. Jaco van Rooyen
DM Consulting Engineers Cape
PO Box 3125
DURBANVILLE
7551

Date:
17 August 2023

Enquiries: JP Du Preez
Tel +27 21 915 2076

Dear Mr. Van Rooyen

SUPPLY OF ELECTRICITY
PROPOSED SUPPLY: PTN 28 OF THE FARM 468, WELMOED ESTATE, STELLENBOSCH

With reference to your ENQUIRY at Eskom, I advise that Eskom is the licensed Distributor to the property above.

Capacity of 650 kVA can be made available on the Lynedoch / Farmers 1 feeder to supply the initial load.

The method of supplying the electricity will be determined once details are made available. The formal quote process will confirm spare capacity available and a proposal to supply such development. Execution of making supply available will only be initiated on acceptance of a formal budget quote. The date to make a point of supply available will be confirmed during this process.

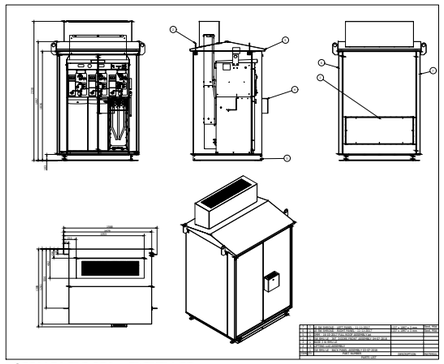
Should you require any further information please contact Pieter du Preez on the telephone numbers mentioned above, and be assured of Eskom's best service at all times.

Yours faithfully

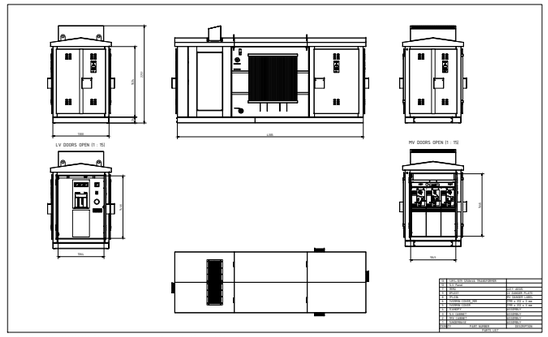
JP Du Preez
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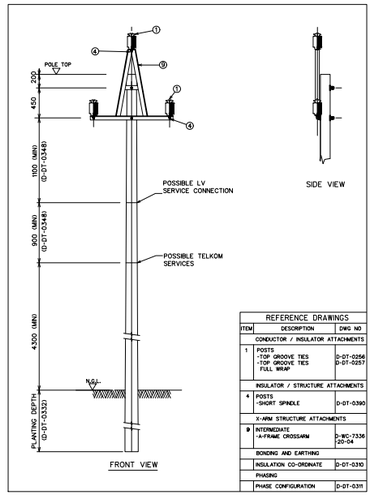
Eskom Holdings SOC Limited Reg No 2002/015527/30



3WAY RMU - DETAIL
N.T.S



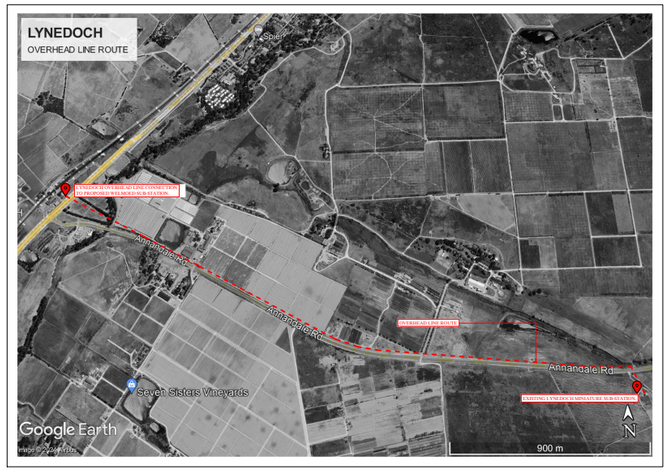
1250-2000kVA TRANSFORMER - DETAIL
N.T.S

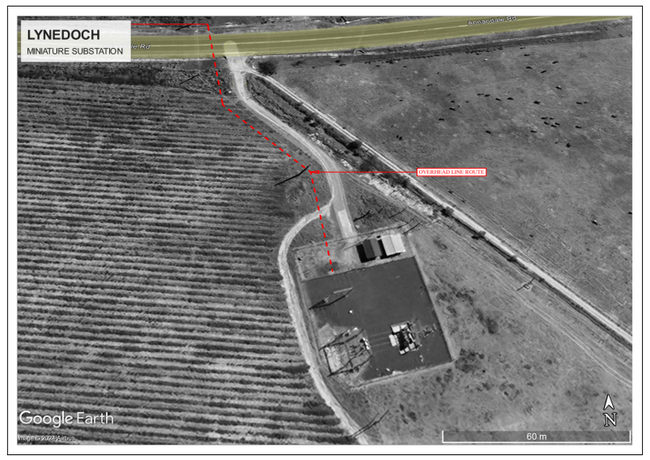


TYPICAL A-FRAME STRUCTURE
N.T.S



MASTER PLAN - MV RETICULATION





GENERAL NOTES:

- - - - - - OVERHEAD LINE ROUTE. (MEDIUM VOLTAGE)

DRAWING ISSUE:	20/08/2024		
PRELIMINARY		**TENDERS**	
APPROVAL	■	**CONSTRUCTION**	
COORDINATION		**AS BUILT**	

ELECTRICAL DESIGN: JP LOURENS
CAD OPERATOR/DESIGN: F. ENSLIN
APPROVED ENGINEER: D. MULLER PR. ENG
APPROVED CLIENT:

AMENDMENTS:

DATE:	NO:	DESCRIPTION:

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ECSA

CLIENT:

PROJECT:
LYNEDOCH - WELMOED

NORTH:

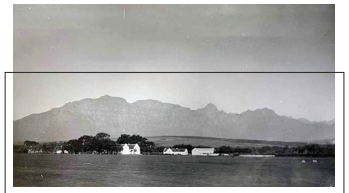
FULL DESCRIPTION OF DRAWING:
ELECTRICAL ENGINEERING SERVICES:
MASTER PLAN
PROPOSED MEDIUM VOLTAGE
RETICULATION LAYOUT

ARCHITECTS NO:	**DATE:** 20/08/2024
SCALE: 1:6000 (A3); 1:3000 (A1)	**SITE:** LYNEDOCH
DRAWING NO: 23C099-E1	**REV:** 0

- Annexure E: Urban design studies (Section 4.5).

Lynedoch Station, 1891.





Klein Welmoed, 1891.

Vredenberg, 1891





Klein Welmoed, 1944

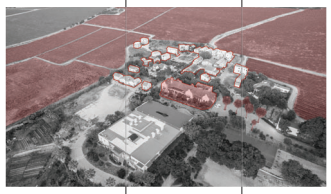


Klein Welmoed, 1968

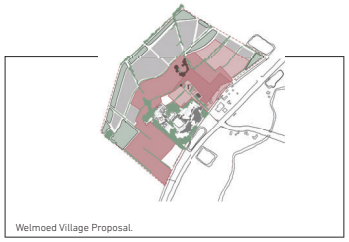


Sustainability Inmstitute & Lyndoch Village, 2023

Lynedoch Station, 1891.

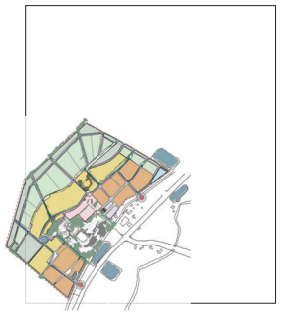


Sustainability Inmstitute & Lyndoch Village, 2023



Welmoed Village Proposal.

Vredenberg, 1891



Welmoed Village Proposal.

WELMOED URBAN DESIGN FRAMEWORK

February 2025 DRAFT 3

URBANSTUDIO
architects & urban designers

Prepared by
Urban Studio Architects & Urban Designers

for

UNiQON

Landscape input prepared by
Terra+ Landscape Architects

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1.0 INTRODUCTION

1.1 DEVELOPMENT DESCRIPTION & APPROACH

The proposed Welmoed development is located along Lynedoch Road, which runs parallel to the Baden Powell mobility route & associated rail corridor.

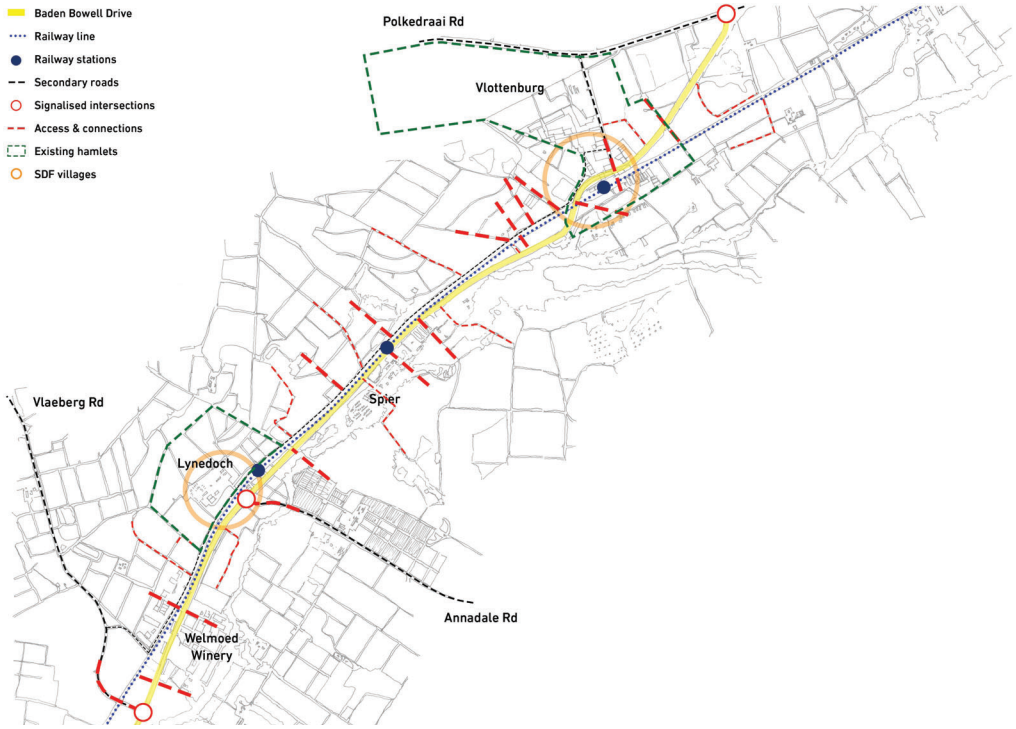
At the center of the site is the Sustainability Institute, School & Eco-Village comprising of approximately 40 houses. The proposed development area comprises of 45.5 ha of land surrounding the Sustainability Institute.

The document presents a spatial & visual argument for the development of an integrated, publicly accessible Village as an expansion of the Lynedoch Eco-Village. The development will offer a range of residential opportunities as well as an additional education/ community facility as well as supporting small scale mixed-use opportunities.

1.2 STRUCTURE OF DOCUMENT

The document comprises of the following sections:

- Section 1.0 introduces the project, structure of the document and key Urban Design principles.
- Section 2.0 unpacks the site setting and cultural landscape patterns resulting in a series of indicators & guidelines of where and how the site can be developed.
- Section 3.0 illustrates the Development Framework and supporting, development layers & qualities.
- Section 4 will introduce a set of development codes & guidelines that will control every aspect of the proposed development. This section will be added to the document after the initial scoping & related advertising process.



Site context



Development area & immediate context

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1.3 KEY URBAN DESIGN PRINCIPLES

The formulation of an Urban Design Framework requires the creating of a set of principles and guidelines that inform and shape an appropriate contextual response within a defined context. The context, in this case, is strategically informed by the Sustainability Institute, Lynedoch Eco-Village and their work within the Lynedoch Valley & surrounding Farms.

OVERARCHING AIM

The overarching aim of the proposed development is:

'To establish a sustainable, vibrant and integrated, medium density Village that positively contributes the local area'.

The guiding principles and development objectives, informing the Urban Design Framework, builds on the principles of the Lynedoch Valley & SI Institute with the five additional principles. They are: Spatial justice, Sustainability & Resilience, Spatial Efficiency, Accessibility, Quality & Livability.

The Urban Design Framework aims to integrate these five directives with the existing mandate of the Sustainability Institute focusing on Education, Inclusive Housing and Food Security. The first section of the document unpacks these principles in further detail informing the design decisions throughout the Framework.



LYNEDOCH VALLEY

SI INSTITUTE PRINCIPLES

Education
Every child in the Lynedoch Valley has the right to the best possible education.

Inclusive Housing
Providing opportunities & access to affordable housing to allow families to remain within the Lynedoch Valley.

Food Security
Providing daily meals to students & food relief to vulnerable families in the surrounding community.

GUIDING PRINCIPLES & DEVELOPMENT GUIDELINES

Spatial Justice
A socially just society is based on the principles of equality, solidarity, and inclusion. The aim of inclusionary settlements is to focus on the public realm that support civic interaction and equitable access throughout the public environment. The Village should continue to respond to the mandate of the Sustainability Institute providing affordable housing options for them to remain within the Lynedoch Valley.

Sustainability & Resilience
Development should be spatially compact, resource-frugal, compatible with cultural and scenic landscapes and sensitive to high potential agricultural land & ecosystems. Focus on creating complex, diverse and resilient spatial systems that are sustainable in all contexts. Equitable and accessible distribution of social services & facilities are required to ensure that development takes place in an integrated and sustainable manner.

Spatial Efficiency
Efficiency relates to the form of settlements and use of resources. Compaction as opposed to sprawl/ mixed-use developments allowing for majority of needs to be met within Village/ prioritisation of public transport over private car use. Compact settlement footprints/ minimize environmental impacts/ reduce costs and time of travel/ reduce provision & maintenance of infrastructure, facilities and services.

Accessibility
Improving access to services, facilities, employment, training and recreation. Range of safe and efficient transport modes/ affordability of travel to larger nodes to be pursued/ activation of transport & modal interchange around Lynedoch Station

Quality & Livability
Clear focus on the public realm within both public & semi-public contexts promoting interaction between all inhabitants. Clear spatial & green structure encouraging pedestrian movement through a range of environments within the Village & surrounding rural context.

1.4 SPATIAL SEQUENCE

The Lynedoch node was formalised through the placement of the Station during the 1890's & associated with the Welmoed Farm Buildings. The development sequence can be summarised thereafter as follow:

Isolated Dwellings: 1920 - 1968
The hotel at Lynedoch was established around 1920. By 1930, the hotel was known as "Glen Eagles", with some outbuildings and water body, fed from fountain higher up the slope.

Hamlet: 1999 - 2023
In 1999, Stellenbosch University decided to establish the Sustainability Institute (SI) on the property. In 2004 an area behind the old hotel & SI was subdivided to form an 'Eco Village', - a community, which aims to demonstrate a more sustainable model of living.

Village: 2024+

The proposal considers and expands on the existing Lynedoch Hamlet and its key principles, through the development of the surrounding land holdings. The understanding of the base principles of the Hamlet is developed further through the five supporting development principles. These are Spatial Justice, Sustainability & Resilience, Spatial Efficiency, Accessibility, Quality & Livability.

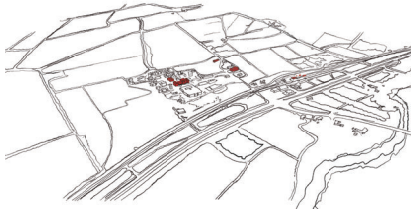






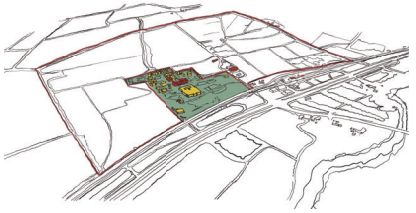
ISOLATED DWELLINGS
>10 People

An isolated werf/ farm with associated houses/ buildings & Station.



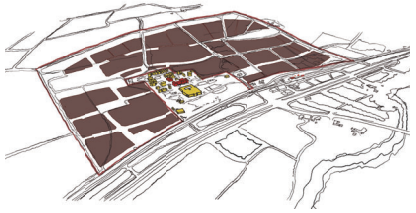
HAMLET
>100 People

A small settlement, generally smaller than a village.



VILLAGE
>100- 1000 People

A self-contained community within a town/city having village character.



1920 - 1968
- Lynedoch Valley

1999 - 2023
- Education
- Inclusive Housing
- Food Security

2024+
- Spatial Justice
- Sustainability & Resilience
- Spatial Efficiency
- Accessibility
- Quality & Livability

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2.0 SITE SETTING

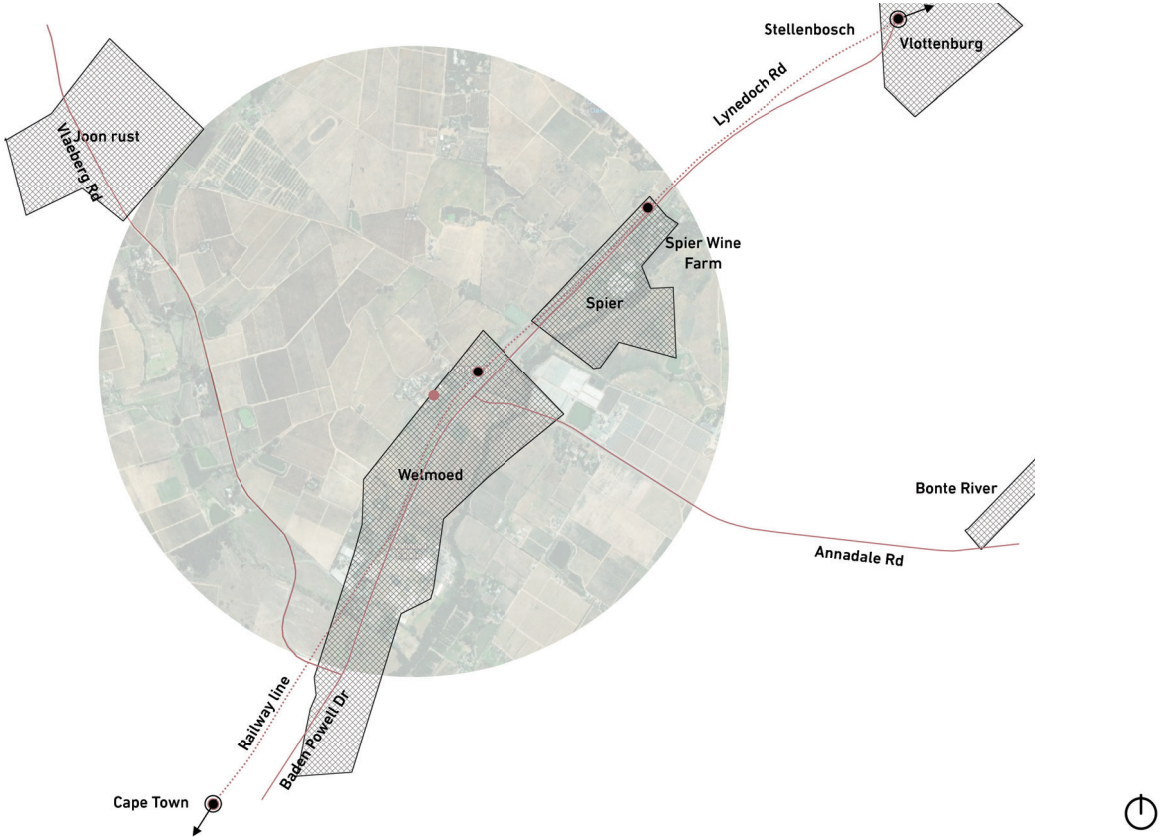
2.1 CONTEXTUAL COMPONENTS

This section expands on the existing contextual components of the site, its development layers and contribution to the site setting.

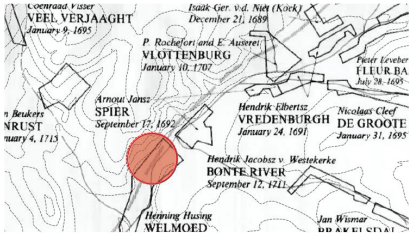
2.1.1 LYNEDOCH VALLEY

The land holdings historically associated with Welmoed Farm is illustrated in the adjacent diagrams.

However it is only on the 1902 map that the name "Lyndoch", related to the Station, first appears on the side of the small hill providing the backdrop to Welmoed. Source: C Abrahamse, 2023.



Historical Farmlands Context



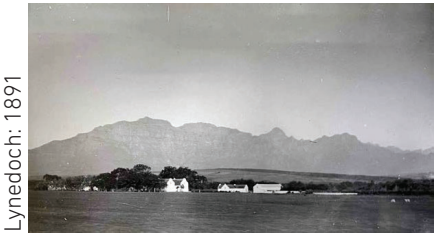
Lynedoch: 1657 - 1750

South-western Cape Colony Map, showing the first freehold farm grants made during this time.



Lynedoch: 1891

View of the Lynedoch Station, taken on the 19th October 1891.



Lynedoch: 1891

View of Klein Welmoed, taken on the 19th October 1891.



Lynedoch: 1891

View of Vredenberg, taken on the 19th October 1891.

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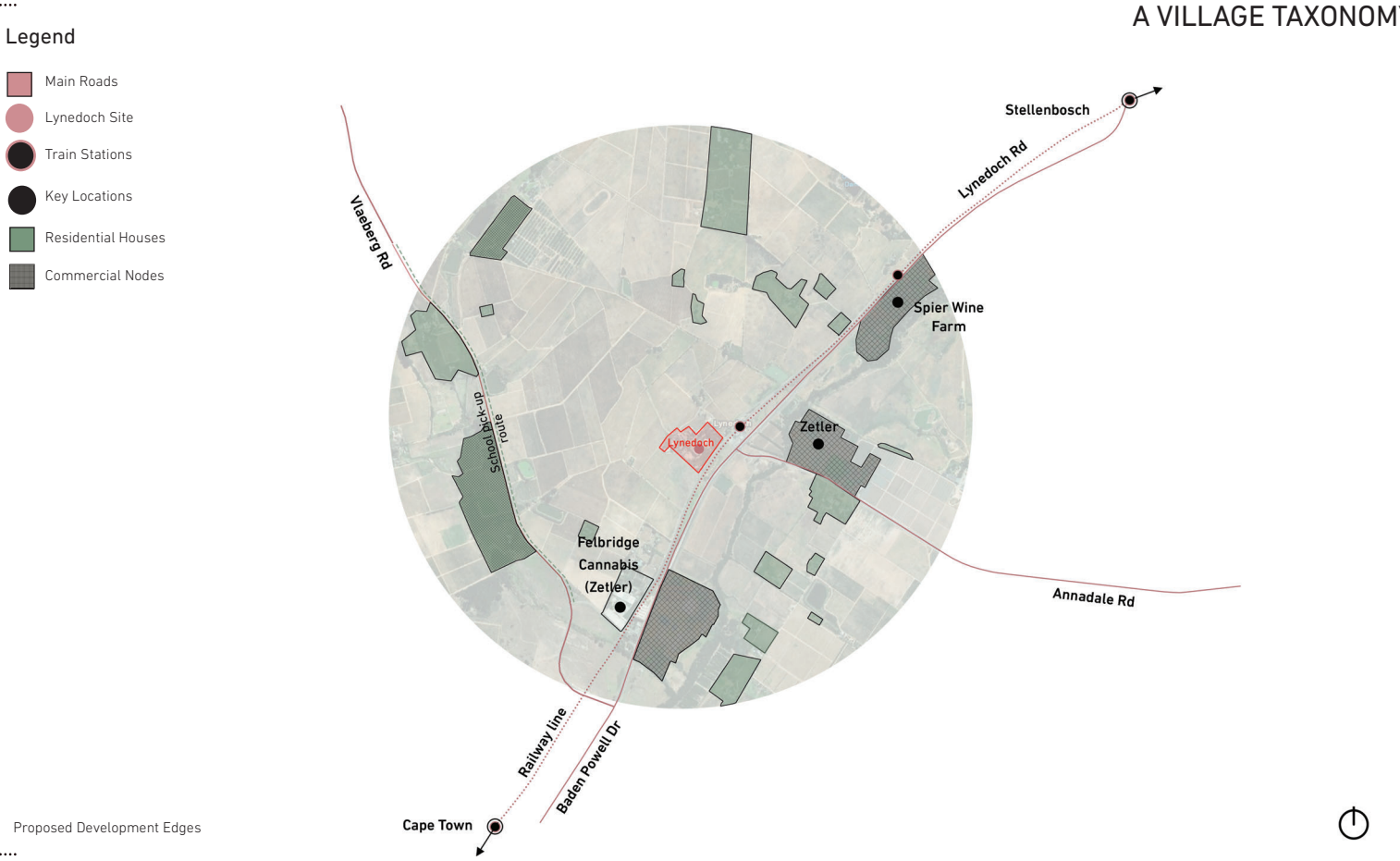


2.1.2 SUSTAINABILITY INSTITUTE

Stellenbosch University developed the Sustainability Institute on the property utilising the existing hotel & associated buildings. Additional school, hall & conferencing facilities were added as part of the re-development.

During 2004 the area behind the old hotel was sub-divided to build an "Eco Village" through which its residents demonstrated a more sustainable model of living, both in terms of resource use and social justice.

The village contains homes built from a range of alternative materials & experimental building methods.





Education

Education components.



Housing

Eco-Village housing



Food Security

Food gardens

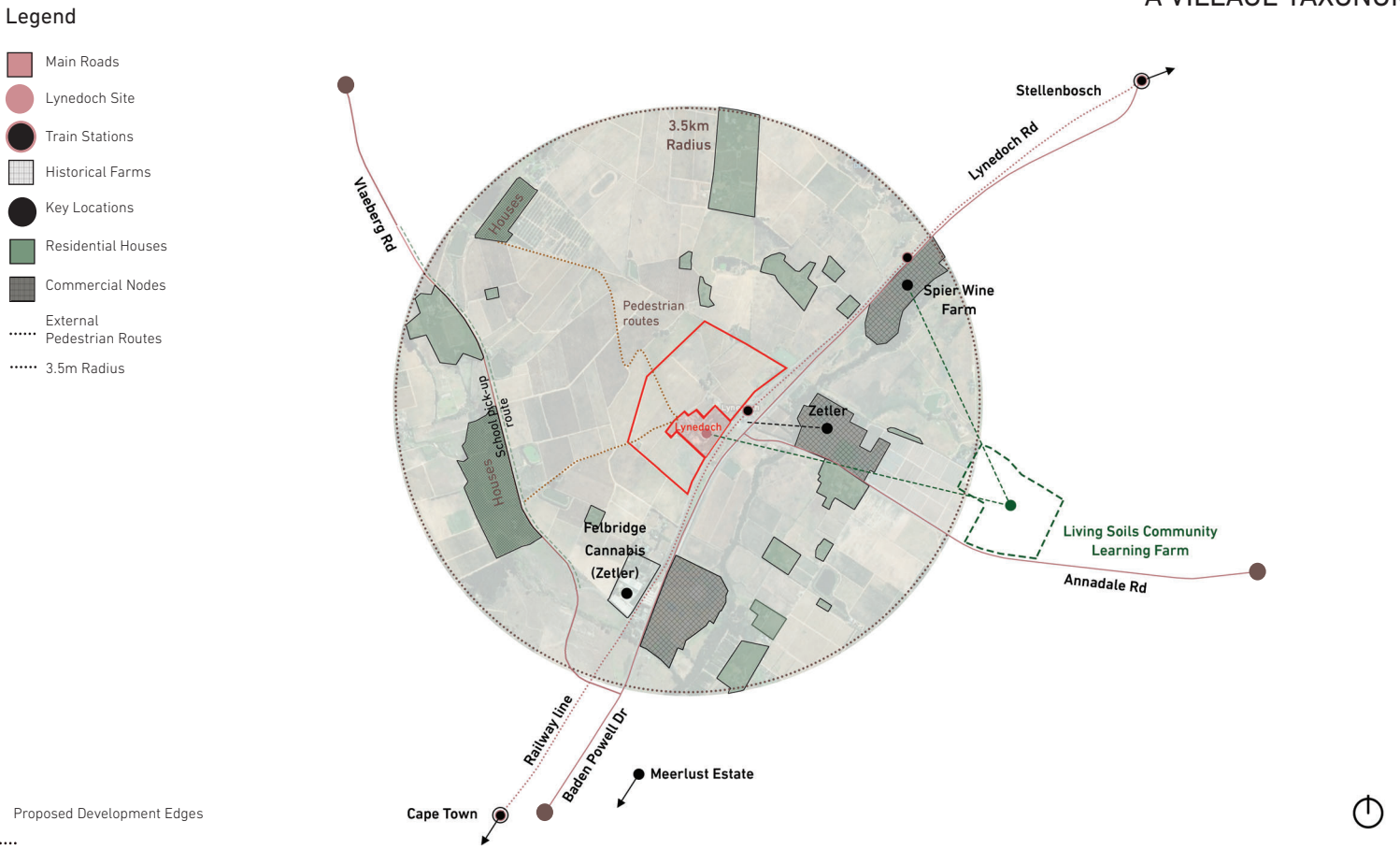
2.0 SITE SETTING



2.1.3 VILLAGE DEVELOPMENT

The diagrams below illustrates the full development sequence of the Hamlet, from Station to Hotel to the formation of the Sustainability Institute.

The identification of the Site within the urban edge of the Stellenbosch SDF, will introduce the next layer of development surrounding the historic core of the site.





Lynedoch: 1902

1902 map of Stellenbosch, which indicates the first use of the term "Lyndoch" associated with the Station.



Lynedoch: 1944

Lynedoch, indicating the landscaped gardens surrounding the hotel.



Lynedoch: 1968

Lynedoch with the tree canopy thinned out since 1944. The dam to the south-east of the site is also evident.



Lynedoch: 2023

Land included within Stellenbosch SDF.

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2.2 CULTURAL LANDSCAPE PATTERNS

Claire Abrahamse, in her document 'Cultural Landscape & Visual Impact Study for the proposed Development on Portion 28, Welmoed Farm' dated August 2023, describes the landscape patterns of the area as: 'spatial arrangements, which enrich the built environment and ensure a defined relationship of component parts to each other'. These patterns, she argues, illustrates patterns inherited from the past and its evolution over time.

The benefit of identifying and working within these patterns today is to enhance the richness and quality of the landscape. Although the environment of the site has been established to be of a "patchwork" character, her study concludes that the existing node associated with the Sustainability Institute & Eco-Village can be expanded without compromising the Cultural Landscaped patterns of the area.

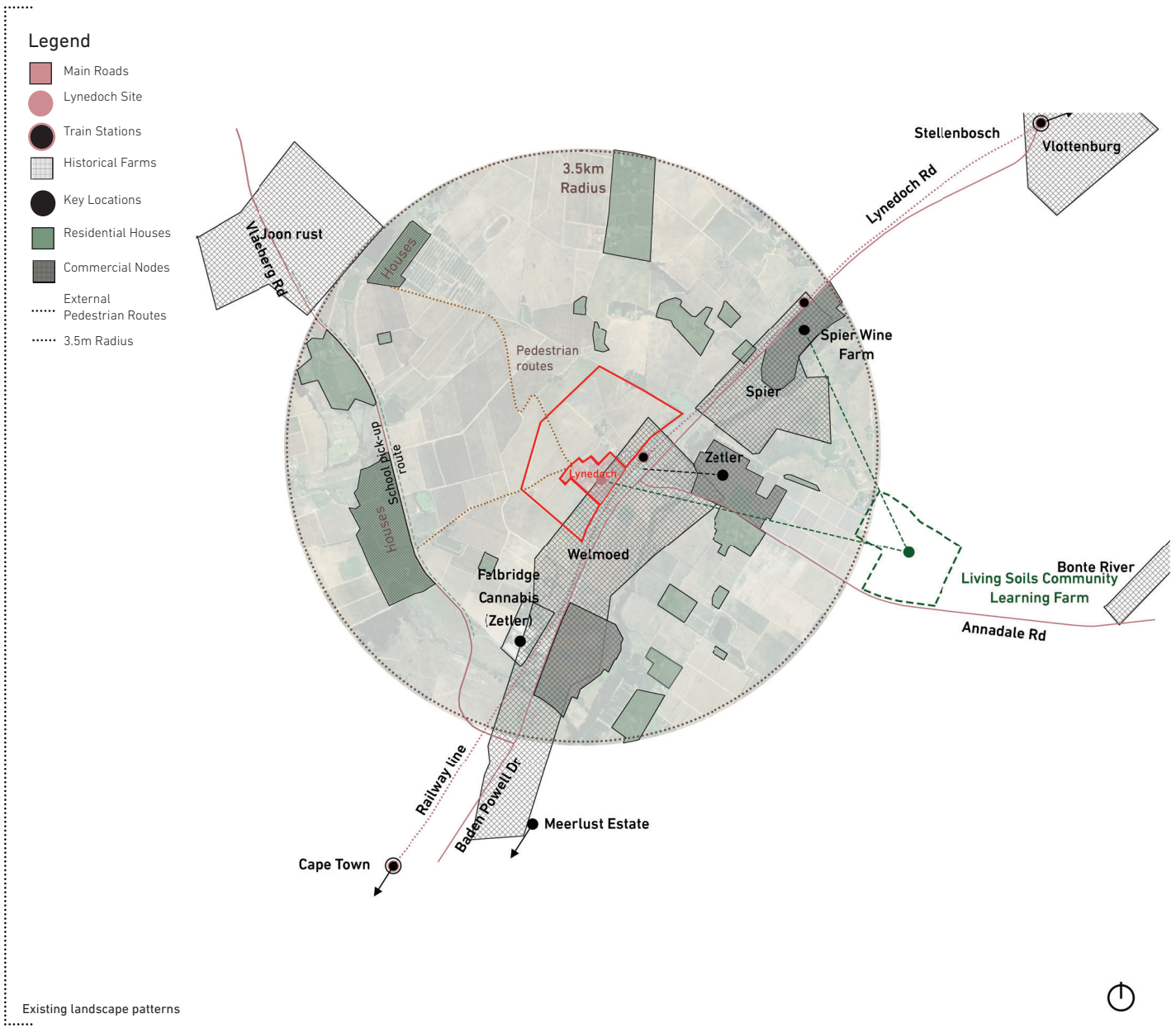
She further identifies three key characteristics of the site setting, which are summarised below.

Gateway
The site plays a gateway role when moving towards Stellenbosch. It is one of a set of unfolding 'layers' along the R310, being one of the first points where a change in topography can be perceived.

Landmarks
This gateway role of the site is strongly supported by the location of the old hotel, which with its three gables and tall palm trees, creates a local landmark for the site.

Vistas
The central vista onto the site is located at the center of the site and associated with the Baden Powell & Annandale Road intersection. The open space that it provides allows for a moment within the cultural landscape directing your view into the surrounding countryside.
Source: Claire Abrahamse





2.3 VISUAL SENSITIVITIES & IMPACT ON SITE

The Stellenbosch Municipal area & surrounding farmlands are part of an unique cultural landscape that have gradually been evolving over time. A range of specialist resources are in place informing how to engage with the landscape & more importantly where and how to develop.

The understanding of the site setting is an essential part informing the Urban Design argument. Claire Abrahamse was appointed during the inception phase of the project to review the site setting against the Stellenbosch Municipal Heritage survey, of which she was a contributor.

The following diagrams summarises the key visual sensitivities related to the site & its setting.



Visual Sensitivities on Site

1944



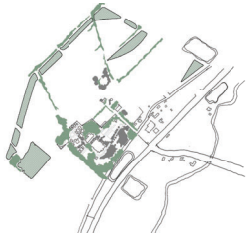
1944 historic tree lines associated with the Drie Geuwels Homestead. Large parts no longer exist.

1968



1968 tree lines with additional planting around the homestead.

Historic Uncultivated



Steep slopes that has never been cultivated.

Allotments



Visually exposed areas to be developed as allotments with limited development.

2.3 VISUAL SENSITIVITIES & RESPONSES ON SITE

Legend

- Historical 1944 Trees
- Historical 1968 Trees
- Historical Uncultivated Land
- Proposed Screening Tree lines
- Visual Exposure
- Extent of Screening



Proposed Visual Screening Response

Summary of visual sensitivities

VISUAL EXPOSURE



Sensitivities related to visual exposure. Lighter colour in lower slopes & darker colours of higher slopes.

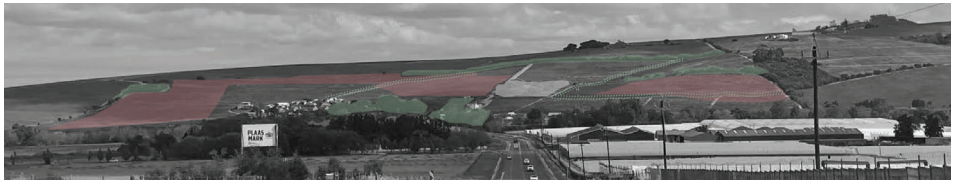
VISUAL SCREENING RESPONSE



Visual sensitivities with layout overlaid.



Visual Exposure on Site



1944 & 1968 Tree lines



Historic Uncultivated Areas to Rehabilitated



Proposed Tree lines



Suggested Allotment Positions

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2.4 DEVELOPMENT AREAS

The adjacent diagram summarises the findings of the 'Cultural Landscape & Visual Impact Study as prepared by Claire Abrahamse.

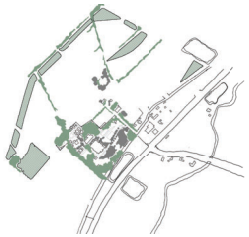
Development parcels are proposed within areas where critical views and high visual exposure can be mitigated. The intensity of proposed development reduces dramatically along steeper slopes and along visually exposed zones.

The extent, nature and density of development areas, in context of the site setting guidelines, are defined within section 3.



Development Parcels & Site Slope Relationships

HISTORIC GREEN



Historic tree lines & uncultivated land.

STELLENBOSCH INFILL



Area identified by Stellenbosch Municipality for development infill.

POPOSODED INFILL



Extent of proposed development as identified by C Abrahamse Report.

ALLOTMENTS



Allotment areas identified for limited development.

2.5 LANDSCAPE PATTERNS

The rolling hill topography of the site is open and convex forming a natural amphi-theater towards the south-east. Two distinct sub-valleys cut through the wider fan-shaped valley. In addition, a line of indigenous olives runs along most of the upper edge of the property, as well as along the northern edge, where a rocky outcrop provides a denser "clump" of trees.

A secondary line of olives cuts about a third of the way down the slope, marking the upper edge of a localised ridge that is visually exposed, particularly from the east. To the south, another outcrop and line of olives along the ridge screens the sub-valley when approaching along the R310. Other than these limited areas, the major screening elements comprise of foreground planting both along the railway line, around the Sustainability Institute and farm buildings. Some trees are mature and have high dense canopies that screens the site when viewed from the R310.

Routes

There are limited 'desire line' routes dissecting the site with visual connections to surrounding areas. There are smaller pedestrian routes to neighbouring farms that is used by school pupils as well as dog walkers.

Terracing

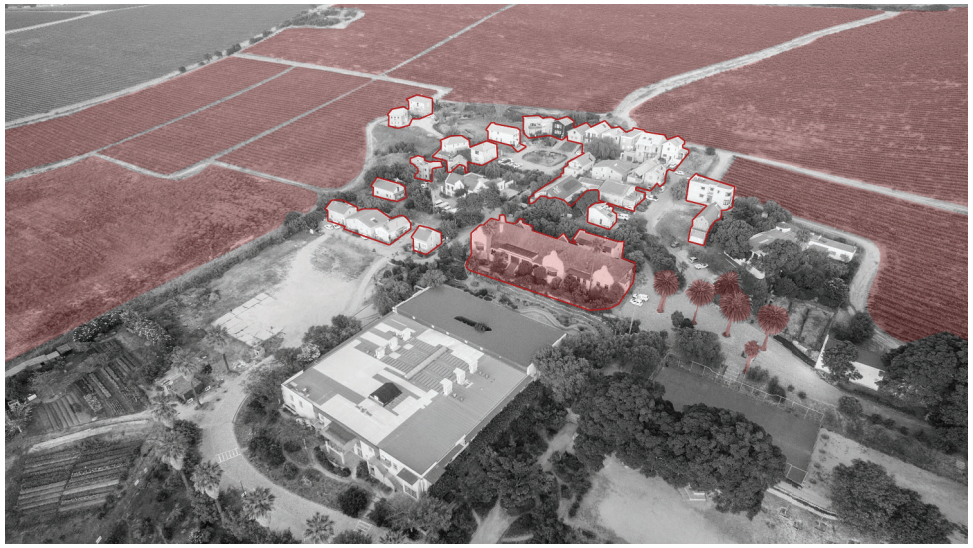
There are a series of terraced levels across the site developed over time as a result of stormwater management & farmings activities.

Source: Claire Abrahamse





2.6 SITE CHARACTER



The site character, in addition to the surrounding landscape character described in 2.5, is informed primarily by the Sustainability Institute (SI) & adjacent Eco-Village. Lynedoch as a hamlet is fragmented into two components. The SI & Eco -Village above Lynedoch Road and the Zetler Farm stall, garage & station below Lynedoch/ Vlottenberg Roads. Both components have grown organically without any consideration of the total Hamlet. This is especially evident in the pedestrian crossing over the rail, which is not fit for purpose.

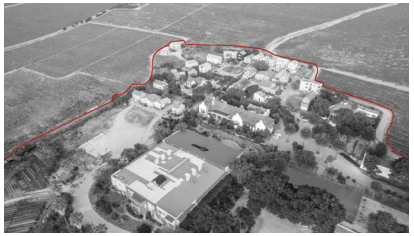
It is essential that any future development consider a holistic approach looking beyond component parts but creating an integrated Village with appropriate contextual design responses.



Heritage Indicators & Site Character Plan

INAPPROPRIATE DEVELOPMENTS

SUM OF PARTS



Sustainability Institute & Lynedoch Village.

DISCONNECT



Separation of parts with separate fenced entities & disconnect of pedestrians.

PUBLIC CORNER



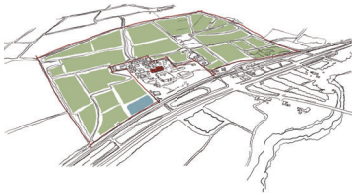
Annandale & Baden Powell Rd's intersection.

SEMI-PUBLIC - HIDDEN



Lynedoch Rd with Zetler Farm stall on right, Station in background & SI to the left.

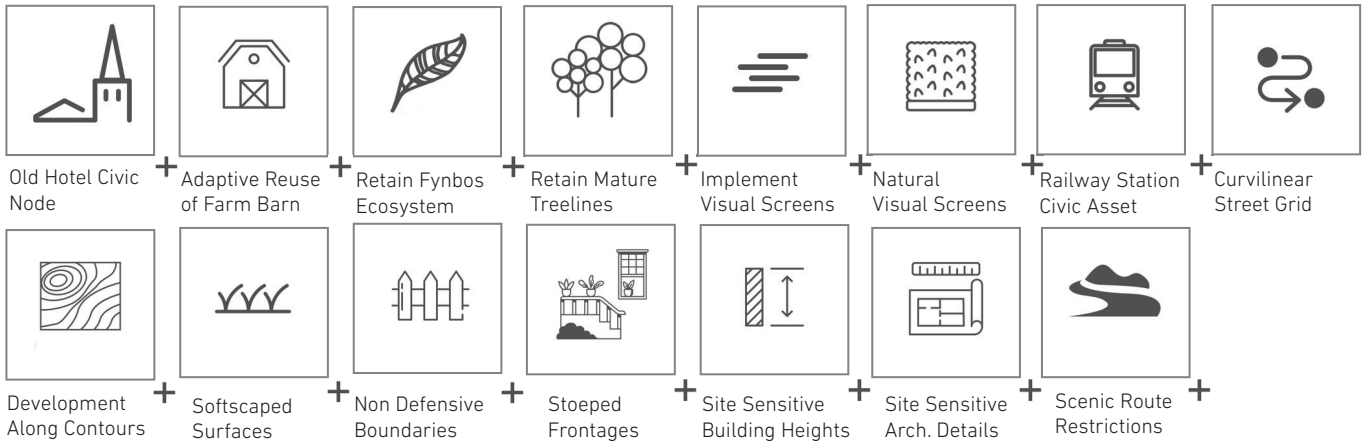
2.7 HERITAGE INDICATORS



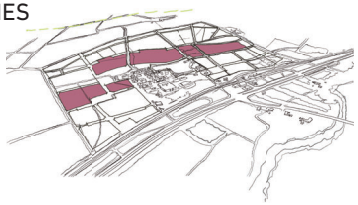
The Cultural Landscape Study & Visual Study of the site have defined the site as of medium heritage significance with very high scenic qualities.

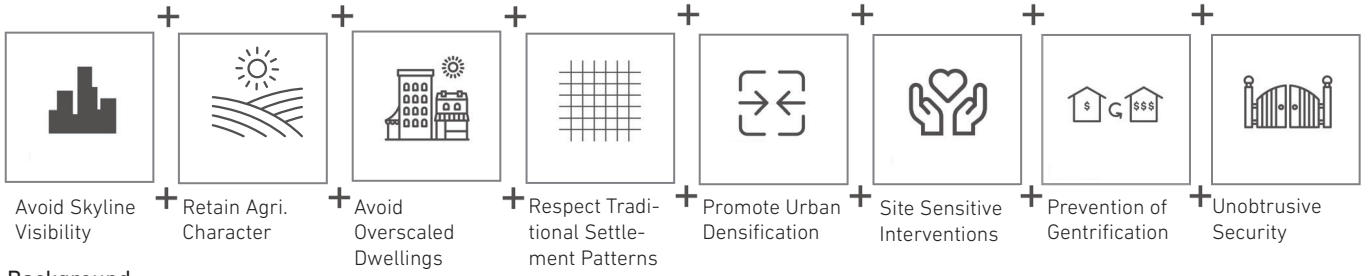
Heritage indicators and guidelines give direction to the planning & design of new developments. An appropriate response will result in creating a contextually appropriate sense of place within the larger Village node. Key indicators are summarised under general, background & foreground guidelines.

General



2.7.1 BACKGROUND GUIDELINES

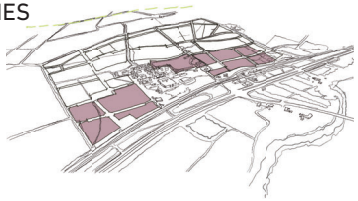


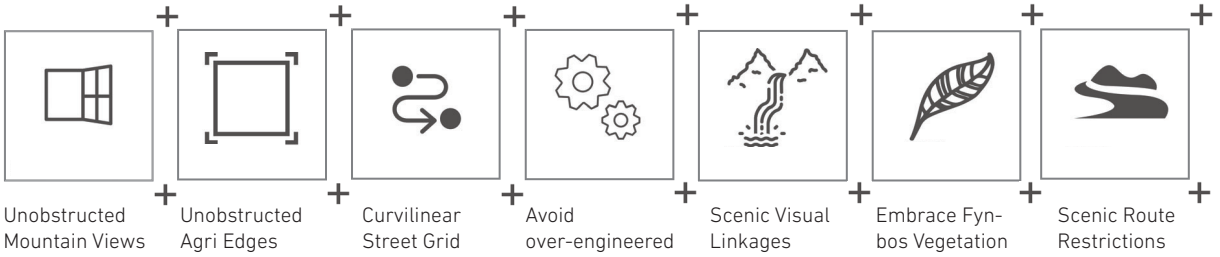


Background

Foreground

2.7.2 FOREGROUND GUIDELINES



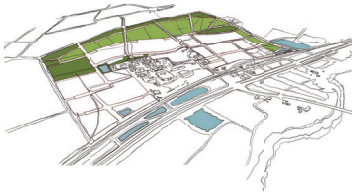


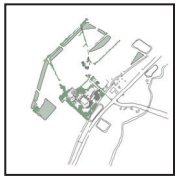
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SUMMARY OF DEVELOPMENT LAYERS

GREEN STRUCTURE

All natural systems including water structure, tree lines, green systems, streets & paths, parks and ecological zones.



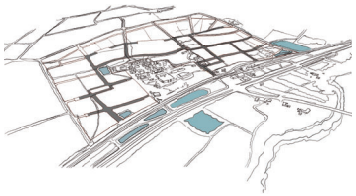


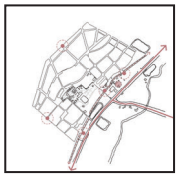




ACCESS & MOVEMENT

Gateways, access to site, connections between SI & Lynedoch Village, internal vehicular and pedestrian movement as well as external pedestrian linkages.

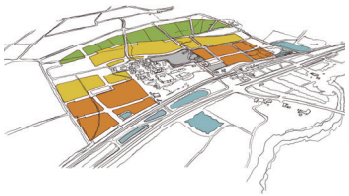




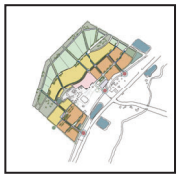


VILLAGE BLOCKS

Development blocks including land use, density and response to visual sensitivities.

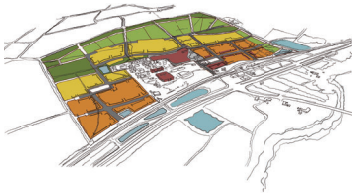





THE VILLAGE

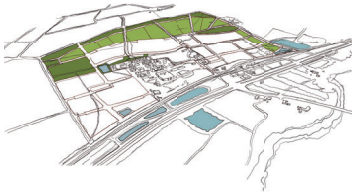
Consolidation of all layers with focus on quality of specific components.






GREEN STRUCTURE

All natural systems including water structure, tree lines, green systems, streets & paths, parks and ecological zones.



SUMMARY OF DEVELOPMENT LAYERS



3.1 VILLAGE GREEN STRUCTURE

Section 2 of the document provides a detailed description of the site setting and introduces the notion of development along the lower two-third's of the site. The top third remains predominantly green with limited development. This green zone extends further into the existing agricultural landscape beyond the site boundary up to the ridge line.

A network of green systems are proposed along existing agricultural roads, paths and drainage channels. This is added to with additional streets and paths relating to the proposed Village blocks. Steep slopes and visual sensitive areas remains undeveloped.

Additional tree lines were suggested as part of the Heritage & Visual indicators, which were included in street tree patterns. Additional tree lines are added along streets and within Village block parks as indicated.

Stormwater management is done through a series of swales (along contours) and structured stormwater systems down the site to two sets of detention dams.

INTEGRATING VILLAGE GREEN SYSTEM



Consolidated Green Structure

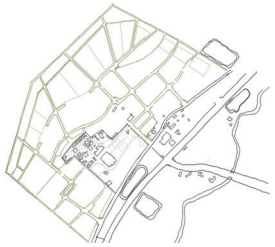
Heritage Indicators/Guidelines

VISIBILITY SCREENING



Consolidated Green Structure

GREEN STRUCTURE



Green structure web along existing paths & proposed roads.

LIMITED DEVELOPMENT



Natural areas along top boundary & limited development along top third of site.

GREEN STREETS



Street tree network introducing additional visual absorption.

INTERNAL BLOCKS

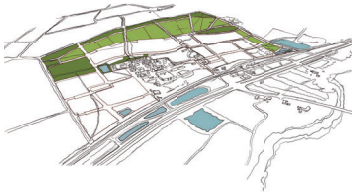


Secondary internal green systems linking across Village blocks.

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SUMMARY OF DEVELOPMENT LAYERS

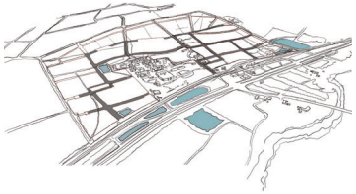
GREEN STRUCTURE





ACCESS & MOVEMENT

Gateways, access to site, connections between SI & Lynedoch Village, internal vehicular and pedestrian movement as well as external pedestrian linkages.





3.2 ACCESS & MOVEMENT

The Lynedoch railway station, developed more than a 100 years ago, placed the Welmoed farm on the map. Since then the site developed as a farm, then hotel and more recently education & residential Village. The nature of external routes have changed over time, most notably the upgrade of Baden Powell into a four lane mobility route, severing many of the smaller rural connections between farms. Direct access from Baden Powell to the site was severed by the closing of the railway crossing. Access now connects further away via Vlottenberg and Baden Powell to the Lynedoch service road.

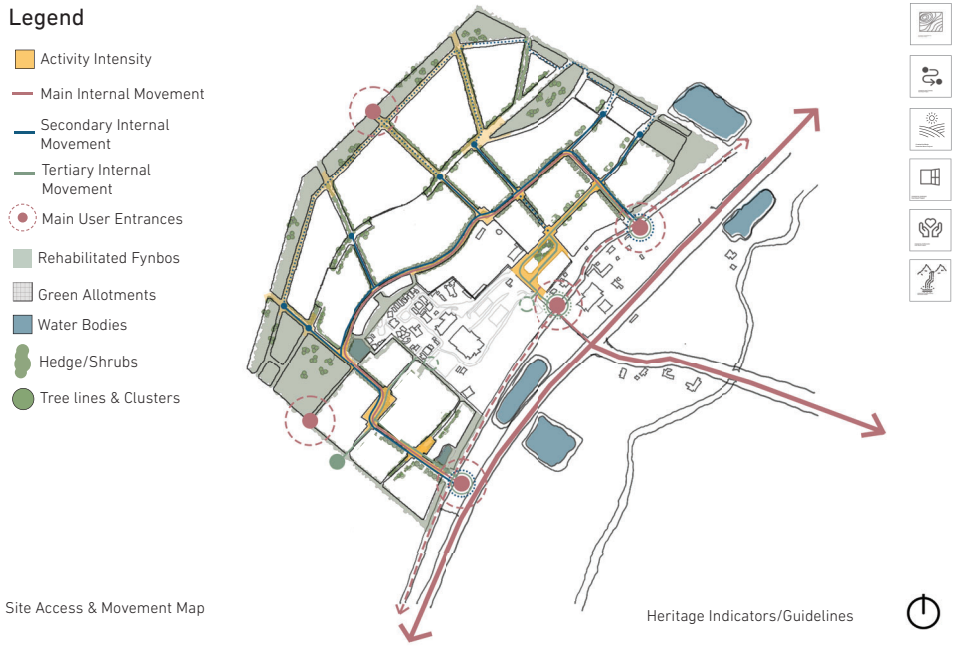
The role of the site and proximity to the Lynedoch Station, partly informed the idea of a Mobility Interchange, where commuters can leave their cars and proceed with public transport.

For the Village three access points are proposed along Lynedoch Road. The existing access to the SI & Eco Village will be maintained & widened to allow for associated access to a new school, small commercial and public housing component. Two additional access points are proposed, providing a link road through the residential Village.

Internal movement routes are aligned with the SI & Eco Village for the option to connect to the Village. This include pedestrian connections to the larger Valley frequented by people using the school & SI facilities.

The design and nature of streets within the Village have a number of aspects influencing their design. Streets introduce a significant amount of greenery into the landscape, especially within a visually exposed landscape. The accommodation of vehicles, pedestrians and parking, without compromising the Village character, is a complex balance of competing agenda's.

MOVEMENT NETWORK



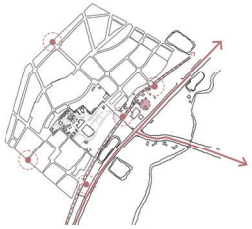
Site Access & Movement Map

Heritage Indicators/Guidelines



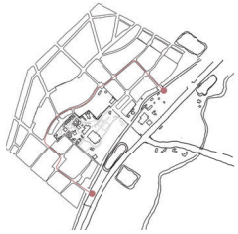
Approach on Main External Roads to Site

EXTERNAL ACCESS



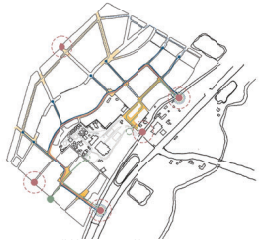
External road structure, station & entry points to Village.

PRIMARY MOVEMENT



Primary internal road network.

ALL MOVEMENT



Primary, secondary & tertiary roads illustrating intensity and resulting widening of roads.

PEDESTRIAN



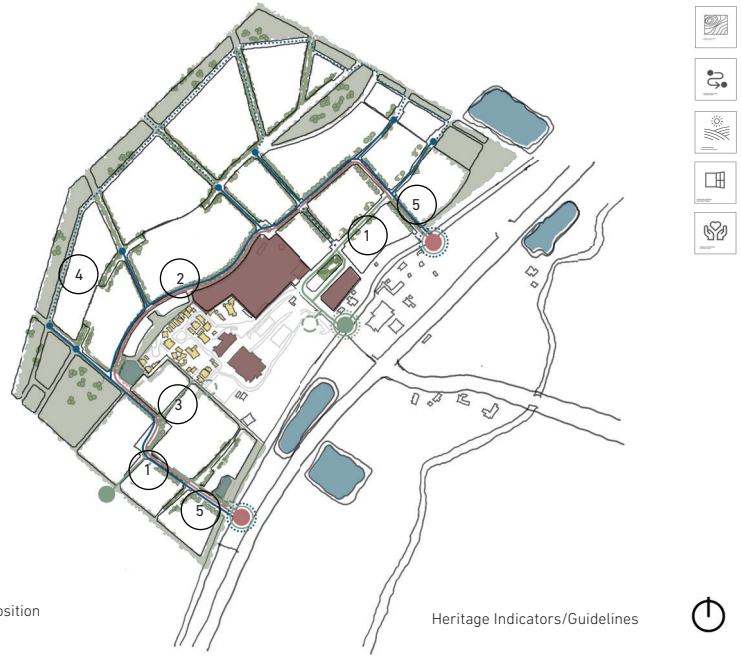
Formal & informal pedestrian movement & tracks. Source: Terra+

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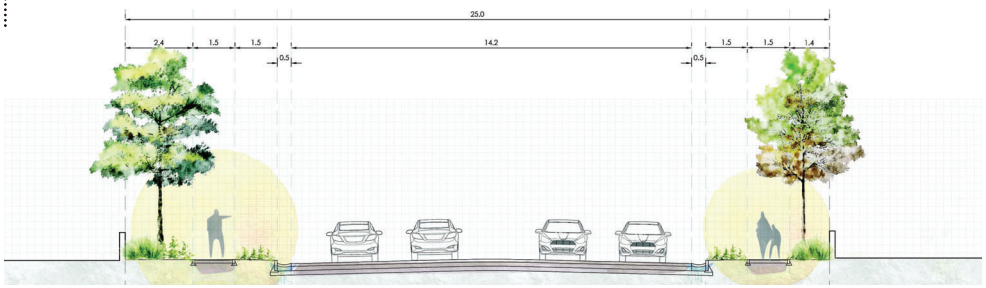
3.2 ACCESS & MOVEMENT

The network of streets and paths respond to the intensity of movement within an area, as summarised within the road cross sections. Within village blocks, sidewalks are not as prominent allowing for greening & parking interspersed with formalised surfaces. A range of tracks connects the Village blocks to the external green system. Landscaped interfaces between blocks, allotments and perimeter, range in size between 6-8m. Depending on their location they may be designed to accommodate vehicular movement & parkings as well as walking tracks and swales.

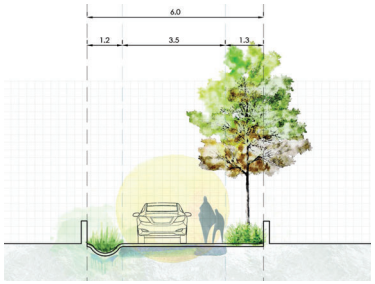
ROAD NETWORK CIRCULATION



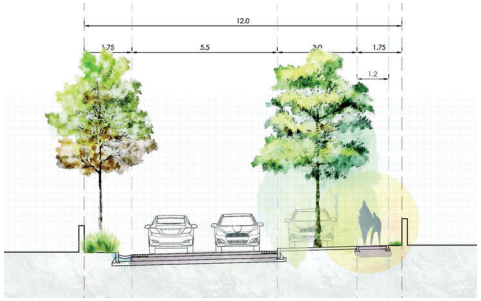
25m Road (5)



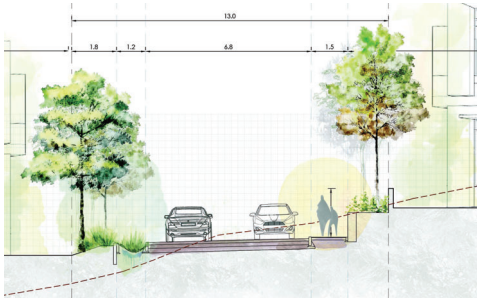
6m Track (4)



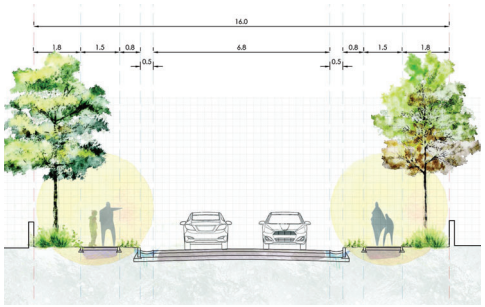
12m Road (3)



13m Road (2)



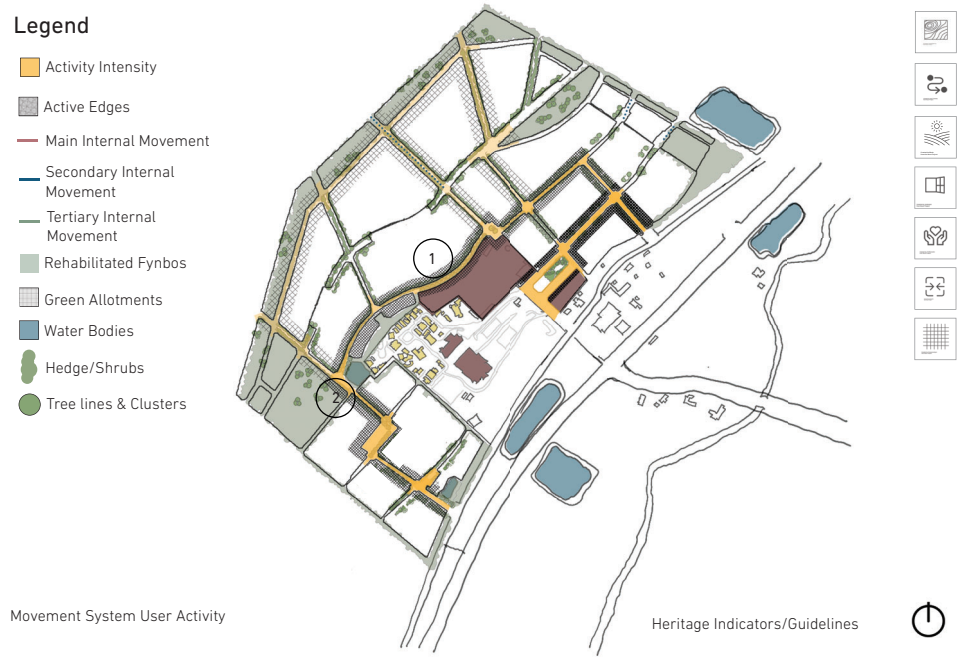
16m Road (1)



3.3 STREET EDGES & INTERFACES

The relationship and quality of interfaces between building & street are key informants of the Urban Design Framework. The interfaces diagram illustrates the intensity of specific edges as a result of its location, level of publicness and frequency of interactions. A further consideration is the position on site and associated slope. Detailed interface conditions & design guidelines will be set for a range of conditions and how buildings need to respond to the associated slope, streets & open spaces.

INTERFACES



2 13M STREET SECTION AGAINST CONTOUR



Source: Terra+

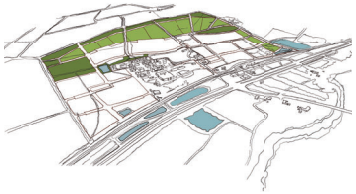
1 13M STREET SECTION ALONG CONTOUR



Source: Terra +

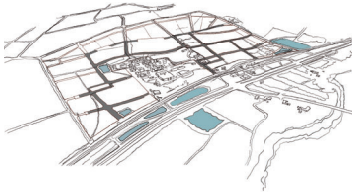
SUMMARY OF DEVELOPMENT LAYERS

NATURAL SYSTEM





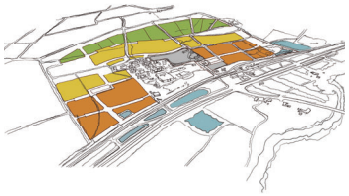
ACCESS & MOVEMENT





VILLAGE BLOCKS

Development blocks including land use, density and response to visual sensitivities.





3.4 DEVELOPMENT FOOTPRINT & DENSITIES

The area for the development was determined by the Cultural Landscape & Visual Statement as prepared by C Abrahamse.

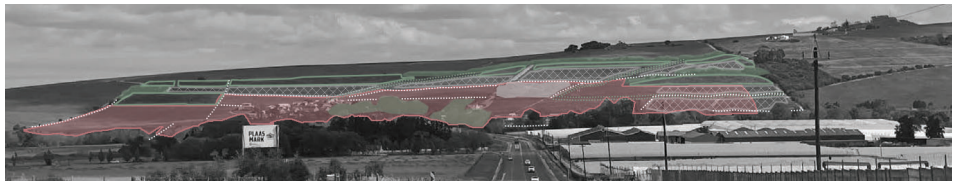
Upon further engagment and initial feasibilites additional land parcels previously considered as allotments to be developed with the same density as adjacent land parcels.

These areas, considering their location and visual impact, will require a higher level of visual mitigation.



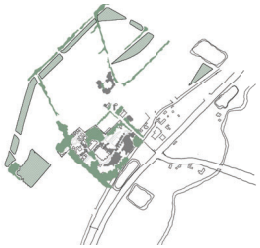
Consolidated Infill Development Areas

Heritage Indicators/Guidelines



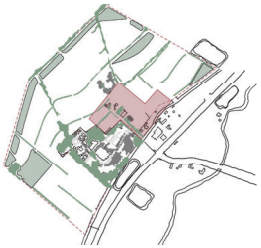
Consolidated Infill Development Areas

HISTORIC GREEN



Existing tree structure & steep slopes/ areas not farmed.

STELLENBOSCH INFILL



SDF proposed area of expansion of Village.

OVERLAID PROPOSED HERITAGE



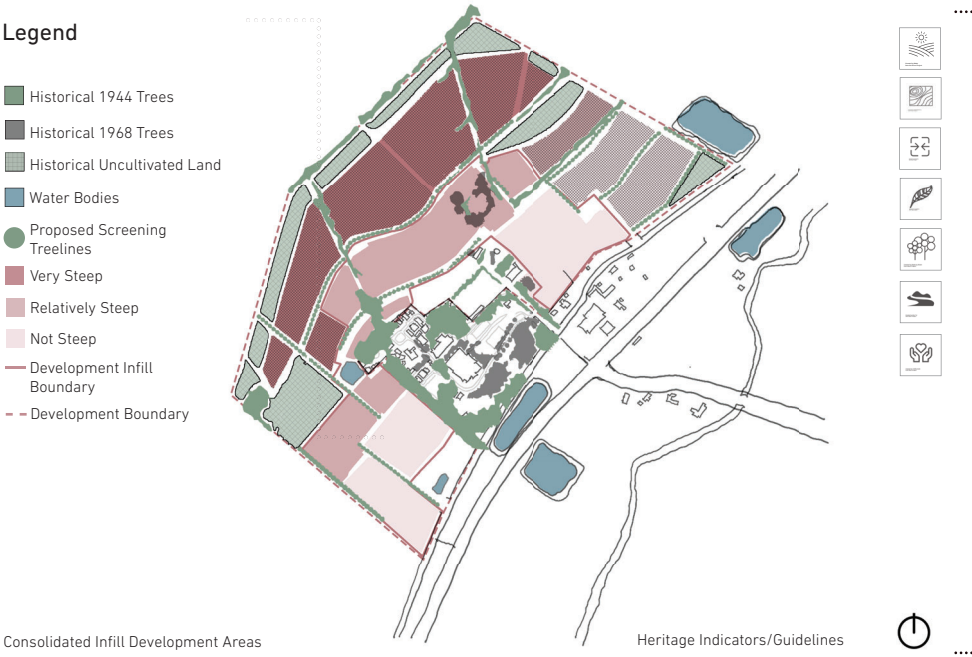
Area of mitigated development identified by Specialist.

OVERLAID PROPOSED DEVELOPMENT



Area of proposed development with additional mitigation required.

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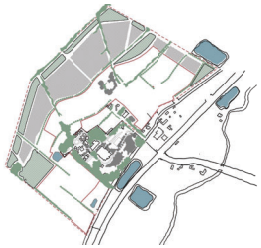
INFORMANT: SITE SLOPES

Summary of findings from the C Abrahamse Report with use and visual sensitivities.

RESPONSE: DIVERSIFIED VILLAGE DENSITIES

Village development blocks with higher densities on lower slopes transitioning to medium density on mid-slopes and allotments with limited development on higher slopes.

ALLOTMENT DENSITY



Carefully designed & placed houses tucked into landscaped lines/ clumps.

MEDIUM DENSITY



Houses developed with medium visual exposure & mitigation guidelines.

HIGH DENSITY



Apartments & houses developed along lower slopes with mitigation guidelines.

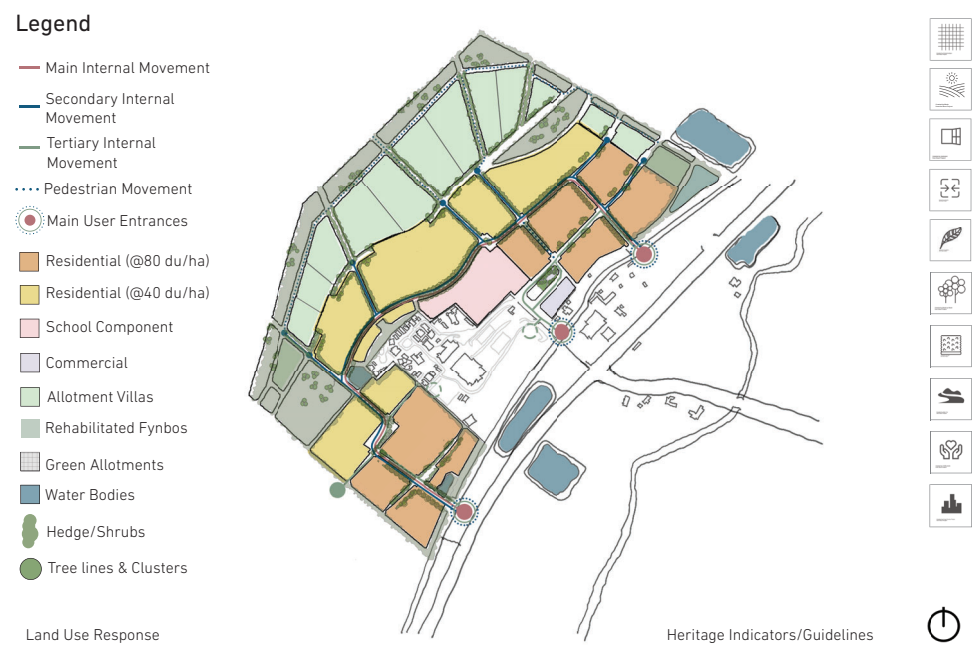
VILLAGE DENSITY



Range of densities responding to slope & visual sensitivities.

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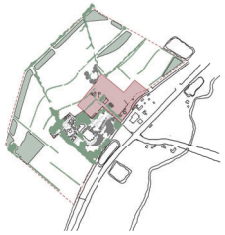
INFORMANT: CONSOLIDATED DEVELOPMENT AREAS

Consolidation map illustrating development intensity, resulting in adjusting land use & publicness.

RESPONSE: RECEPTIVE LAND USE ALLOCATION

Land use response with allocation of school, public housing and mixed use edges around center of the Village.

STELLENBOSCH INFIL



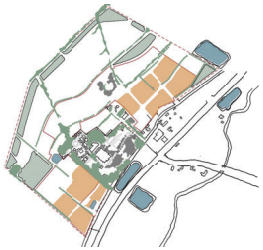
SDF proposed area of expansion of Village.

HERITAGE INFILL



Area of mitigated development identified by Specialist.

HIGH DENSITY



Extension of high density to northern boundary while allowing an agricultural edge.

DENSITY DEVELOPMENT



Range of densities responding to slope & visual sensitivities.

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3.5 LAND USE ALLOCATION

LAND USE TABLES

PORTION 28 LAND USE TABLE			
	Site area	**45.48 Ha**	
	Land use	**Area**	**Units**
	School Component (A2)	1.78 Ha	
	Commercial (A1,B5)	0.50 Ha	
	Clubhouse Component(B5)	0.18 Ha	
	Mixed Use Component (B1-4)	0.7 Ha	515 units
	Residential (@80 du/ha)	5.88 Ha	
	Residential (@40 du/ha)	8.74 Ha	355 units
	Alottment Villas	10.31 Ha	14 units
	Total (excluding areas below)	**28.09 Ha**	**884 units**
	Detention & SW area	1.15 Ha	
	Indigenous slopes	6.43 Ha	
	Roads & squares	4.86 Ha	
	Private open space	4.04 Ha	

PARCEL LAND USE TABLES

A1: 0.42 Ha A2: 1.78 Ha Detention Ponds: D1: 0.72 Ha D2: 0.22 Ha D3: 0.12 Ha	B1: 0.78 Ha B2: 1.07 Ha B3: 0.80 Ha B4: 1.10 Ha B5: 0.54 Ha B6: 1.79 Ha B7: 0.93 Ha B8: 2.67 Ha B9: 1.31 Ha B10.1: 0.12 Ha B.10.2: 0.14 Ha B11: 0.55 Ha B12: 1.24 Ha B13: 0.71 Ha B14: 1.57 Ha B15: 0.44 Ha	C1: 0.51 Ha C2: 0.43 Ha C3: 0.32 Ha C4: 0.39 Ha C5: 0.70 Ha C6: 0.86 Ha C7: 1.20 Ha C8: 1.22 Ha C9: 1.27 Ha C10: 1.27 Ha C11: 0.72 Ha C12: 0.48 Ha C13: 0.49 Ha C14: 0.45 Ha

Legend

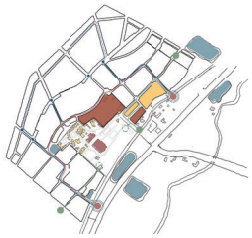
- Main Internal Movement
- Secondary Internal Movement
- Tertiary Internal Movement
- Pedestrian Movement
- Main User Entrances
- Rehabilitated Fynbos
- Hedge/Shrubs
- Tree lines & Clusters
- Residential (@80 du/ha)
- Residential (@40 du/ha)
- School Component
- Commercial
- Allotment Villas
- Water Bodies



Site Responsive Land Use Allocation

Heritage Indicators/Guidelines

MIXED USE



Public residential & mixed use land uses.

RESIDENTIAL @80 DU/HA



High density on lower slopes.

RESIDENTIAL @40 DU/HA



Medium density of steeper slopes.

ALLOTMENT VILLAS



Lowest density with 1 unit per allotment on highest slopes.

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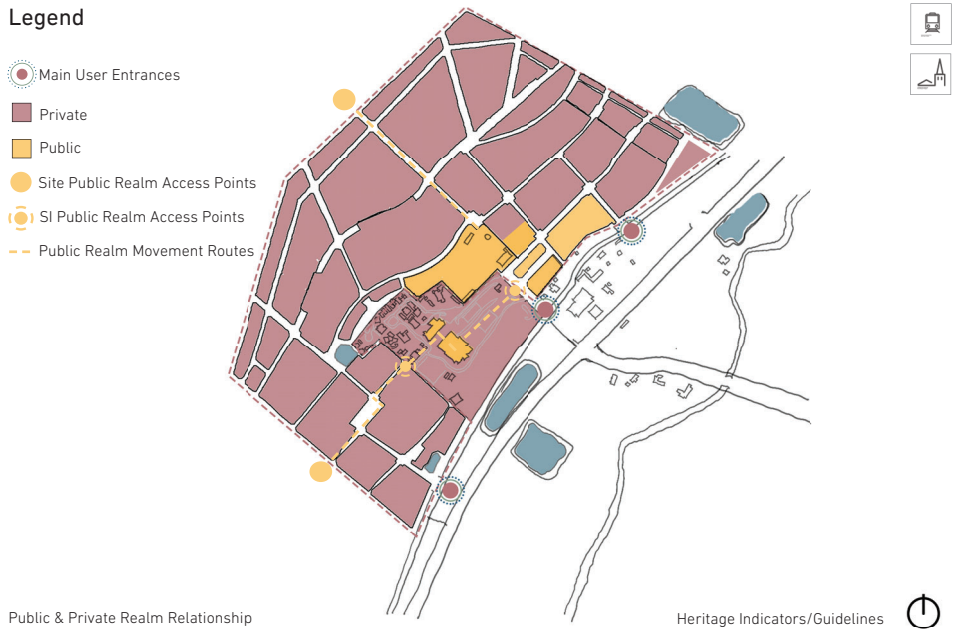
3.6 PUBLIC-PRIVATE REALMS

The proposed Village has been severed from a range of connections through large infrastructural projects. The Village is therefore not a grid that users filter through but more of a destination.

The area surrounding the central entrance of the Village is open and public with access control to semi-public spaces within the SI precinct & proposed school. The remainder of the Village will be private with controlled access for residents.

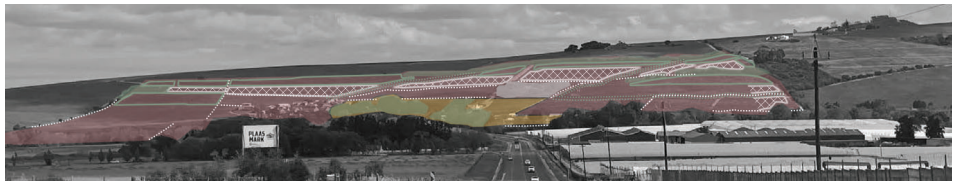
Existing external pedestrian links do exist from the surrounding areas to the SI precinct. These routes are maintained as semi-public routes to the public core of the Village.

MAIN PUBLIC REALM



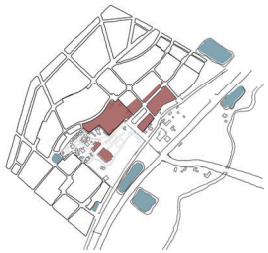
Public & Private Realm Relationship

Heritage Indicators/Guidelines



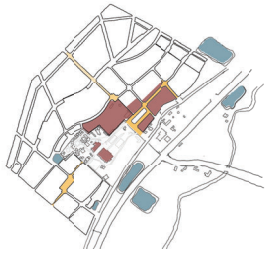
Public Private Realm Visual Sensitivities

PUBLIC COMPONENTS



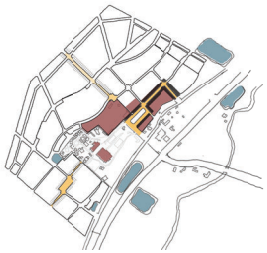
SI precinct, proposed school, retail, mixed use & housing components.

ACTIVITY INTENSITY



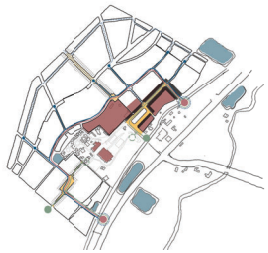
Streets with higher intensity requiring appropriate interfaces.

ACTIVATED EDGES



Block edges to respond to activity.

CONSOLIDATED

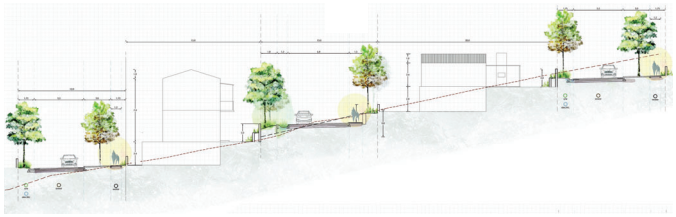


Public precinct and edges.

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3.7 VILLAGE BLOCKS

The grading of density and associated massing will result in specific development codes & guidelines per block. The adjacent Village character diagram, illustrates the idea that each block forms a component of the larger Village with appropriate street interfaces and communal green space within each block. When combined the blocks should result in a series of rooms, each within its own set of conditions, through which residents can filter.



KEY VILLAGE INTERFACES

Building, road & landscaping interfaces along and against slopes are prescribed to ensure active streets with visual surveillance and appropriate visual mitigation.





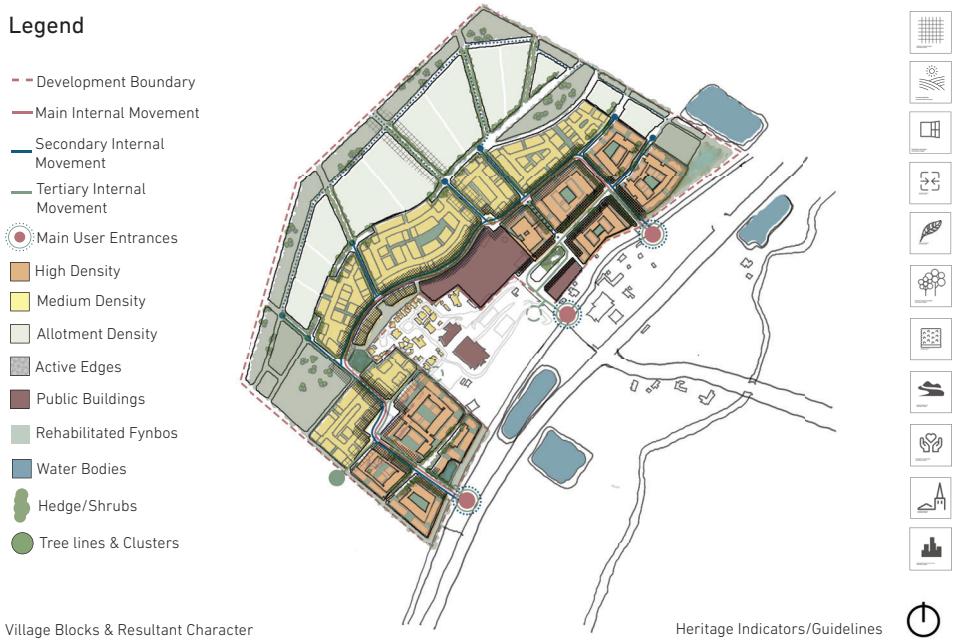
KEY VILLAGE INTERFACES

Building edge & land use responses along key interfaces opening up to the public realm is a key development & guideline informant.

VILLAGE CHARACTER

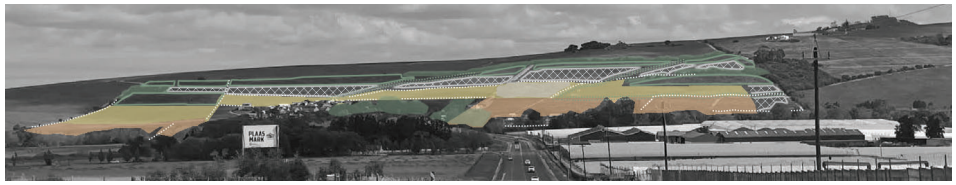
VILLAGE VISIBILITY RESPONSE

VARIED PUBLIC REALM



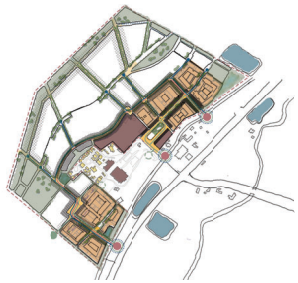
Village Blocks & Resultant Character

Heritage Indicators/Guidelines



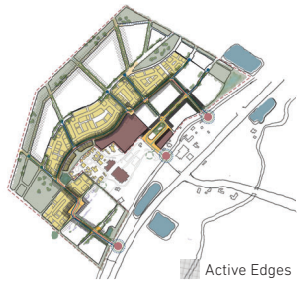
Public Private Realm Visual Sensitivities

HIGH DENSITY REALM



High intensity interfaces requiring land use & design response.

MEDIUM DENSITY REALM

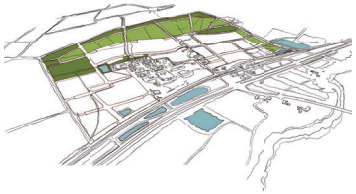


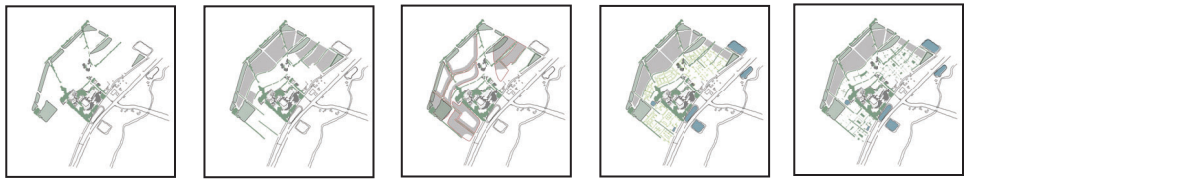
Conceptual Village character per block.

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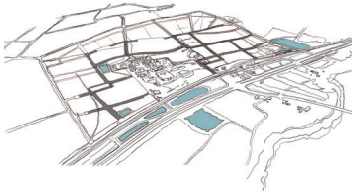
SUMMARY OF DEVELOPMENT LAYERS

NATURAL SYSTEM



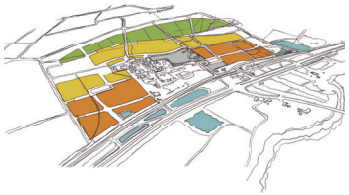


ACCESS & MOVEMENT





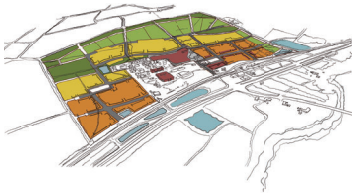
VILLAGE BLOCKS

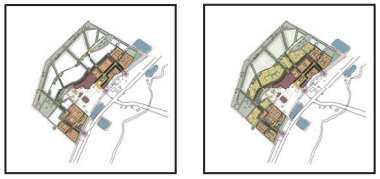




THE VILLAGE

Consolidation of all layers with focus on quality of specific components.



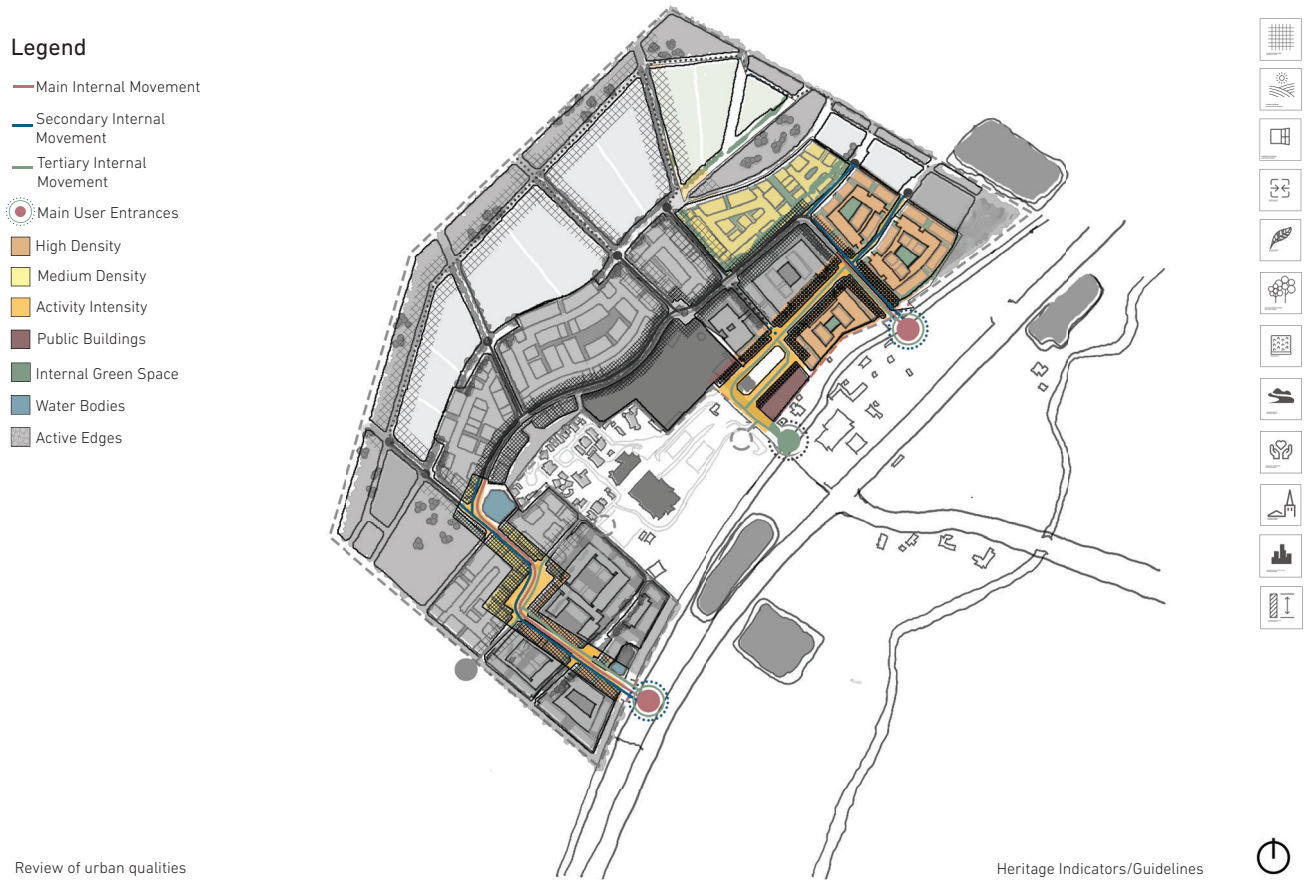


3.8 VILLAGE QUALITIES

This section sets out to illustrate specific qualities envisaged within the Village, as highlighted within the adjacent diagram. The public precinct, between entrances 1 & 2, residential blocks as well as street qualities are illustrated.

High density and medium density blocks are conceptualised with the aim of understanding densities, massing and developing along slopes. This study informs a series of development principles, typology design and visual mitigation.

Along the top third of the site a number of allotment plots are envisaged. Similarly the design, massing and placement of these units will require specific guidelines & visual mitigation.

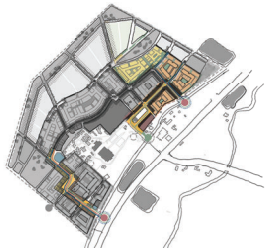


Key Urban Design Principles

Review of urban qualities

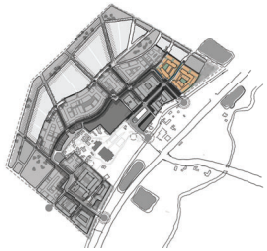
Heritage Indicators/Guidelines

STREET & SQUARE



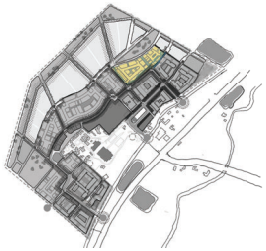
Street & square qualities associated with entrances 1, 2 & 3.

HIGH DENSITY



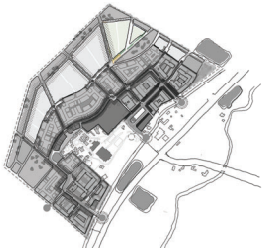
Qualities related to high density blocks

MEDIUM DENSITY



Qualities related to medium density blocks

ALLOTMENT



Qualities & placement of Allotment Villa's

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01
Active ground floor/ residential above



02
Active corner/ landscape interfaces



03
Semi-public court behind



04
Parking court behind



05
Public housing with colonnaded edge & parking behind



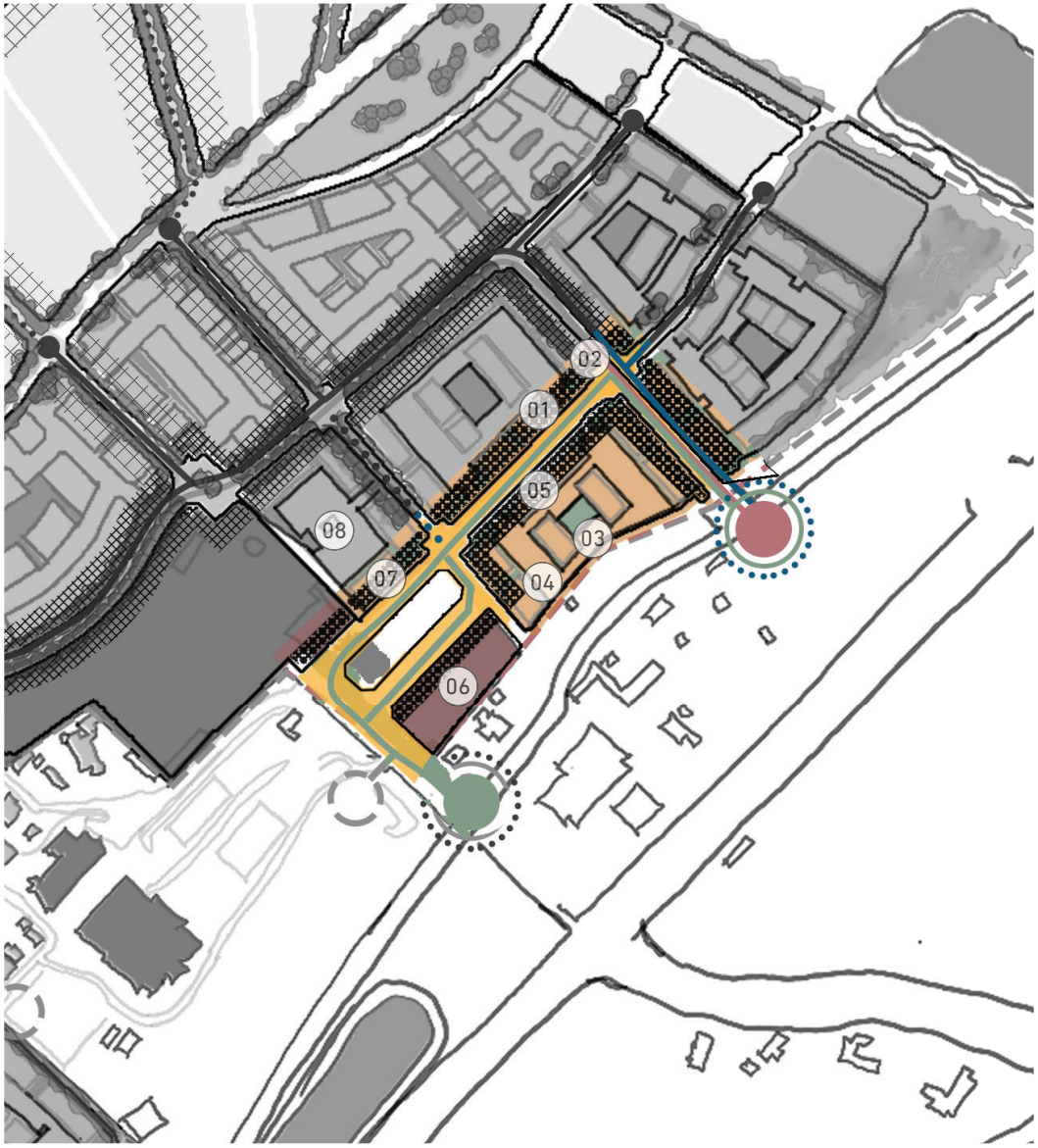
06
Small scale Village retail with communal court



07
Clubhouse & Estate Management Entrance



08
Clubhouse & garden terraces



SQUARE

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01
Entrance area



02
High density street



03
Pedestrian separation



04
Pedestrian links to village blocks



05
Housing interface to dams



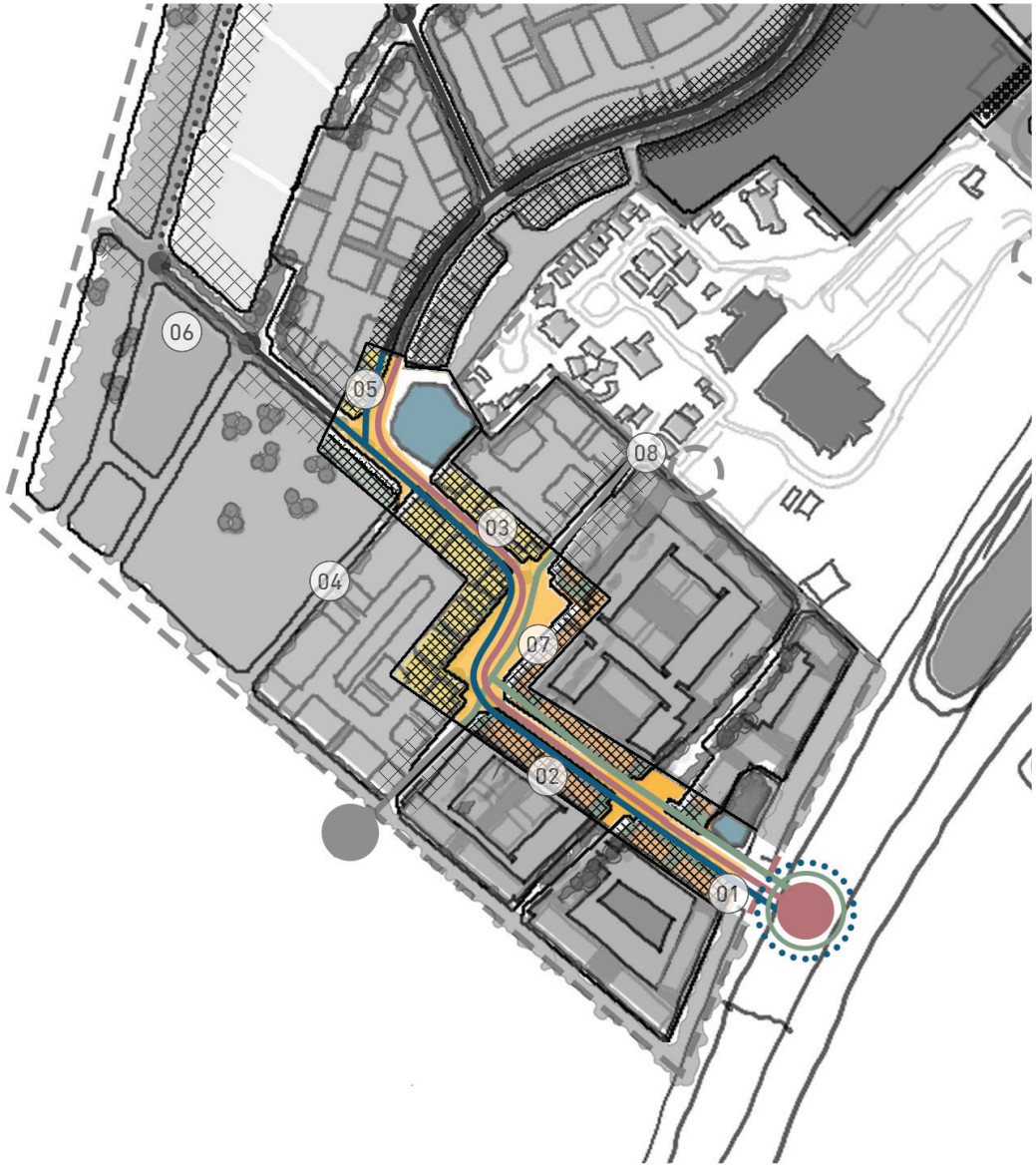
06
Designed interfaces to allotments



07
Designed interfaces



08
Managed access between SI & Village



STREET

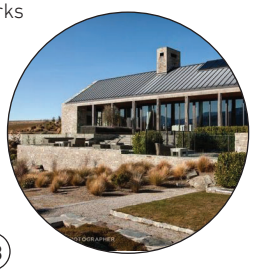
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01
High density with central courts/ parks



02
Parking court behind



03
Terraced interfaces to street



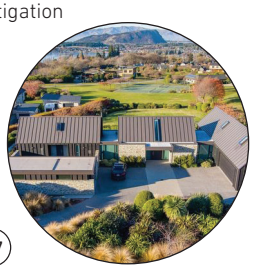
04
Articulated building skyline



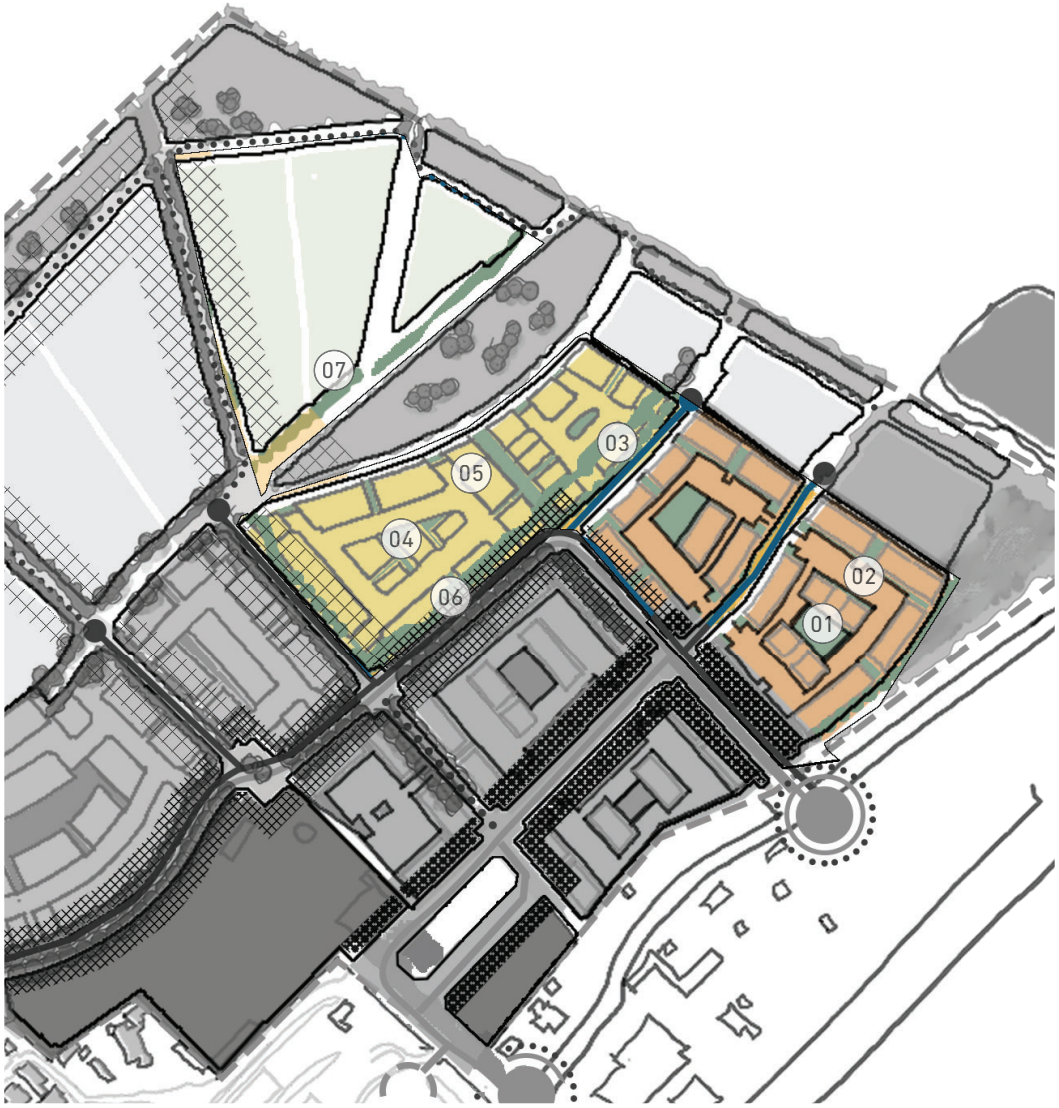
05
Material changes for visual mitigation



06
Landscaped plinth with articulated skyline



07
Allotment houses tucked into landscape



BLOCK

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4.1 TEXTURED APPROACH TO VISUAL & ENVIRONMENTAL SENSITIVITIES



ORGANIZING STRUCTURE LINKAGES

RESPECTING ORGANIZING PATTERNS

COMPACT DEVELOPMENT FOOTPRINT

RESPONSIVE DENSITY ALLOCATION

LAYERED NATURAL VISUAL MITIGATION

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ORGANIZING STRUCTURE LINKAGES

Establishing a base informed by the existing farm and agricultural patterns.







Integrated and complementary organizing structures that respect historical layout.



Compact Development footprint that retains most visually sensitive agricultural landscape.



Graded density allocation that responds to topography.



Textured approach to visual mitigation that responds to building facade exposure.

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RESPECTED ORGANIZING PATTERNS

Current and historical organizing patterns are respected and integrated together to form a relationship between the natural and built environment. This relationship starts and is informed by the Sustainability Institute & Eco Village.

DEVELOPMENT BLOCKS



AGRICULTURAL BLOCKS



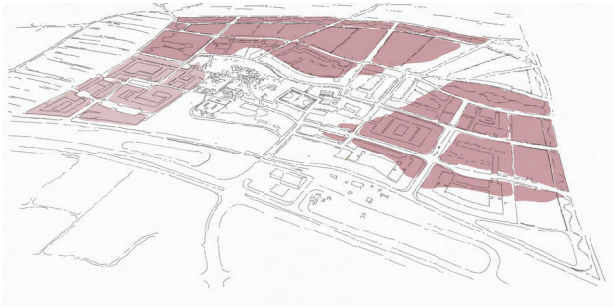
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COMPACT DEVELOPMENT FOOTPRINT

Development footprint is restricted on upper parts of the site to retain the existing agricultural character of exposed areas. Visual natural screening is used to further mitigate exposed buildings.

VISUAL EXPOSURE



VISUAL MITIGATION STRATEGY



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RESPONSIVE DENSITY ALLOCATION

Development densities are graded in response to the slope of the site to mitigate visual exposure of buildings.

TUCKED PUBLIC REALM



GRADED RES BLOCKS



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LAYERED VISUAL MITIGATION

Critical views were determined by the relevant CA/ VA/HIA specialists. In response visually exposed building facades were graded and mitigated accordingly

NORTHERN EXPOSURE



EASTERN EXPOSURE



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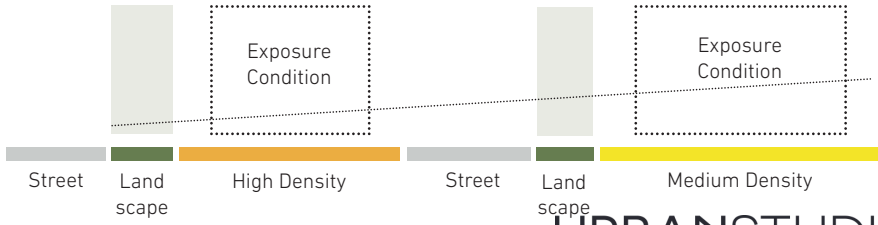
4.2 TYPOLOGY & CODING RESPONSE

This section sets outs the development code of the development. The coding aims to provide a mechanism for informing the review of architectural designs that will make up the components and overall character of the development. The code dictates how each typology as a piece needs to respond beyond it as part of a larger collective and intends to uphold the overall integrity of the development in respect to its cultural and historical context

The aim is to develop an integrated and cohesive precinct where the materiality of the development typologies do not compromise the visual and environmental sensitivities of the context.

LAYERED NATURAL VISUAL MITIGATION

Establishing a nuanced & layered guideline response to visual exposure that addresses each block density & facade exposure conditions.



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01

HIGH DENSITY BLOCK



Two storey General Residential Typologies that make up the high density blocks of the development.

02

MEDIUM DENSITY BLOCK



Single & double storey Single & Row House Typologies that make up the medium density blocks of the development.

03

LOW DENSITY BLOCK



Single Residential typologies that make up the allotment density blocks of the development.

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Low Visual Exposure Response
Base Landscape Vegetation Condition



Moderate Visual Exposure Response
Vegetation Layering



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High Visual Exposure Response
Vegetation Layering + Varied Vegetation Height





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01 KEY PRINCIPLE: NATURAL VISUAL MITIGATION

LOW VISUAL EXPOSURE
Application of landscape mitigation that will not intrude on the skyline according to the following:

Landscape Tree Height: 5-7m
Layered Composition: No
Hedges: None
Shrubs: None
Location: N/A

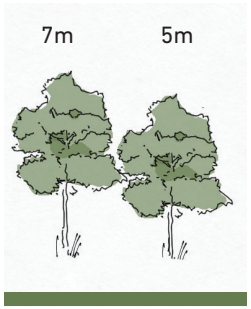
MODERATE VISUAL EXPOSURE
Application of landscape mitigation that will not intrude on the skyline according to the following:

Landscape Tree Height: 5-7m
Layered Composition: Yes
Hedges: Yes
Shrubs: Optional
Hedges/Shrubs Location: Road Reserve & erf along base.

HIGH VISUAL EXPOSURE
Application of landscape mitigation that will not intrude on the skyline according to the following:

Landscape Tree Height: 5-7m
Layered Composition: Yes
Hedges: Yes
Shrubs: Yes
Hedges/Shrubs Location: Road Reserve & Erf along base.

02 APPLICATION



LANDSCAPE COMPOSITION



VISUAL MITIGATION



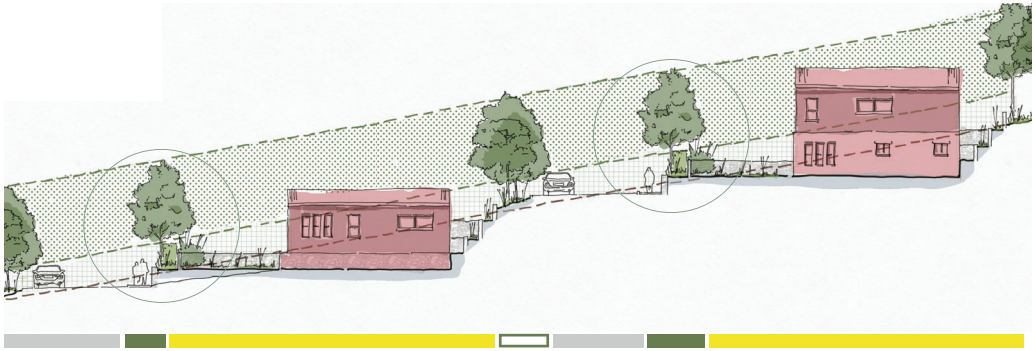
LANDSCAPE COMPOSITION



VISUAL MITIGATION



LANDSCAPE



VISUAL MITIGATION

(02) KEY PRINCIPLE: BROKEN & ARTICULATED SKYLINE

GENERAL RESIDENTIAL

Typology will require a mitigation response that will not intrude on the skyline according to the following:

Building Height: 8m above natural ground level
Colour Bands: Base: Muted medium colours
Top: Darker colours, cladding, timber steel
Roofscape: Low pitches & flat roofs
Black & charcoal colours

ROW HOUSES

Typology will require a mitigation response that will not intrude on the skyline according to the following:

Building Heights: 8m above natural ground level
Colour Bands: Base: Muted medium colours
Top: Darker colours, cladding, timber steel
Roofscape: Low pitches & flat roofs
Black & charcoal colours

ALLOTMENT VILLAS

Typology will require a mitigation response that will not intrude on the skyline according to the following:

Building Heights: 6.5m above natural ground level
Colour Bands: Muted darker colours with cladding, timber and steel
Roofscape: Low pitches & flat roofs
Black & charcoal colours

(02) APPLICATION



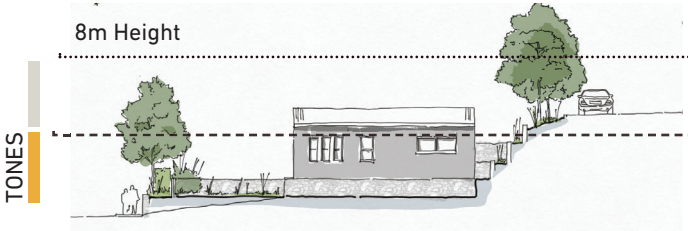
GRADED COLOUR APPLICATION





ARTICULATED ROOFSCAPE

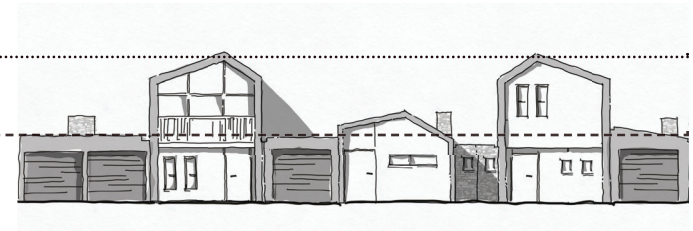




GRADED COLOUR APPLICATION

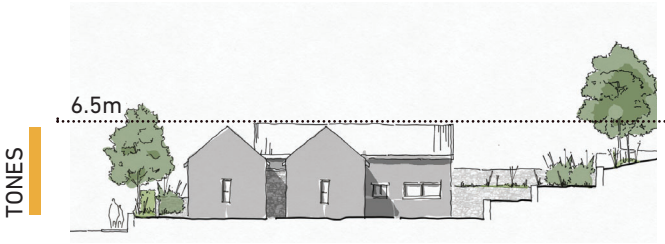






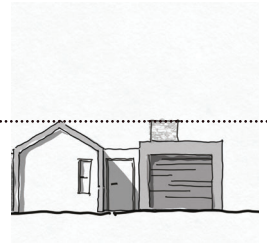
BROKEN & ARTICULATED ROOFSCAPE





GRADED COLOUR APPLICATION





BROKEN & ARTICULATED ROOFSCAPE

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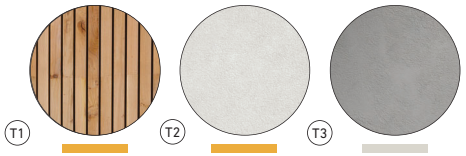
03 KEY PRINCIPLE: GRADED MATERIALITY

GENERAL RESIDENTIAL

Typology will require a mitigation response that will not intrude on the skyline according to the following:

Building Height: 8m above natural ground level
Colour Bands: 2 (Muted Colours)
Roofscape: Mixed

A TYPE A



MATERIALITY

T1 Stone/ Timber
T2 Stucco Light Grey
T3 Stucco Dark Grey



2 STOREY GENERAL RESIDENTIAL

Base (T2) material application of muted colours to blend with natural context. Top (T3) material application of identical or lighter tone to T2.





PRINCIPLE

Base (T1) application of muted colours (grey's) to be applied to blend with natural context and compliment landscaping. Top (T3) material application to be of an identical or lighter tone (grey's) to create visual interest and diversity whilst blending into natural context.

B TYPE B



MATERIALITY

T1 Stone Cladding
T2 Stucco Light Grey
T3 Stucco Dark Grey



3 STOREY GENERAL RESIDENTIAL

Plinth Base (T1) of a natural stone to be applied in addition to Base (T2) & Top (T3) where slope mediation is required.





PRINCIPLE

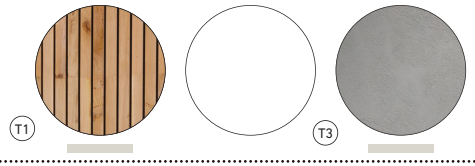
The bottom is a Plinth Base (T1) element of stone cladding or similar with limited application where slope mediation is required otherwise Base (T2) to be applied. Base (T2) application of muted colours (greys) to be applied to blend with natural context and compliment landscaping. Top (T3) material application to be of an identical or lighter tone (greys) to add visual interest and diversity.

03 KEY PRINCIPLE: GRADED MATERIALITY

ROW HOUSES
Typology will require a mitigation response that will not intrude on the skyline according to the following:

Building Heights: 8m above natural ground level
Colour Bands: 1 & 2 (Muted Colours)
Roofscape: Pitched

A TYPE A



MATERIALITY

T1 Stone/ Timber

T3 Stucco Dark Grey

1 CONDITION



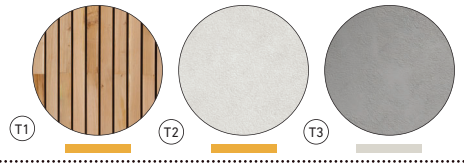
SINGLE STOREY ROW HOUSE
Base (T2) material application of muted colour's to blend with natural context. Plinth (T1) to be applied where slope mediation required





PRINCIPLE
The bottom is a plinth (T1) element of stone cladding or similar with limited application. It serves as a retaining structure as well as mediating the slope and acting as a plug in of fixed dimensions. Base (T1) application of muted colours (greys) to be applied to blend with natural context and compliment landscaping.

B TYPE B



MATERIALITY

T1 Stone/ Timber

T2 Stucco Light Grey

T3 Stucco Dark Grey

2 CONDITIONS



2 STOREY ROW HOUSE
Top (T3) material application of identical or lighter tone be applied above Base (T2).





PRINCIPLE
Base (T1) application of muted colour's (grey's) to be applied to blend with natural context and compliment landscaping. Top (T3) material application to be of an identical or lighter tone (grey's) to create visual interest and diversity whilst blending into natural context.

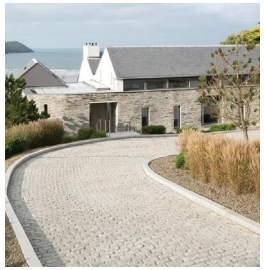
(03) KEY PRINCIPLE: GRADED MATERIALITY

ALLOTMENT VILLAS

Typology will require a mitigation response that will not intrude on the skyline according to the following:

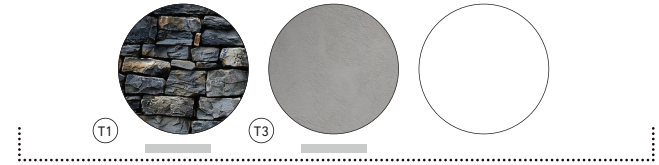
Building Heights: 6.5m above natural ground level
Colour Bands: 1 (Muted Colours)
Roofscape: Pitched







(A) TYPE A



MATERIALITY

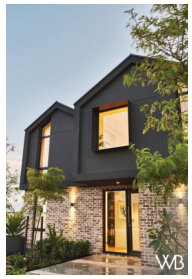
(T1) Stone/ Timber (T3) Stucco Dark Grey



SINGLE STORY ALLOTMENT VILLA

Base (T1) material application of muted colours to blend with natural context. Stone cladding (T1) accents to be considered where relevant.







PRINCIPLE

Base (T1) application of muted colours (greys) to be applied to blend with natural context and compliment landscaping. Accents of Stone Cladding (T1) may be applied where slope mediation is required.

4.3 VISUAL EXPOSURE & MITIGATION



Proposed Visual Screening Response

Summary of visual sensitivities

VISUAL EXPOSURE



Sensitivities related to visual exposure. Lighter colour in lower slopes & darker colours of higher slopes.

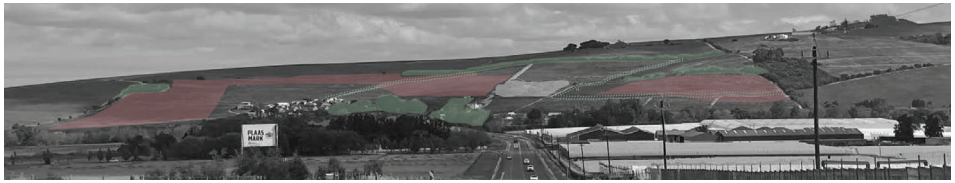
VISUAL SCREENING RESPONSE



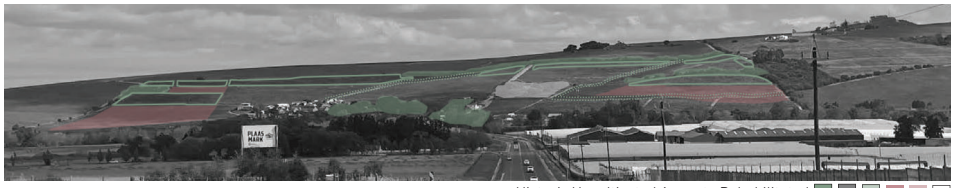
Visual sensitivities response established by main structuring layout.



Visual Exposure on Site



1944 & 1968 Tree lines



Historic Uncultivated Areas to Rehabilitated

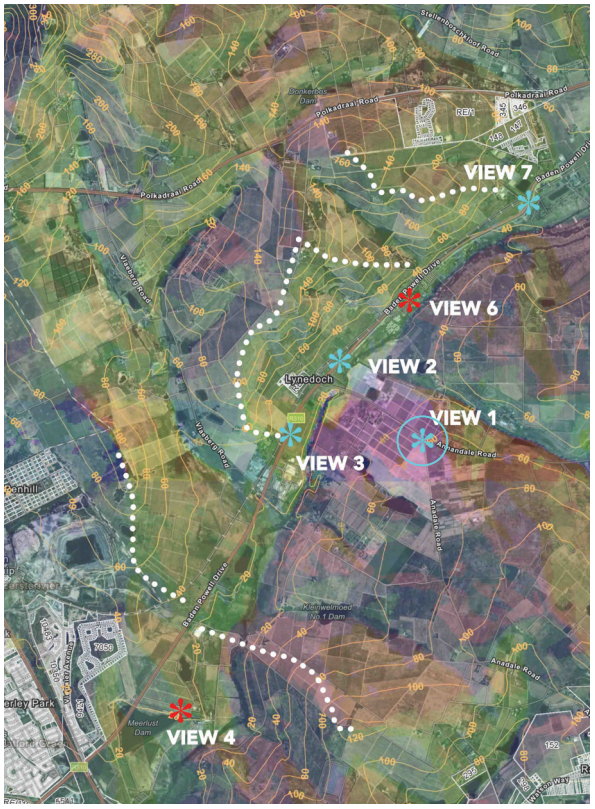


Proposed Tree lines



Suggested Allotment Positions

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VIA - Key Visibility Viewpoints



Development Visibility Areas



VIEW 1 - Key Site Exposure

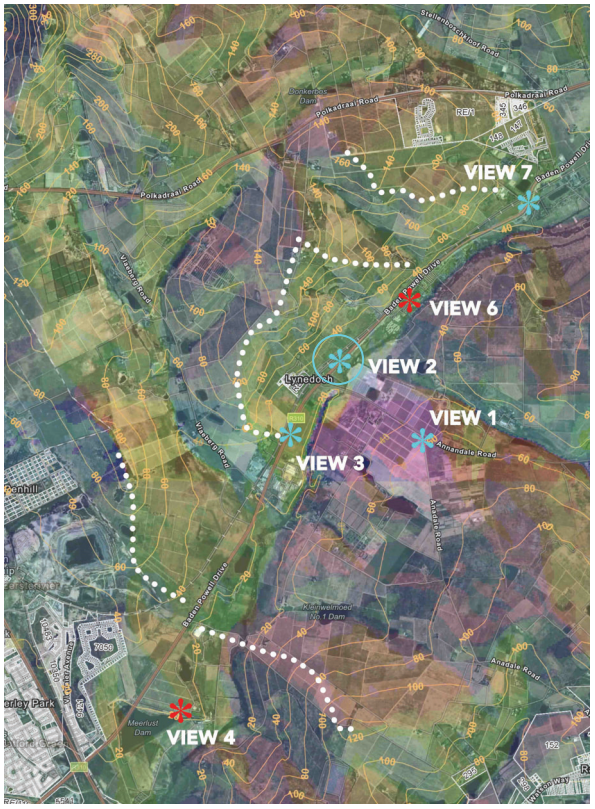


VIEW 1 - Development Footprint, No Mitigation



VIEW 1 - Development Footprint with Visual Mitigation

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VIA - Key Visibility Viewpoints



Development Visibility Areas



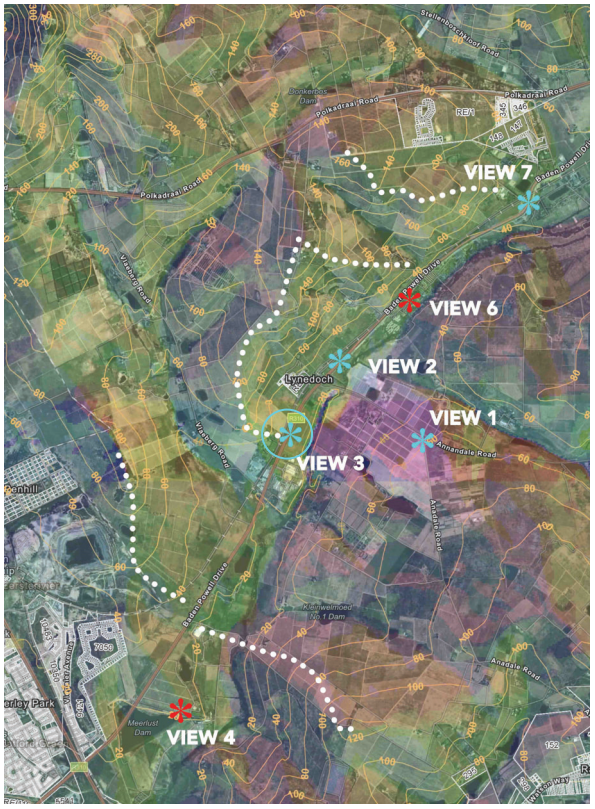
VIEW 2 - Key Site Exposure



VIEW 2 - Development Footprint, No Mitigation



VIEW 2 - Development Footprint with Visual Mitigation



VIA - Key Visibility Viewpoints



Development Visibility Areas



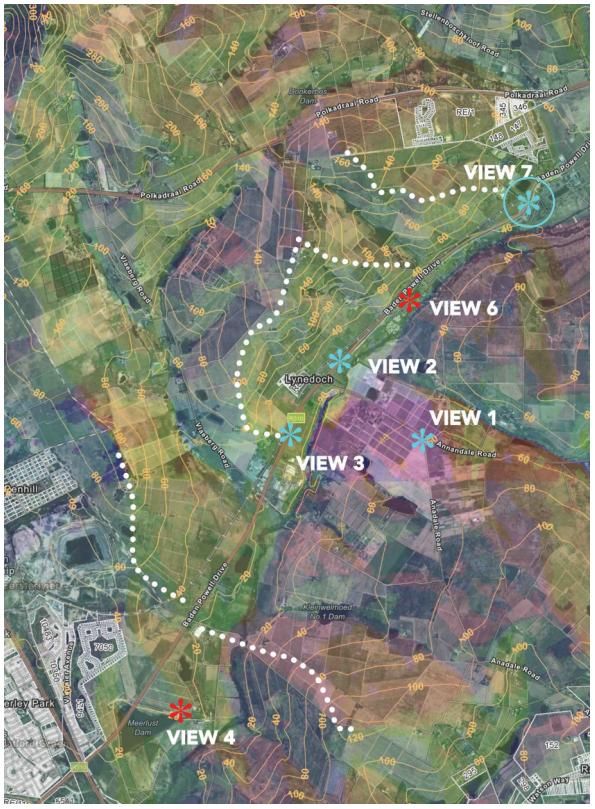
VIEW 3 - Key Site Exposure



VIEW 3 - Development Footprint with no Mitigation



VIEW 3 - Development Footprint with Visual Mitigation



VIA - Key Visibility Viewpoints



Development Visibility Areas



VIEW 7 - Key Site Exposure



VIEW 3 - Development Footprint with Visual Mitigation

5.1 STELLENBOSCH SDF GUIDELINE RESPONSE

Extract from Stellenbosch Spatial Development Framework				Welmoed Development	
Type of Action	SDF Element	Spatial Proposals	Related Non-Spatial Proposals	Urban Design Response	Response
Protective Actions	CBAs, ESA's, Protected area	Maintain and improve the nature areas surrounding small settlements along Baden Powell Drive. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the municipal area.	Implement management actions contained in the EMF.	The transition from urban to agricultural is layered through a range of considered responses resulting in a designed fit for the enlarged Lyndoch node.	A significant area along the edge of the development is dedicated to rehabilitation of the natural fynbos with indigenous and endemic species. These areas are connected through a hierarchy of green spases that cater for the various sizes and needs of wildlife to allow for a connected natural systems from beetle banks, hedgerows to larger free roaming spaces.
	Water courses	Improve public continuity, access, and space along the stream corridors.		N/A	Water courses are accommodated and improved with implementation of swales and natural water management devices. Where a natural water-course exsits these will be rehabilitated with suitable vegetation to ensure erosion control and minimal polution of the overall system.
	Agricultural land	Retain and improve the relationship between small settlements along Baden Powell Drive and surrounding agricultural land		Existing pedestrian linkages to the larger Valley and farmworkers moving to Lyndoch is maintained. Integrity of surrounding agricultural farms are maintained through a range of varied setbacks.	Portions of the development will remain as agricultural land and connect to the direct context and landscape patterns.
	Urban edge	As a general principle, contain the footprint of small settlements along Baden Powell Drive as far as possible within the existing urban edge.		N/A	

	Scenic landscapes, scenic routes, special places	Retain the strong sense of transition between agriculture and human settlement at the entrances to the small settlements along Baden Powell Drive.		Both visual, cultural landscape & contextual settings were key informants to the proposed design. Village components will be required to respond to different visual mitgations & landscape requirements depending on their position within the landscape.	The development has a green buffer and intense tree planting at the entrances and throughout the development. Recognising the landsacpe patterns of the context and utilising these in the greening of the site was a primary design consideration.
	Historically and culturally signifcant precincts and places	Maintain the integrity of historically and culturally signifcant precincts and places (as indicated in completed surveys).		The Welmoed Village design & layout are formulated to introduce a complmentary Village character to the existing Sustainability Institute & Eco-Village.	
Change Actions	Informal settlements to be upgraded	Prioritise informal settlements for upgrading and service provision.		N/A	
	Areas for residential densifcation and infll	Focus infll development on undeveloped land within the urban edge		A range of development densities, appropriate to the context & slope, will be introduced to increase the existing Hamlet's development threshold and in turn, overall sustainability.	
	Areas for mixed land use and improved economic opportunity	Maintain the scale of mixed used and economic opportunity areas to refect the current role of settlements.		Small scale mixed use/ retail and institutional functions to be introduced to the central public spine of the Village.	
	Improved access and mobility	Pro-actively improve conditions for walking and NMT within and between small settlements along Baden Powell Drive.	Ensure that the design of all roads within and surrounding the settlements provides for appropriate NMT movement.	The Lyndoch node is earmarked as part of a high order inter-model transport node. Pedstrian movement from the Station to Village will receive focused attention as well as pedestrian access to & through the Village.	A clear hierarchy of movement routes, pedestrain walkways and footpaths form part of the the overall circulation system of the development with a continuous pedestrian circuit through the development that connects to the pedestrian systems outside the development.

	Community/ Institutional use	Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. Maintain Lynedoch as a focus for education and training (with various focus areas and "levels" of education).	Actively support the shared use of community facilities.	Linkage between Welmoed Village, SI & Eco-Village are designed. An additional site for school & related community use is further added to the development. Building interfaces along public section of the Village are encouraged to introduce small scale trade & active street interfaces.	
	Improved landscaping and public amenity	As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities.	Actively involve local communities in the development and management of public amenities.	Quality green network & spaces are created in a range of environments from full public to semi-private spaces.	The green spatial netwerok of the site is embedded in the development. The larger open spaces have a comprehensive pedestrian network with amenities included in these areas for the residents of both the new development and Lyndoch Village and visitors to the development.
New Development Actions	Signifcant new mixed use development	Over the longer term, Vlottenburg, Spier, and Lynedoch along the Baden Powell-Adam Tas-R304 corridor could possibly accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, these settlements are not prioritized for development at this stage. Explore the feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, fexible service better integrated into the urban realm. Alternatively, a regular bus service should be explored serving the same route	Support private sector led institutional arrangements to enable joint planning and development.	The Lyndoch node has potential to become a sustainable node if developed beyond its current form. Contextual guidelines limits development to specific areas. The size proposed and combined with the SI & Eco-Village will ensure sustainable services & the optimising of the existing Lyndoch Station & proposed future transport interchange.	
	Signifcant new residential development				
	Signifcant change to access and mobility provision				

5.2 DEVELOPMENT ALTERNATIVES

The design development of a settlement layout is an iterative process during which a series of specialist layers are reviewed, adapted & designed into an Urban Design Framework.

The Basic Assessment Process requires a demonstration of the design alternatives considered and reasoning behind the framing of a preferred design alternative.

The design alternatives considered are:

1. The No-Go alternative, thus retention of the farm with no development;
2. Stellenbosch SDF Footprint, with an estimated 100 units, school as well as mixed and commercial uses.
3. Full development alternative with 1 550 unit development, school, mixed and commercial uses;
4. Preferred alternative with 884 units, school as well as mixed and commercial uses.

Each alternative is assessed from an Urban Design & urban systems perspective, as well as impact and contribution to the Lynedoch Node. However the review of alternatives cannot be assessed apart from the full Urban Design Framework document. Each alternative must be positioned and assessed within its active context including the relationship of the Sustainability Institute's role with the larger local area as well as the Lynedoch Eco Village and related housing.

The educational and social housing needs of the SI & Lynedoch Village are not met within the current boundaries of the Hamlet. Additional schooling facilities are required as well as additional housing to accommodate farm workers being removed from farms. Similarly services constraints are a cause for concern within the Hamlet.

Therefore the overall sustainability and functionality of the Village, in its entirety, must be considered in each alternative.

NO-GO ALTERNATIVE



1

SDF ALTERNATIVE



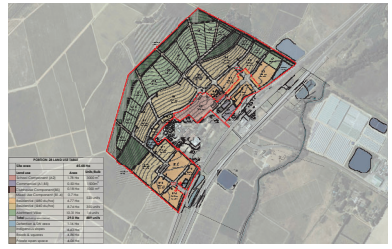
2

1550 UNIT ALTERNATIVE



3

884 UNIT ALTERNATIVE



4

1 NO-GO ALTERNATIVE



DESCRIPTION:
The Welgevonden Farm, in its current form is retained, limiting any form of expansion of the Sustainability Institute and or Lynedoch Village.

IMPLICATIONS: MOTIVATION FOR

- Retention of agricultural land and farm unit.
- No impact on Sustainability Institute & Lynedoch Eco Village.
- Retaining the site as a farm will lead to no change in the existing rural character of the historical and cultural landscape.
- Lynedoch Village & Sustainability Institute continue to fulfill role within local area to meet the needs of local community in relation to education, food security & housing provision.

IMPLICATIONS: MOTIVATION AGAINST

- Sustainability Institute continue to rely heavily on donor funding for programs impacting socio-economic sustainability.
- Lynedoch Eco-Village continue to experience limited services capacity & outages.
- Privatised public realm within SI & Lynedoch Eco-Village due to isolated position.
- Space constraints to accommodate educational expansion and provision of housing.

VISUAL IMPACT

No visual Impact on the site with No-Go Alternative.



2 STELLENBOSCH SDF ALTERNATIVE



PORTION 28 LAND USE TABLE		
Site area	45.48 Ha	
Land use	Area	Units/Bulk
School component (A2)	1.78 Ha	3000 m²
Commercial (A1, B5)	0.42 Ha	1500m²
Clubhouse Comp (B5)	0.18 Ha	1000 m²
Residential (@80 du/ha)	9.46 Ha	100 units
Total (excluding areas below)	11.8 Ha	100 units

DESCRIPTION:

The proposed SDF development area, comprising of approximately 12 ha, is earmarked to allow for the gradual expansion of the Sustainability Institute & Lynedoch Eco-Village. Development is limited to the lowest and least visible areas of the site, requiring minimal additional layers of mitigation.

IMPLICATIONS: MOTIVATION FOR

- Retention of the majority of productive agricultural land with limited alteration to rural character of area;
- Extension of Village without significant impact of SI & Eco-Village.
- Provides much needed expansion for SI & Lynedoch Eco-Village.

IMPLICATIONS: MOTIVATION AGAINST

- Substantial impact on farming activities, as SDF area co-insides with historical farming werf & activities.
- Project feasibility compromised in that SDF area largely taken up by formulating a functional public realm with educational, commercial and limited affordable housing opportunities.
- Lynedoch Eco-Village continue to experience limited services capacity & outages, with increased demand and not sufficient development threshold to upgrade services capacity.
- Sustainability of urban system is compromised due to limited residential threshold.

IMPLICATIONS: CONSERVATIVE YET CONFLICTING DEVELOPMENT

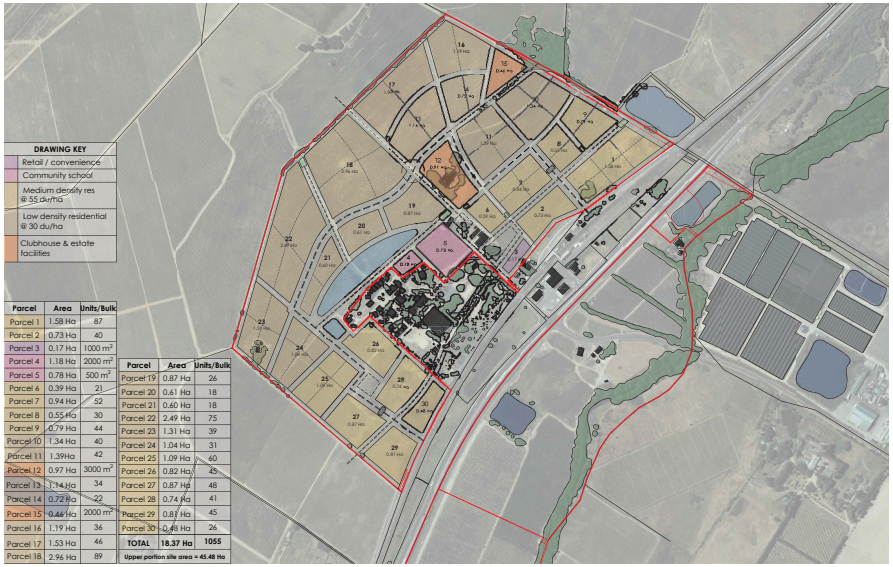
Development footprint, although respectful to existing conditions, limits development potential. Proposed footprint is located amongst a significant amount of historical buildings and tree lines/ clumps restricting the development potential. It should be considered that investment into an integrating and inclusive public realm component to serve both the existing community and broader Lynedoch Node cannot be fully accommodated within the limited footprint.

VISUAL IMPACT

Visual Impact of the site is extended from the existing Eco-Village eastwards. Buildings are nestled & screened amongst existing tree lines/ clumps.



3 1 550 UNIT ALTERNATIVE



Parcel	Area	Units/Bulk
Parcel 1	1.58 Ha	87
Parcel 2	0.73 Ha	40
Parcel 3	0.17 Ha	1000 m²
Parcel 4	1.18 Ha	2000 m²
Parcel 5	0.78 Ha	500 m²
Parcel 6	0.39 Ha	21
Parcel 7	0.94 Ha	52
Parcel 8	0.55 Ha	30
Parcel 9	0.79 Ha	44
Parcel 10	1.34 Ha	40
Parcel 11	1.39Ha	42
Parcel 12	0.97 Ha	3000 m²
Parcel 13	0.64 Ha	34
Parcel 14	0.72 Ha	22
Parcel 15	0.46 Ha	2000 m²
Parcel 16	1.19 Ha	36
Parcel 17	1.53 Ha	46
Parcel 18	2.96 Ha	89

Parcel	Area	Units/Bulk
Parcel 19	0.87 Ha	26
Parcel 20	0.61 Ha	18
Parcel 21	0.60 Ha	18
Parcel 22	2.49 Ha	75
Parcel 23	1.31 Ha	39
Parcel 24	1.04 Ha	31
Parcel 25	1.09 Ha	60
Parcel 26	0.82 Ha	45
Parcel 27	0.87 Ha	48
Parcel 28	0.74 Ha	41
Parcel 29	0.81 Ha	45
Parcel 30	0.48 Ha	26
TOTAL	18.37 Ha	1055
Upper portion site area = 45.48 Ha		

DESCRIPTION

The proposed full development footprint extends across the full site area. The increased population threshold ensures the socio-economic & services sustainability of the entire Village. The rural and agricultural character will be substantially altered with a significant impact on rural and cultural landscape.

IMPLICATIONS: MOTIVATION FOR

- Introduces a substantial development threshold, which will ensure its socio-economic sustainability as well as work of Sustainability Institute if correctly structured.
- Upgrading of all access roads and providing a clear spatial structure to the Lyndoch Village & surrounding land.
- Creating a clear public realm with supporting mixed & commercial uses, resulting in a self contained Village.
- Increased development thresholds activates a range of public transport initiatives and moves closer to developing an Inter Modal Transport Hub around Lynedoch Station.

IMPLICATIONS: MOTIVATION AGAINST

- Significant impact on agricultural resources and associated rural character.
- Substantial visual impact on cultural landscape.
- Significant impact on existing SI & Lynedoch Eco-Village resulting in loss of rural setting.

IMPLICATIONS: HIGH YET INSENSITIVE DEVELOPMENT

Development footprint compromises existing cultural and landscape informants in favour of higher development potential. Historically significant buildings, tree lines and undeveloped lands, that define the rural character, will be lost due to nature and extent of the development. The majority of the development will lie on moderately and highly visible areas of the site requiring extensive visual mitigation that would redefine entire visual landscape of the site.

VISUAL IMPACT

Significant & un-mitigated visual impact on the site with no response to context & cultural landscape indicators.



4 PREFERRED ALTERNATIVE, 884 UNITS



PORTION 28 LAND USE TABLE		
Site area	45.48 Ha	
Land use	Area	Units/Bulk
School Component (A2)	1.78 Ha	3000 m²
Commercial (A1,B5)	0.50 Ha	1500m²
Clubhouse Component(B5)	0.18 Ha	1000 m²
Mixed Use Component (B1-4)	0.7 Ha	520 units
Residential (@80 du/ha)	6.77 Ha	
Residential (@40 du/ha)	8.74 Ha	355 units
Allotment Villas	10.31 Ha	14 units
Total (excluding areas below)	**29.0 Ha**	**889 units**
Detention & SW area	1.16 Ha	
Indigenous slopes	6.43 Ha	
Roads & squares	4.86 Ha	
Private open space	4.04 Ha	

DESCRIPTION

Development settlement pattern integrates with the existing Eco-Village. Public facilities and amenities are intentionally located within the SDF footprint to meet existing SI & Eco-Village needs & further contribute to the public realm going forward. Visual & cultural landscape informants directs positioning of development & allocation of densities.

IMPLICATIONS: MOTIVATION FOR

- Retention of agricultural and natural areas along top third of the site & along key interfaces.
- Design response and development coding to slope & visual exposure with mitigation measures.
- Introduces a substantial development threshold, which will ensure its socio-economic sustainability as well as work of Sustainability Institute if correctly structured.
- Clear spatial structure and public realm responding to existing SI, Eco-Village & proposed development.
- Balanced development with appropriate response to community, commercial and residential land uses.
- Increased development thresholds activates a range of public transport initiatives and moves closer to developing an Inter Modal Transport Hub around Lynedoch Station.

IMPLICATIONS: MOTIVATION AGAINST

- Significant impact on agricultural resources.
- Impact on rural character.
- Impact on cultural landscape with designed response to visual impact.
- Significant impact on existing SI & Lynedoch Eco-Village resulting in loss of rural setting.

IMPLICATIONS: BALANCED DEVELOPMENT

The Urban Design Framework aims to balance a range of spatial, environmental, services and socio-economic layers to ensure a contextual fit. The proposed alternative balances a range of informants into a unique fit for this site. The proposed development is an extension of the existing node and scales the Village up to the right balance within the visual and cultural landscape indicators with appropriate responses to its socio-economic & services contexts.

VISUAL IMPACT

Visual impact responds to view shed & cultural landscape indicators. High exposure land remains green with range of mitigation measures.



END

Eben November

Ward 4 resident

Nwabisa Jozana

From: Eben November <eben11th@gmail.com>
Sent: Friday, 09 October 2026 14:50
To: idp
Subject: [EX] IDP further comment on Pniel safety

CAUTION:

- **This email originated from outside the organization.**
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To whom it may concern:

Herewith my additional IDP comments regarding safety in Pniel:

SECOND PRIORITY:
There is an informal settlement called "Die Ghif"(Afrikaans pronunciation) located next to Pniel's cemetery. Stellenbosch Municipality is well aware of the settlement as its Fire department and Disaster Management often bring water and respond when these people start fires to clear more land.

As many residents of Pniel had already predicted, those living in "Die Ghif" engage in criminal activity (e.g. theft, street harassment, vandalism) in the Pniel/Johannesdal area.

However, there is also a clear timeline of their escalating criminal activities relating to the cemetery itself:

TIME 1 (right when the "Die Ghif' was first established):
They started to steal flowers from graves as soon as the visitors (who had placed the flowers there) left.

TIME 2:
The theft of flowers soon expanded to include the theft of vases.

TIME 3 (approximately two to three years ago):
Many residents responded by replacing stolen unmarked vases with vases marked with written names (essentially reducing much of the resale value that thieves might hope to get). However, the theft of flowers and vases continued.

TIME 4 (The Present):
Many residents have started to replace their stolen vases with cleaned glass coffee jars. Other residents simply stopped bringing flowers and replacing vases, because these items would simply be stolen by Ghif thieves. In response, these entitled criminals from Die Ghif have engaged in horrific acts of vandalism: They have smashed the aforementioned coffee jars and have even pushed over tombstones.

My proposals:

1. I repeat my previous calls for those residing in "Die Ghif" to be relocated away from Pniel to Stellenbosch where there is economic activity (and the possibility of employment) and social services. This was accomplished promptly in the case of the informal settlement located opposite Meerlust forestry village and next to the train tracks (when Franschhoek Wine Tram was established and wealthy wine estate owners stood to benefit). Why can't this be done in this case?
2. There is a bush of trees located across the road from the main entrance of the cemetery. The Ghif criminal element use it to watch when visitors to graves bring flowers or new vases and then steal these items when they leave. The municipality should cut down these trees.

PRIORITY: High

Regards,
Eben November

Gideon Roos
First Plan Town Planners

Nwabisa Jozana

From: Catherine Muller
Sent: Monday, 12 October 2026 08:25
To: Nwabisa Jozana
Subject: FW: [EX] IDP Public Comment - September / October 2026
Attachments: Comment_6th_Gen_IDP_MSDF_Ward20_Vlottenburg (Fin1).pdf; Annexure 1 _Vredenheim Design District SEIA.pdf

Importance: High

From: gideon.roos@firstplan.co.za <gideon.roos@firstplan.co.za>
Sent: Monday, 12 October 2026 08:18
To: idp <idp@stellenbosch.gov.za>
Cc: Charlene Abels <Charlene.Abels@stellenbosch.gov.za>; Catherine Muller <Catherine.Muller@stellenbosch.gov.za>; Chantel Hauptfleisch <Chantel.Hauptfleisch@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>
Subject: [EX] IDP Public Comment - September / October 2026
Importance: High

CAUTION:

- **This email originated from outside the organization.**
- **Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Dear Sir/Madam

1. The above subject has reference.

2. Please find herewith a Comments and Responses Report to the 4th review of the 5th Generation IDP 2022 – 2027, as input to the approval of the 6th Generation IDP 2027 – 2032.

3. Attached:
    a. Comment and Responses Report
    b. Annexure 1 to the report being a Socio-economic impact assessment of the land use proposal

4. We have also provided a link to the video presentation of the proposed Stellenbosch Design District as done by our client to the Stellenbosch Mayoral Committee. Please download the presentation as soon as possible for your record keeping, as the link will only be valid for a short period of time. You are however welcome to contact the writer should access to the file be required in future again.

5. We trust that the above and attached will be in order. We will appreciated an acknowledgement of receipt.

Yours faithfully

GIDEON J ROOS
BA, BA(HONS), M(SS)
m +27 (82) 451 0444
t +27 (21) 930 7183
gideon.roos@firstplan.co.za



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FIRST PLAN TOWN PLANNERS STADSBEPLANNERS

PUBLIC COMMENT

STELLENBOSCH 6TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2027–2032 AND ACCOMPANYING MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (SDF)

WARD 20 – VLOTTENBURG PROPOSALS

Portions 43, 44, 45, 46 and 49 (all Portions of Portion 42) of the Farm Vlottenburg No. 387, and Portions 1, 2, 3 and 4 of Farm No. 1625, Stellenbosch ("the subject property")

Submitted by:	First Plan Town and Regional Planners
On behalf of:	Vredenheim (Pty) Ltd (registered owner) and Vredenheim Park (Pty) Ltd (developer)
Submitted to:	Stellenbosch Municipality
Closing date for comment:	15 October 2026
Date of Submission	12 October 2026
Subject of comment:	6th Generation IDP 2027–2032 and SDF, specifically the Ward 20: Vlottenburg spatial proposals as they affect the subject property

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Video Link 1: Proposed Stellenbosch Design District
We Transfer: https://we.tl/t-EP9SoKVzW7BUQAaP

Executive Summary

This document constitutes formal written comment by First Plan Town and Regional Planners, on behalf of the registered landowner Vredenheim (Pty) Ltd of a ±24.9842 ha property comprising Portions 43, 44, 45, 46 and 49 of the Farm Vlottenburg No. 387 and Portions 1–4 of Farm No. 1625 ("the subject property") and the developer Vredenheim Park (Pty) Ltd. The above comment has reference to the 4th Review of the 5th Generation IDP 2022 – 2027, and specifically Chapter 4 (The Stellenbosch Spatial Development Framework), for consideration by both the Stellenbosch Spatial Planning Section as well as The Stellenbosch Council in finalising the Stellenbosch 6th Generation Integrated Development Plan (IDP) 2027–2032.

The subject property falls within the approved Vlottenburg Node and is included in the Stellenbosch Urban Edge. It is located at the intersection of Baden Powell Drive (R310) and Polkadraai Road (M12), just north of the N2 national road. Although no node specific plans have been included in the SDF, it appears to earmark future development of the Vlottenburg Node (and by implication, the subject property) for affordable housing. This comment does not oppose the municipality's affordable housing imperative in principle, but objects to the application of that designation to this particular, strategically located site, and requests that the SDF instead recognise the site's suitability for a commercial, landmark "lifestyle and design destination" — the proposed ***Stellenbosch Design District*** — combining design- and homeware-related retail with hospitality, tourism and public open-space uses.

Further and additional housing in the Vlottenburg Node will lead to incremental traffic flow into town, as already shown by the recent expansion of the Longlands precinct. Instead, a commercial land use will stimulate traffic flow out of the town centre and along the newly upgraded Baden Powell highway.

In summary, the comment is motivated on the following grounds:

- The site's regional visibility and accessibility, in close proximity to the N2 and located at the R310/M12 intersection, are locational assets better suited to a commercial destination than to affordable housing;
- The site is sensitive to visual impact, due to its location adjacent to the Baden Powell Road and as an “apron” into Stellenbosch. The beauty and attraction of the proposed Stellenbosch Design District will add value and beauty to this area and to the experience, leading into town.
- A commercial use at this location decentralises trip generation away from the congested Stellenbosch town centre, supporting municipal traffic and transport objectives;
- Alternative sites within the Vlottenburg district and environs, have been identified for affordable housing, so the ward's housing need can be met without relying on this particular site;
- A commercial development generates materially greater economic development, job creation, development contributions and recurring rates income for the municipality than

an equivalent affordable housing scheme, supporting the municipality's own fiscal sustainability and its capacity to fund affordable housing delivery elsewhere; and

- Consent to withdraw the subject property from the Agricultural Register, has also already been obtained from the National Department of Agriculture (Consent No. 58492, dated 12 September 2025) under the Subdivision of Agricultural Land Act 70 of 1970, confirming the property's cleared status for urban development and removing that statutory pre-condition to its future development.

Accordingly, it is requested that the SDF, prior to adoption, be amended to designate the subject property for commercial/mixed-use development, as set out in the specific requested amendments in section 8 below.

1. Introduction and Mandate

First Plan Town and Regional Planners has been appointed by the registered landowner, Vredenheim (Pty) Ltd, and the developer, Vredenheim Park (Pty) Ltd, to act on their behalf in respect of the subject property described above.

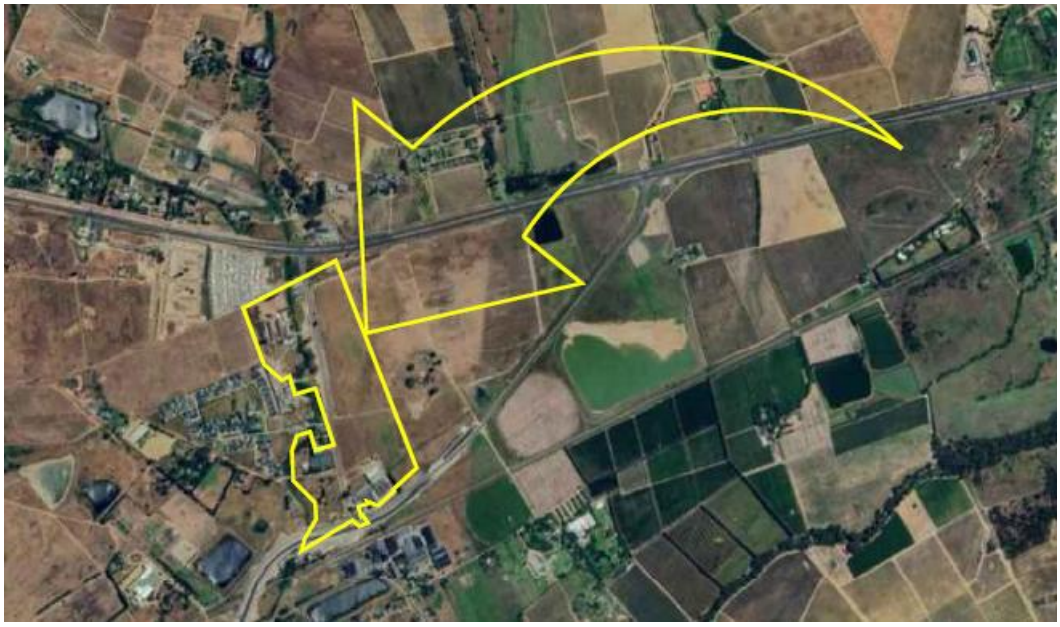


Figure 1: Locality

This submission constitutes formal written comment on the 4th Review of the 5th Generation IDP 2022 – 2027 that will lead to the approval of the Stellenbosch 6th Generation Integrated Development Plan (IDP) 2027–2032, and specifically on the accompanying Municipal Spatial Development Framework (SDF) insofar as it relates to the Ward 20: Vlottenburg spatial proposals, which have been released for public comment with a closing date of 15 October 2026.

The purpose of this comment is two-fold: First, to place on record the landowner's and developer's objection to the apparent designation, in the SDF, of the subject property for affordable housing; and Second, to motivate — on the strength of locational, spatial,

economic and fiscal grounds — that the subject property should instead more appropriately be designated for a purpose-designed commercial and mixed-use "lifestyle and design destination" development, provisionally termed the Stellenbosch Design District.

This comment is submitted pursuant to, and should be read together with, the statutory public participation processes prescribed by the Municipal Systems Act 32 of 2000, the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), the Western Cape Land Use Planning Act 3 of 2014 (LUPA), the Stellenbosch Municipality By-law on Municipal Land Use Planning, and the Stellenbosch Municipality Zoning Scheme By-law. We reserve the right to supplement this comment, and to participate further, at any subsequent stage of the IDP/SDF review, or land use application processes referred to in this submission.

2. Description of the Subject Property

The subject property comprises the following unregistered portions, held under a single title deed, and is described more fully in Table 1 below:

Table 1: Property Details

Category	Detail
Farm portions	Unregistered Portions 43, 44, 45, 46 and 49 (all being portions of Portion 42) of the Farm Vlottenburg No. 387; and Unregistered Portions 1, 2, 3 and 4 of Farm No. 1625
Title deed	T17126/10
Diagrams	2651/2023 and 2652/2023
Combined extent	24.9842 ha
Current zoning	Agricultural Zone (Stellenbosch Municipality Zoning Scheme By-law)
Act 70/1970	Already approved and withdrawn from the agricultural register
Registered owner	Vredenheim (Pty) Ltd
Developer	Vredenheim Park (Pty) Ltd
Locality	Vlottenburg, Ward 20, within the approved urban edge of Stellenbosch Municipality, at the intersection of Baden Powell Drive (R310) and Polkadraai Road (M12), immediately north of the N2 national route

The subject property falls **within** the approved urban edge applicable to Vlottenburg. Its inclusion within the urban edge is significant, as it confirms that the municipality has already determined, at a strategic level, that the land is suitable for urban (non-agricultural) development. The point of contention addressed in this comment is therefore not whether the land should be released for urban development — that principle is settled — but rather **what form** of urban development should be adopted.

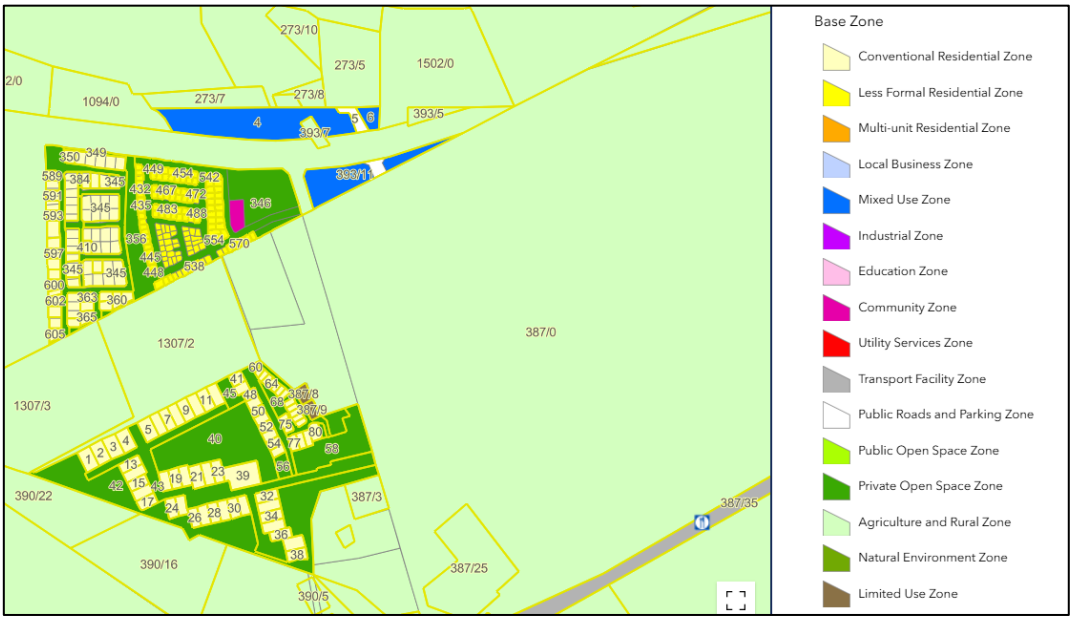


Figure 2: Zoning Extract

3. Legislative and Policy Framework

This comment, and the request it contains for amendment of the SDF proposals, is grounded in the following legislative and policy instruments:

3.1 Municipal Systems Act 32 of 2000

Section 25 requires every municipal council to adopt a single, inclusive strategic plan (the IDP) for the development of the municipality, and section 26(e) requires that IDP to include a Spatial Development Framework. Section 29 requires the process followed in preparing, reviewing or amending an IDP to allow for the local community to be consulted, and for their comments to be considered before the plan is finally adopted or amended. This submission is made in the exercise of that statutory right.

3.2 Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA)

SPLUMA establishes the development principles that must guide the content of spatial development frameworks and land use decisions, including the principles of spatial justice, spatial sustainability, efficiency and spatial resilience (section 7). The efficiency principle in particular requires that development optimise the use of existing infrastructure, and that decision-making minimise negative financial, social, economic and environmental impacts. It is respectfully submitted that these principles support, rather than undermine, the case made in this comment: a well-located commercial development at a major road intersection makes more efficient use of existing and planned road infrastructure, than yet another housing designation would, and generates the municipal revenue needed to sustain services elsewhere in the municipal area, including in areas of greater housing need.

The proposed commercial development will also bring investment and job creation opportunities to an area in dire need of this.

3.3 Western Cape Land Use Planning Act 3 of 2014 (LUPA)

LUPA gives effect to SPLUMA at provincial level and, together with SPLUMA, forms part of the legal framework within which the SDF and the Stellenbosch Municipality Zoning Scheme By-law must be read and applied.

3.4 Stellenbosch Municipality By-law on Municipal Land Use Planning

This by-law regulates the municipality's land use planning processes, including the procedures for amendment of the zoning scheme and for approval of departures, consent uses, subdivisions and rezonings. Should the SDF, following this comment process, recognise the subject property's suitability for commercial rather than residential development, a formal rezoning application from Agricultural Zone to an appropriate commercial/mixed-use zoning category will follow this IDP/SDF comment process, submitted under this by-law.

3.5 Stellenbosch Municipality Zoning Scheme By-law

The subject property is still currently zoned Agricultural Zone. The zoning scheme's commercial-use zoning categories (and their development parameters relating to coverage, height, floor area ratio and parking) are noted as the likely basis for a future rezoning application, and this comment is made with a view to ensuring that the SDF — as the overarching spatial policy instrument against which any future rezoning application will be tested — does not pre-emptively foreclose a commercial land use outcome for the subject property in favour of affordable housing.

It is a matter of established principle, that a municipality's approved (not draft) SDF is the instrument against which land use applications are assessed. ***It is precisely for this reason that this comment is submitted at the draft stage***: to ensure that the land use designation ultimately adopted for the subject property, in the Stellenbosch 6th Generation Integrated Development Plan (IDP) 2027–2032, properly reflects the site-specific circumstances set out herein, rather than a generic ward-wide housing designation.

3.6 Subdivision of Agricultural Land Act 70 of 1970

The subject property is currently zoned Agricultural Zone and, prior to any subdivision or change of use, falls subject to the Subdivision of Agricultural Land Act 70 of 1970. This Act regulates the subdivision of agricultural land and the change of use of such land for non-agricultural purposes. Approval have already been obtained from the National Minister of Agriculture for the agricultural land to be excised from the agricultural register or otherwise dealt with contrary to the Act.

We confirm, for the record, that this consent has already been obtained. The National Department of Agriculture granted Consent to Establish/Enlarge the Area of Jurisdiction of the Stellenbosch Municipality by the withdrawal of the subject property from the Agricultural Register, under Consent No. 58492 dated 12 September 2025.

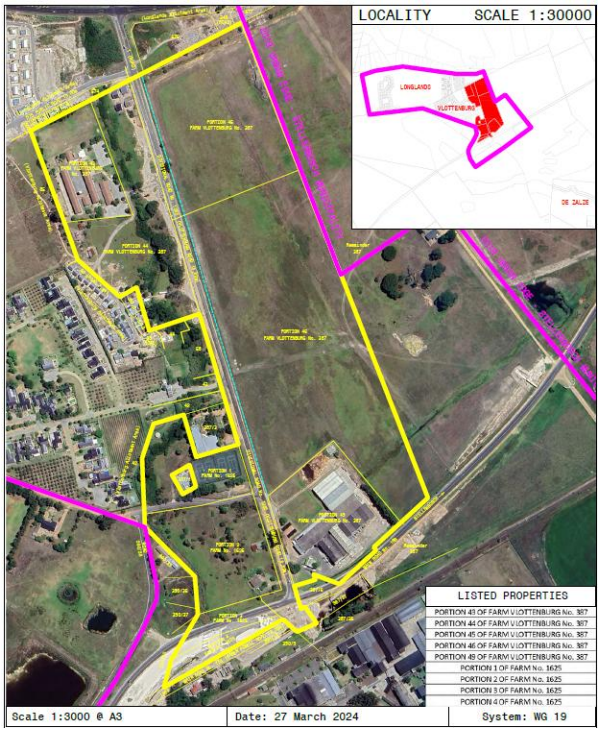
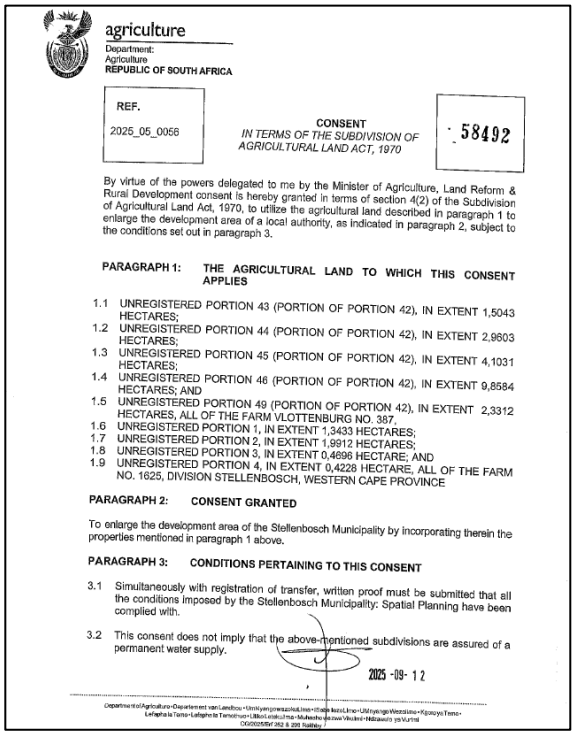


Figure 3: Copy Incorporation Plan



agriculture
Department:
Agriculture
REPUBLIC OF SOUTH AFRICA

REF.
2025_05_0066

CONSENT
IN TERMS OF THE SUBDIVISION OF AGRICULTURAL LAND ACT, 1970

58492

By virtue of the powers delegated to me by the Minister of Agriculture, Land Reform & Rural Development consent is hereby granted in terms of section 4(2) of the Subdivision of Agricultural Land Act, 1970, to utilize the agricultural land described in paragraph 1 to enlarge the development area of a local authority, as indicated in paragraph 2, subject to the conditions set out in paragraph 3.

PARAGRAPH 1: THE AGRICULTURAL LAND TO WHICH THIS CONSENT APPLIES

1.1 UNREGISTERED PORTION 43 (PORTION OF PORTION 42), IN EXTENT 1,5043 HECTARES;
1.2 UNREGISTERED PORTION 44 (PORTION OF PORTION 42), IN EXTENT 2,9603 HECTARES;
1.3 UNREGISTERED PORTION 45 (PORTION OF PORTION 42), IN EXTENT 4,1031 HECTARES;
1.4 UNREGISTERED PORTION 46 (PORTION OF PORTION 42), IN EXTENT 9,8584 HECTARES; AND
1.5 UNREGISTERED PORTION 49 (PORTION OF PORTION 42), IN EXTENT 2,3312 HECTARES, ALL OF THE FARM VLOTTENBURG NO. 387,
1.6 UNREGISTERED PORTION 1, IN EXTENT 1,3433 HECTARES;
1.7 UNREGISTERED PORTION 2, IN EXTENT 1,9912 HECTARES;
1.8 UNREGISTERED PORTION 3, IN EXTENT 0,4696 HECTARE; AND
1.9 UNREGISTERED PORTION 4, IN EXTENT 0,4228 HECTARE, ALL OF THE FARM NO. 1625, DIVISION STELLENBOSCH, WESTERN CAPE PROVINCE

PARAGRAPH 2: CONSENT GRANTED

To enlarge the development area of the Stellenbosch Municipality by incorporating therein the properties mentioned in paragraph 1 above.

PARAGRAPH 3: CONDITIONS PERTAINING TO THIS CONSENT

3.1 Simultaneously with registration of transfer, written proof must be submitted that all the conditions imposed by the Stellenbosch Municipality: Spatial Planning have been complied with.

3.2 This consent does not imply that the above-mentioned subdivisions are assured of a permanent water supply.

2025 -09- 12

Figure 4: Act 7070 Consent already Issued

This approval is significant to the present comment for several reasons. Firstly, it confirms at national departmental level, that the subject property has already been assessed and cleared for withdrawal from agricultural use and incorporation into the Stellenbosch municipal area of jurisdiction. The land is accordingly no longer earmarked, at a national policy level, for continued agricultural production, reinforcing the case that its highest and best future use should be determined on spatial and economic merit rather than by default to a residential outcome. Secondly, it removes what would otherwise be an outstanding statutory pre-condition to any future subdivision, rezoning or non-agricultural development of the property, meaning that neither a commercial "Design District" development nor an affordable housing development is impeded, from an Act 70 of 1970 perspective, by the property's former agricultural status. Thirdly, because this consent was obtained specifically to enable the property's incorporation into the municipality's area of jurisdiction and urban development, it further substantiates the landowner's and developer's bona fide, long-standing intention to bring the property forward for formal urban development, and underscores the request in this comment that the SDF's land use designation for the site be settled on the basis of the full motivation set out below, rather than on a generic ward-wide default.

4. The 4th Review of the 5th Generation IDP 2022 – 2027

The Stellenbosch Spatial Planning Section confirmed that Chapter 4: Spatial Development Framework, of the 4th Review of the 5th Generation IDP 2022 – 2027, will be finalised after the current round of public participation, ending on 15 October 2026, to then form part of the final 6th Generation IDP 2027–2032. Unlike previous Spatial development Frameworks, limited spatial proposals and physical plans have been included as part of the Chapter 4

SDF, but it is clear from various references that land within Vlottenburg — including the subject property — are mainly earmark for affordable housing, forming part of the Municipality's broader spatial strategy to address the housing backlog and to promote spatial integration in terms of the SPLUMA development principles.

The following references are of importance in the 4th Review of the 5th Generation IDP 2022 – 2027:

Paragraph 4.8.3 Further Planning Work on page 103:

As indicated above, over the longer term, Muldersvlei / Koelenhof and Vlottenburg along the Baden Powell (R310) – Adam Tas (R304) corridor could accommodate more growth and be established as inclusive settlements offering a range of opportunities. However, these settlements are not prioritised for development at this stage. Critical preconditions for significant development include:

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

An extract from paragraph 4.6.1 on page 89 furthermore clearly refers to a proposed settlement hierarchy limiting development in the Vlottenburg Node to *"Gradual expansion of a unique development model based on sustainable living and education."*

Vlottenburg	Contained rural settlement.	Gradual expansion of a unique development model based on sustainable living and education.

Figure 5: Extract Table 31 (page 89)

The Extract in Figure 6 below from Table 123: Ward 20 – Ward Priorities on page 480 of the IDP, however clearly refers to the NDoPW&I Droë Dyke land and its possible release to address the housing needs in the southern part of Stellenbosch.

"No particular housing project has been identified in the approved Housing Pipeline for Ward 20.The municipality does not own land that is earmarked for housing development in the Vlottenburg precinct. In March 2024, the municipality requested that the NDoPW&I consider alienating Portion 35 of Farm No. 183 and Portion 8 of Farm Vredenburg No. 283 of Droë Dyke for a mixed-use development. At a workshop held on 20 November 2025, the municipality requested that the HAD arrange a meeting with representatives from the National Department of Agriculture, NDoPW&I, and the municipality to discuss possible solutions for the housing needs in the southern part of Stellenbosch."

Priority 1: Access to housing	Local farmworker families who have lived for generations in this community cannot afford access to safe and decent housing	The municipality does not own any property for possible housing development within the Vlottenburg, Raithby, and Lynedoch areas	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No particular housing project has been identified in the approved Housing Pipeline for Ward 20. The municipality does not own land that is earmarked for housing development in the Vlottenburg precinct. In March 2024, the municipality requested that the NDoPW&I consider alienating Portion 35 of Farm No. 183 and Portion 8 of Farm Vreedenburg No. 283 of Droëdyke for a mixed-use development. At a workshop held on 20 November 2025, the municipality requested that the HDA arrange a meeting with representatives from the National Department of Agriculture, NDoPW&I, and the municipality to discuss possible solutions for the housing needs in the southern part of Stellenbosch.

Figure 6: Extract Table 123: Ward 20 – Ward Priorities (page 480)

The landowner and developer support, in principle, the municipality's imperative to provide affordable housing in this region and to pursue possibilities with the NDoPW&I and spatial integration. This comment therefore does not object to that imperative in general terms, nor does it object to the release of appropriately located land within Vlottenburg for that purpose. It objects specifically to the application of an affordable housing designation to this particular site, for the site-specific reasons set out in section 6 below, and requests that the SDF instead recognise the subject property's locational advantages for a commercial development that will, in turn, better support the municipality's broader developmental and fiscal objectives.

It must also be pointed out that some confusion seems to exist around the status allocated to the Vlottenburg Node, as Figure 22 on page 87 of the IDP, (Figure 7 underneath) indicates Vlottenburg as a Transit Node/Growth Node, while Figure 23 on page 88 of the IDP (Figure 8 further down below) indicates Vlottenburg as a Rural Node.

Figure 22: Consolidated Concept for the Municipal Area (Approved November 2019 and 27 June 2023)

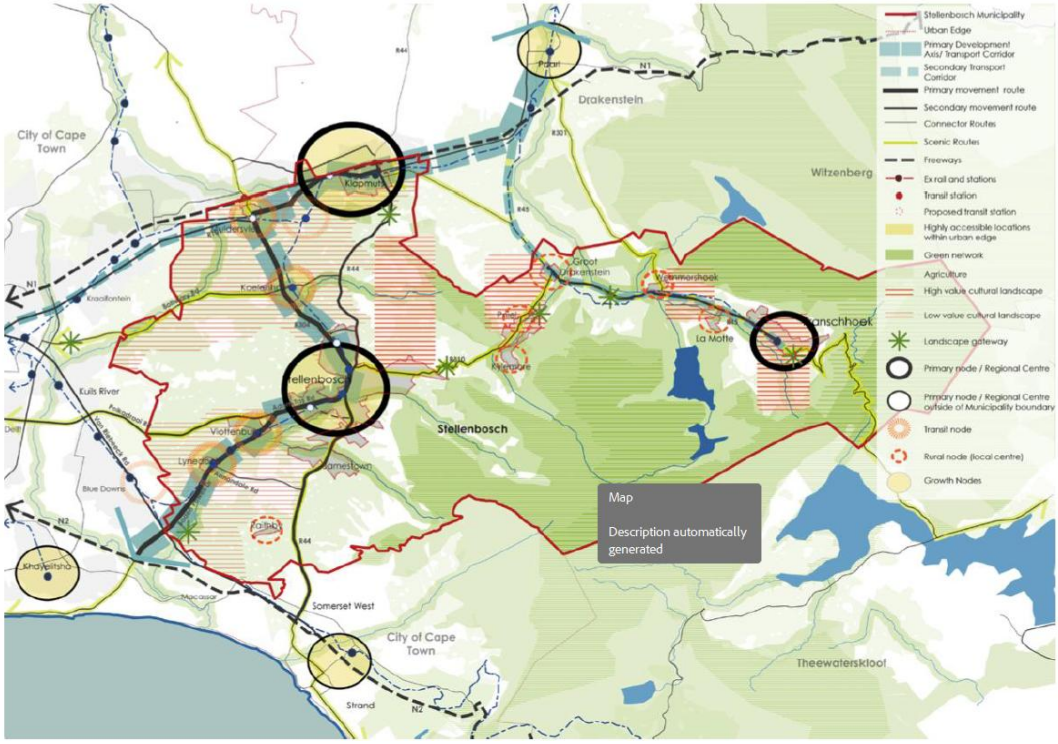


Figure 7: One of the few plans in the SDF highlighting Vlottenburg as a “Transit/Growth Node

Figure 23: Functional and priority development areas (CEF, June 2023)

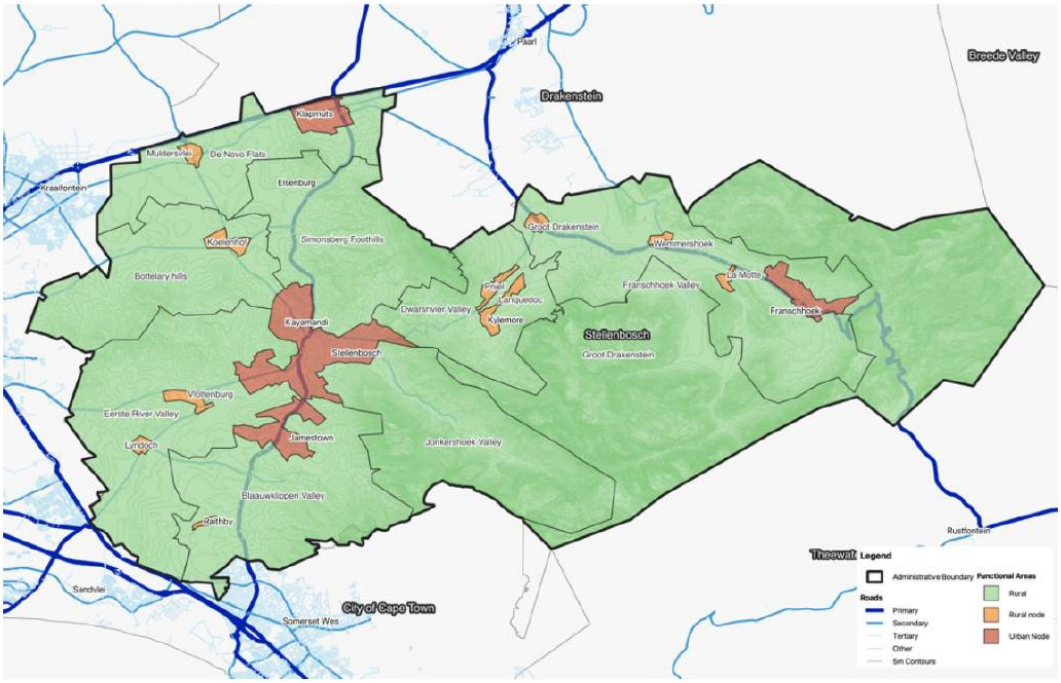


Figure 8: One of the few plans in the SDF (Figure 23 on page 88) highlighting Vlottenburg as a “Rural Node”

Unfortunately, none of the terms Transit Node, Growth Node or Rural Node have been defined in the SDF and are thus open to some interpretation.

It is however clear, that the SDF earmarks Vlottenburg primarily for affordable housing and educational purposes to serve local community needs, and it does not prioritise Vlottenburg for development at this stage, as according to the IDP, critical preconditions must first be met before significant development can be considered, such as improved public transport and employment. The public transport and accessibility to the site is already supported by the new road upgrade of the Baden Powell Road (R310) and the nearby position of the Vlottenburg Train Station.

What is totally lacking in the current IDP/SDF assessments, is acknowledgement of the subject property’s critical locational advantages for commercial development in exposure, visibility and accessibility, from a regional perspective as further explained in paragraphs 5 & 6 below.

5. Locational and Strategic Context of the Subject Property

The subject property benefits from a combination of locational attributes that, it is submitted, make it exceptionally well suited to a landmark commercial destination, and correspondingly less suited to a standard affordable housing typology, for the following reasons:

- Central, gateway location: The property is located along Baden Powell Drive north of the N2 national highway, the principal route linking Cape Town with Hermanus, the Overberg and the Garden Route, giving the site a level of regional visibility and drive-by exposure that few other sites in the municipal area can match.
- Intersection accessibility: The property is located at the intersection of Baden Powell Drive (R310) and Polkadraai Road (M12), two significant provincial routes, giving the site multiple points of vehicular access and strong connectivity to Stellenbosch, Somerset West, the Cape Town metropolitan area and the broader Cape Winelands district.
- Decentralised location: The site is accessed directly off the R310/M12 intersection without requiring traffic to route through the Stellenbosch town centre. A commercial destination at this location, will furthermore decentralise trip generation away from the already congested central Stellenbosch road network, consistent with the traffic and transport objectives that typically inform both the IDP and the Comprehensive Integrated Transport Plan.
- Compatibility with a destination/lifestyle use: The scale, configuration and visibility of the subject property will lend itself to a low-rise, landscaped, pedestrian-friendly commercial precinct of the kind envisaged for the Stellenbosch Design District, in a manner that would be materially compromised by fragmenting the site into a conventional residential subdivision layout.
- Good public roads and train station connectivity: The site is perfectly located on the corners of the Baden Powell and Polkadraai Roads, as well as in very close proximity of the Vlottenburg Train Station.

6. Motivation for a Commercial Designation in Lieu of Affordable Housing

6.1 Alternative sites already identified for affordable housing in Vlottenburg

It is submitted that various other sites within the Vlottenburg area have already been identified, whether in the current or prior iterations of the SDF or in related housing sector plans, as suitable for affordable housing. On this basis, the affordable housing need that the ward-level designation seeks to address, can be met without relying on the subject property, which as set out above, has locational characteristics with far greater strategic value for commercial use than for housing. We request that the Municipality confirms, in its response to comments, the status and capacity of alternative sites, so that the housing designation applicable to the subject property can be reconsidered on an informed, comparative basis.

6.2 Economic development and job creation

A commercial development of the nature proposed — combining design, furniture, homeware and interior-focused retail with hospitality, food and beverage, and tourism-oriented uses — is a significant generator of both construction-phase and permanent

operational phase employment, across a range of skill levels, in a manner that a housing development does not replicate. Economic development and job creation are core strategic objectives of any IDP, and this proposal is directly responsive to that objective.

6.3 Development contributions, rates and long-term fiscal sustainability

A commercial development of this scale generates substantially higher recurring rates income, and higher once-off development contributions and engineering services contributions, than an affordable housing scheme of equivalent extent. Affordable housing developments are, by their nature and by design, revenue-negative or at best low-margin for a municipality once the cost of bulk infrastructure, social services and ongoing subsidised service delivery is taken into account. By contrast, directing the subject property toward a commercial use, protects the municipality's own long-term financial sustainability — freeing up capacity in the municipal budget that can, in turn, be directed toward affordable housing delivery on the alternative sites referred to in section 6.1, along with the associated bulk infrastructure and social facilities those sites require.

6.4 Traffic and transportation efficiency

As set out in section 5 preleaf, the site's location at a major provincial intersection outside of the Stellenbosch town bowl, means a commercial use that will decentralise trips away from the congested centre of town area, rather than adding to residential-to-town-centre commuting patterns that a housing development at this location would generate.

6.5 Optimal use of a strategically located, urban-edge-included site

Land within the urban edge, at a prime intersection of two prominent provincial routes, is a scarce and non-renewable municipal resource. It is submitted that allocating such a site to a land use that could equally well be accommodated on a less strategically located site within Vlottenburg represents an inefficient use of that resource, contrary to the efficiency principle in section 7 of SPLUMA.

6.6 Chapter 5, Section 65 of the Stellenbosch Municipality By-Law on Municipal Land Use Planning (2023)

Chapter 5, Section 65 of the Stellenbosch Municipality By-law on Municipal Land Use Planning (2023) sets out the criteria that the municipality must apply in considering an application, including its desirability. Although this comment is submitted at the IDP/SDF review stage, and not yet as a formal land use application, it is submitted that an early application of those section 65 criteria to the subject property is instructive, and demonstrates that a future application for the proposed commercial development — rather than the affordable housing use currently reflected in the SDF and IDP — is the outcome that will ultimately satisfy the municipality's own statutory criteria for approval. On that basis, it is respectfully submitted that the SDF should, from the outset, be aligned with that eventual, more desirable outcome, rather than earmarking the site for a use that a future Section 65 assessment is unlikely to favour. Relevant considerations at this stage should therefore include:

- Consistency with the applicable spatial planning framework: The property falls within the approved Vlottenburg urban edge, and a landmark commercial destination at this location is consistent with, and gives practical effect to, the IDP's economic development, tourism and spatial efficiency objectives, whereas an affordable housing use at this specific location is not necessary to achieve those same objectives given the alternative sites identified in section 6.1;
- Compatibility with the surrounding context: The site currently forms part of an agricultural and semi-rural setting at the entrance to the Stellenbosch Winelands; a low-rise, landscaped, pedestrian-oriented design precinct is compatible with, and complementary to, that character, in a manner more sensitive to the area's sense of place than a higher-density residential typology would be;
- The impact of the proposed use on engineering services and the transport network: The site's direct access from the R310/M12 intersection allows bulk services and access arrangements to be engineered efficiently, and — as set out in sections 5 and 6.4 on pages 9 & 10 of this report — decentralises traffic away from the already congested Stellenbosch town centre, whereas a housing use at this location would direct additional commuter traffic toward the town centre. The bulk engineering services report is already available and included a GLS report, which confirms availability and capacity of all the required engineering services to the site
- The socio-economic impact and public interest served by the development: The substantial job creation, tourism appeal, development contributions and recurring rates income described in sections 6.2 and 6.3 preleaf, represent a significant, quantifiable public benefit that must be weighed against the more limited, and fiscally negative, benefit of a housing use at this specific site;
- The absence of any resultant loss of high-value agricultural land: The confirmation in section 3.6 preleaf, that the National Department of Agriculture has already granted consent (Consent No. 58492 dated 12 September 2025) for the property's withdrawal from the Agricultural Register, confirmed that no ongoing agricultural resource or production capacity will be compromised by approving a non-agricultural, commercial use on the subject property; and
- Addressing the housing need: The availability of alternative, equally or better suited sites for the ward's affordable housing need, as set out in section 6.1 on page 10 of this report, also implies that the housing designation currently applied to this site is not the only, or the best, means of meeting that need.

It is submitted that a proper evaluation of the relevant Section 65 Criteria of Desirability to the two opposing development alternatives for the subject property, will furthermore favour a commercial development over the affordable housing use currently recommended in the SDF / IDP, and it is therefore respectfully requested that the SDF be amended accordingly, ahead of any formal land use applications to be lodged.

6.7. Planning Principles for Orderly Growth

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) requires planning decisions to be guided by spatial justice, spatial sustainability, efficiency, spatial resilience and good administration. The requested land use adjustment can be assessed against those principles as follows:

Table 2: Criteria of Desirability

SPLUMA/LUPA/MPBL PRINCIPLES	RELEVANCE TO THIS PROPOSAL
Spatial justice	Economic growth can broaden access to employment in and around Vlottenburg, especially if the locational advantages of a commercial use on the subject property are recognised, rather than an affordable housing development.
Spatial sustainability	The proposal must balance economic growth between the provision of affordable housing versus a commercial development with its associated employment opportunities, the latter also being a critical driving force in improving household income through the optimum use of strategically located urban land.
Efficiency	Higher order uses and the property's relationship to major roads, create the potential to use and augment infrastructure provision more efficiently than affordable housing will be able to do.
Spatial resilience	A more diversified local economy and employment base may strengthen Vlottenburg's ability to respond to housing needs and ever-changing economic conditions, provided infrastructure and environmental risks are appropriately managed.
Good administration	The IDP/SDF review process should remain transparent and evidence-based, with subsequent development rights considered through the full statutory processes, including public participation and thorough Councill evaluation and decision making.



Figure 9: Proposed Design District





Figure 10 & 11: Pedestrian Friendly Environment

7. The Proposed Stellenbosch Design District Concept

The landowner and developer propose to develop the subject property as a tailored, landmark lifestyle and design destination referred to as the ***Stellenbosch Design District***, that will bring together leading furniture, homeware, fabric, tile, architecture and interior design brands within a vibrant, pedestrian-friendly precinct. The precinct is envisaged to be complemented by restaurants, wine bars, craft beer taprooms, artisan coffee outlets, curated gardens, outdoor activity areas, art displays and family-friendly public spaces.

The intention is for the Stellenbosch Design District to become a sought-after attraction for residents, visitors, design professionals and tourists alike, contributing to the economic growth, tourism appeal and design/creative-industry character of the greater Stellenbosch region, while generating the employment, rates income and development contributions described in Section 6 on page 10 of this report.

Figures 12 and 13 below are extracts from the Socia-Economic Impact Assessment prepared by Multi-Purpose Business Solutions (DR Jonathan Bloom) of the proposed Vredenheim Design District and highlight some of the social economic advantages thereof versus affordable housing on the subject property i.e.

- R1.62 billion in private sector investment into Stellenbosch
- 5,910 employment opportunities during the construction phase
- ±1,173 new permanent employment opportunities
- An estimated R216 million municipal rates revenue over the 1st ten years of operation
- An estimated R1,6 million in municipal building plan fees
- An estimated R189,5 million in additional annual household income of workers

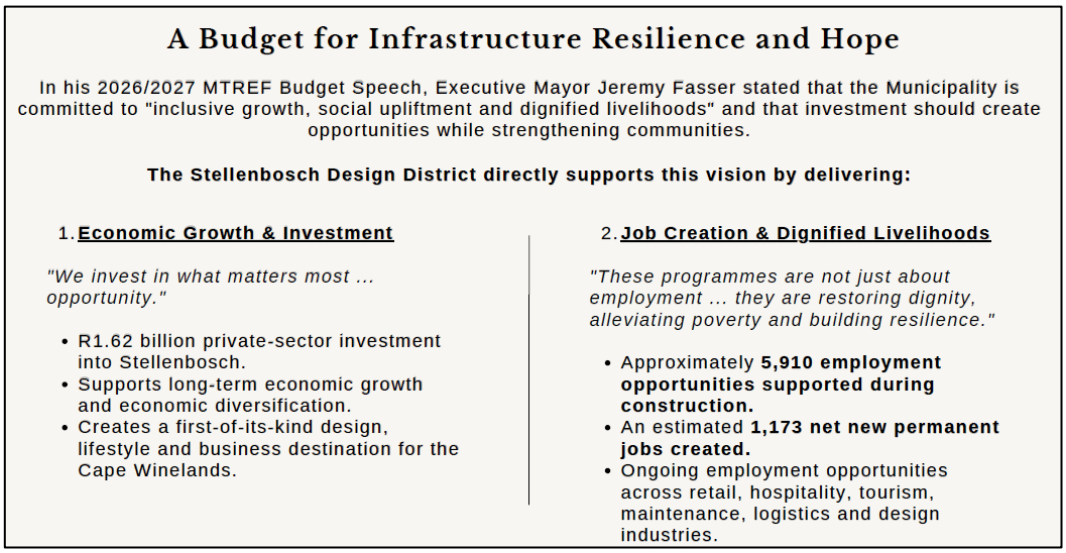


Figure 12: Economic Growth & Job Creation



Figure 13: Local Tourism, Community Development and of Municipal Income

Should the SDF recognise the subject property's suitability for this form of commercial development, a formal rezoning application (from Agricultural Zone to an appropriate commercial zoning category) and associated development applications will be lodged with the Municipality under the Stellenbosch Municipality By-law on Municipal Land Use Planning, at which stage full technical supporting studies (including traffic impact, engineering services, and environmental studies as may be required) will be submitted.

8. Specific Comments and Requested Amendments to the SDF

In light of the above, we respectfully request that the Stellenbosch Municipality, in finalising the 6th Generation IDP 2027–2032 and accompanying SDF:

- Amend the Ward 20: Vlottenburg spatial proposals and designate the subject property (Portions 43, 44, 45, 46 and 49 of the Farm Vlottenburg No. 387, and Portions 1–4 of Farm No. 1625) for commercial / mixed-use development, rather than affordable housing;
- Confirm, in writing, the specific alternative sites within Vlottenburg and its surrounds already identified or under consideration for affordable housing, and their combined capacity relative to the ward's housing need;
- Record, in the SDF's supporting economic rationale, the contribution that the commercial "design district" use of the subject property, is anticipated to make to local economic development, job creation, tourism and municipal revenue, as being consistent with the IDP's own strategic economic development objectives.

9. Close

Our clients are supportive of the Stellenbosch Municipality's broader spatial and housing objectives, and do not object to the release of suitably located land at Vlottenburg for affordable housing.

What is respectfully contested, is the application of that designation to this particular, strategically located subject property, where;

- the site's frontage onto two prominent provincial routes,
- its position at the R310/M12 intersection,
- its decentralised relationship to the Stellenbosch town centre, and
- the availability of alternative sites for affordable housing within the same ward,

together support a commercial land use outcome that will deliver greater economic, fiscal and spatial benefit to the Municipality and the broader community, than an affordable housing designation would.

To this end, our client presented their views to the Stellenbosch Mayoral Committee with all of its members in attendance, and specifically to introduce the newly proposed Stellenbosch Design District. Following the presentation, we were informed by the client

that an overwhelming voice of support for the proposal was received from committee members in attendance, confirming the desirability of such land use and the committee's support for the proposed land use designation.

With this in mind, we respectfully request that this Comment and Responses Report, and the site-specific land use designation motivation it contains, be considered by the Stellenbosch Spatial Planning Section as well as the Municipal Council, and that the 6th Generation IDP 2027–2032 and its accompanying SDF be updated and amended to demarcate the subject property for commercial use, to facilitate the development of the proposed Stellenbosch Design District in the interest of all parties concerned.

Yours faithfully,



_____

First Plan Town and Regional Planners
On behalf of Vredenheim (Pty) Ltd and Vredenheim Park (Pty) Ltd

Annexures:

Annexure 1: Sosio-economic Impact Study

MULTI-PURPOSE
BUSINESS SOLUTIONS

Draft Socio-Economic Impact Assessment for the proposed Vredenheim Design District Development, Stellenbosch



(Illustrative sketch of the Conceptual Master Plan)

Consultative Report

prepared by **Dr Jonathan Bloom**

for **Rouxcor**

July 2025

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Executive Summary[1]

The proponents of the project, Vredenheim Wine Farm, aim to use an undeveloped portion of the farm to create a Design District focusing on interior design, from furniture and art to finishes and fittings. The vision is to establish "a vibrant tapestry of creativity", including design studios, co-working spaces, showrooms, art galleries, unique shops, etc., within a pedestrian-friendly environment that is accessible to the public. The **Preferred Alternative 1** entails a mixture of retail, offices, leisure and entertainment, with a total Gross Building Area (GBA) of 64 144 m^2.

Dr Jonathan Bloom of Multi-Purpose Business Solutions was commissioned as an independent consultant to prepare a Socio-Economic Impact Assessment of the proposed development. Dr Bloom (PhD, Corporate Finance) is the managing member of Multi-Purpose Business Solutions and was a professor of real estate at Stellenbosch University until 2013. He has conducted over 100 socio-economic impact and other assessments as an independent consultant for real estate and other Southern African development projects. Jonathan possesses research skills in designing and implementing research projects from both qualitative and quantitative perspectives.

Fit with spatial planning

In line with the Guidelines for Economic and Social Specialist Input into EIA Processes (CSIR, 2005; Department of Environmental Affairs and Development Planning, 2007), the project should align with planning frameworks and is desirable from a societal cost-benefit perspective. It is clear from both national and provincial policies, strategies, and programmes that the proposed development upholds the current spatial planning and enhances the strategic objectives of the planning context at the national, provincial, and local levels. The proposed Vredenheim Design District development aligns with the NDP principles by providing commercial and employment opportunities in Stellenbosch. The proposed development offers a different and rather unique addition to the Stellenbosch business landscape that does not currently exist. As with any development, it would generate revenue and employment in the construction sector during the construction period, contributing to the strengthening of the local economy. The project site is situated at the corner of Baden Powell Drive and Polkadraai Road, providing important access to the CMA. The project underpins the principles of the Stellenbosch Economic Development Strategy and, where applicable, aligns with the Spatial Principles and IDP of the Municipality, incorporating a socio-economic perspective in spatial planning.

Impact assessment

The question that needs to be addressed in the context of perceptions and concerns raised by I&APs is whether the proposed development is desirable from a societal cost-benefit perspective? Several social issues are raised and discussed in this report. It was determined that there will be both positive and negative socio-economic consequences, and thus, the need exists to determine whether the negative impacts can be mitigated.

To provide a perspective on the net societal benefits and costs associated with the various alternatives for the proposed project, the following table summarises the different socio-economic impacts associated with the proposed development and their respective significance after the implementation of mitigation measures (i.e., the residual impact), as proposed by the relevant specialists. Note that only impacts not rated by other specialists are indicated in the table. For the No-Go Alternative, the *status quo* is maintained with none of the listed impacts.

Cumulative impacts refer to any other developments and existing activities within the immediate area that could compound any positive or negative impacts of the proposed development. The potential **negative impacts** would be compounded if additional developments were introduced in the immediate and surrounding areas. These impacts typically relate to sense of place, traffic, crime and nuisance factors. Similarly, other developments could compound employment and economic income **benefits**.

[1] The illustrative sketch of the conceptual master plan on the cover page was prepared by DHK Architects

Nature of the Impact	Rating after mitigation (Residual impact)	Cumulative
Construction		
Traffic flows along access roads	Refer to Traffic Impact Assessment	
Nuisance factors (dust and noise)	Medium (-)	Medium (-)
Influx of job-seekers	Medium (-)	Medium (-)
Construction workers – local communities	Low (-)	Medium (-)
Increase in local crime	Low (-)	Medium (-)
Economic income and employment opportunities	Medium (+)	Medium (+)
Operations		
Traffic flows along access roads	Refer to Traffic Impact Assessment	
Sense of place	Medium (-)	Medium-High (-)
Local businesses	Low (+)	Medium (+)
Surrounding property values	Low (+)	Low (+)
Influx of job seekers	Low (-)	Medium (-)
Bulk infrastructure requirements	Medium (+)	Medium (+)
New employment opportunities	Medium-High (+)	Medium-High (+)
Revenue accruing to public authorities	Medium-High (+)	Medium-High (+)

Mitigation measures

Many potential impacts could be mitigated by introducing the measures proposed by various specialists; these must be considered and implemented by the developer. Monitoring and evaluating socio-economic impacts and continuously assessing the outcomes would further inform the social and economic fabric and the impact on surrounding land users. The following mitigation measures related to the **socio-economic context** are proposed and should be consolidated into an Implementation Plan as part of the Construction Environmental Management Plan (CEMP) and/or Operational Environmental Management Plan (OEMP).

Pre-construction (CEMP)

Procurement Strategy that includes the following and applies to the project:

(a) Initiate the activity during the first phase of the development;

(b) The strategy is the responsibility of the contractor(s) collectively under the guidance of the Municipality;

(c) Focus on opportunities for local labour in the surrounding areas and businesses as a priority. Contractors are required to indicate the geographical location of sub-contractors (businesses) and local labour; and

(d) Local contractors invited to tender for work in the context of the terms and conditions included in RFP documentation, which would include skills development, on-site training, gender equality, etc.

Pre-construction & Construction (CEMP)

Communication Protocols that address directly and indirectly affected residents and surrounding landowners, with specific reference to activities, timelines and intended impacts related to the construction phase and all related activities associated with the implementation of the project (i.e. during the operational phase).

- **Objectives**
  - To orientate, generate awareness and gain positive attitudes among stakeholders as far as possible; and
  - To engage and inform stakeholders of progress regarding all phases of construction.
- **Target audience**
  - Property owners and users of the land portions directly surrounding the proposed activity; and
  - Other stakeholders and property owners that may be affected.

- **Major types of messages**
  - Inform directly affected residents on the periphery of the development site and others who would frequent the area;
  - The commencement date for construction activities related to the project;
  - Duration and extent of the construction activities and details of individual construction activities;
  - Progress updates, including any delays in a construction-related activity; and
  - Introduce appropriate signage to warn persons frequenting the area and those residing adjacent to the development area.

Construction phase	
Nuisance factors (dust and noise)	Dust and noise emissions during the construction period should be minimised through a Construction Environmental Management Plan (CEMP).
Influx of job seekers, impact on local communities	Contractors should prioritise hiring local residents whenever possible.
Increase in local crime	Co-operation between the Developer and contractors is essential to ensure that the area around the proposed development remains secured during construction. On-site security measures, such as perimeter fencing, controlled access and security guards and patrols, will minimise the risk.
Operational phase	
Sense of place, residential property values	Implement recommendations from relevant specialists to mitigate negative impacts related to visual, traffic, and nuisance factors, among others.

Impact statement

Several socio-economic impacts of the proposed development were identified. The Preferred Alternative 1 entails a high-end Design District that will provide a range of goods and services to Stellenbosch businesses and residents. An estimated R1,621 million in capital investment could generate R4.2296 million in new business sales, and R1 606.4 million (net of the import leakage) to the GGP of the Western Cape and Winelands District. The project could sustain about 5 910 direct, indirect and induced employment opportunities during construction, with a net movement of 1 173 employment opportunities, while increasing household incomes by R593 million over the 4 years of construction. An unknown number of new opportunities will also be created during operations, mainly linked to direct employment by businesses within the Design District and small-scale service opportunities (e.g., manufacturing, deliveries, installation, cleaning, and general maintenance).

Potential negative impacts include traffic flows, sense of place, nuisance factors, crime and construction workers who may impact local communities. However, if the site is properly managed and mitigation measures are implemented, the significance of these impacts will be low to moderate.

Our assessment indicates that the socio-economic benefits of the preferred development alternative outweigh the potential costs, and no fatal flaws from a socio-economic perspective are envisaged for the preferred development.

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1 BACKGROUND

1.1 Introduction

Vredenheim is one of the oldest wine estates in the Stellenbosch area of the Cape Winelands, with a history that dates back to 1681. It is located along the Eerste River, about 6 km from the centre of Stellenbosch on the R310. Vredenheim Estate boasts a winery, restaurants, a variety of wildlife, art exhibitions and a function venue. The proponents of the project, Vredenheim Wine Farm, aim to use an undeveloped portion of the farm to create a design district focusing on interior design to establish "a vibrant tapestry of creativity", including design studios, co-working spaces, showrooms, art galleries, unique shops, etc., within a pedestrian-friendly environment.

Dr Jonathan Bloom of Multi-Purpose Business Solutions was commissioned as an independent consultant to prepare a Socio-Economic Impact Assessment of the proposed development. Dr Bloom (PhD, Corporate Finance) is the managing member of Multi-Purpose Business Solutions and was a professor of real estate at Stellenbosch University until 2013. He has conducted more than 100 socio-economic impact and other assessments as an independent consultant for real estate and other Southern African developments. Jonathan possesses research skills in designing and implementing research projects from both qualitative and quantitative perspectives. He majored in statistics and finance and business management, and his background in statistical modelling of economic aspects and cost-benefit assessments has been utilised to assist clients in evaluating the socio-economic impacts associated with projects. Refer to **Annexure D** for a declaration confirming Dr Bloom's independence and **Annexure E** for a copy of his *Curriculum vitae*.

1.2 Terms of Reference

The Socio-Economic Impact Assessment includes the following:

1. Description and understanding of the nature and scope of the proposed project, location, layout, etc.;
2. An overview of economic development patterns in the Stellenbosch and Cape Winelands District municipalities;
3. A socio-demographic and -economic profile of the local communities;
4. Place the proposed project in the context of spatial planning regulations and other guideline documents and assess the fit from an economic perspective;
5. Identify possible social and economic impacts / consequences / implications associated with the proposed development;
6. Ascertain the overall monetary benefits, i.e. Gross Value Added (GVA) and job creation potential during construction and operations; and
7. Proposals for a framework for monitoring and evaluation of the socio-economic impacts.

1.3 Approach & Methodology

Our approach for assessing the socio-economic impacts of the proposed development is presented in **Figure 1**. The illustration demonstrates that evaluating a project's financial feasibility and long-term viability is a crucial starting point, as long-term positive economic impacts can only arise from a financially sustainable or viable project. It must also be compatible with and demonstrate integration into economic and spatial planning for the area, which encompasses both economic and spatial planning. These hurdles are a critical aspect of economic desirability, ensuring that the proposed development complements economic planning as reflected in spatial development planning, local economic development plans and strategies for the area.

In keeping with the *Guideline for Involving Economic Assessment Specialists in EIA Processes* (CSIR, 2005) and the *Guideline for Involving Social Assessment Specialists in EIA Processes* (Department of Environmental Affairs and

Development Planning, 2007), the project should fit with planning frameworks and be desirable from a societal cost-benefit perspective (concerning the assessment of social impacts). The *Need and Desirability Guidelines* (Republic of South Africa, 2014) also apply to the economic and social justification for the proposed development in the particular location. Additionally, adherence to Appendix 6 of the NEMA Regulations and alignment with existing guidelines are crucial (**Annexure C**).

Given the nature of the proposed activities and the project's importance for direct investment in Stellenbosch Municipality, monitoring and evaluation are essential throughout construction and operations. Both the envisaged positive and potential negative impacts need to be monitored through an inclusive and credible process, with a broad framework outlined in this report.

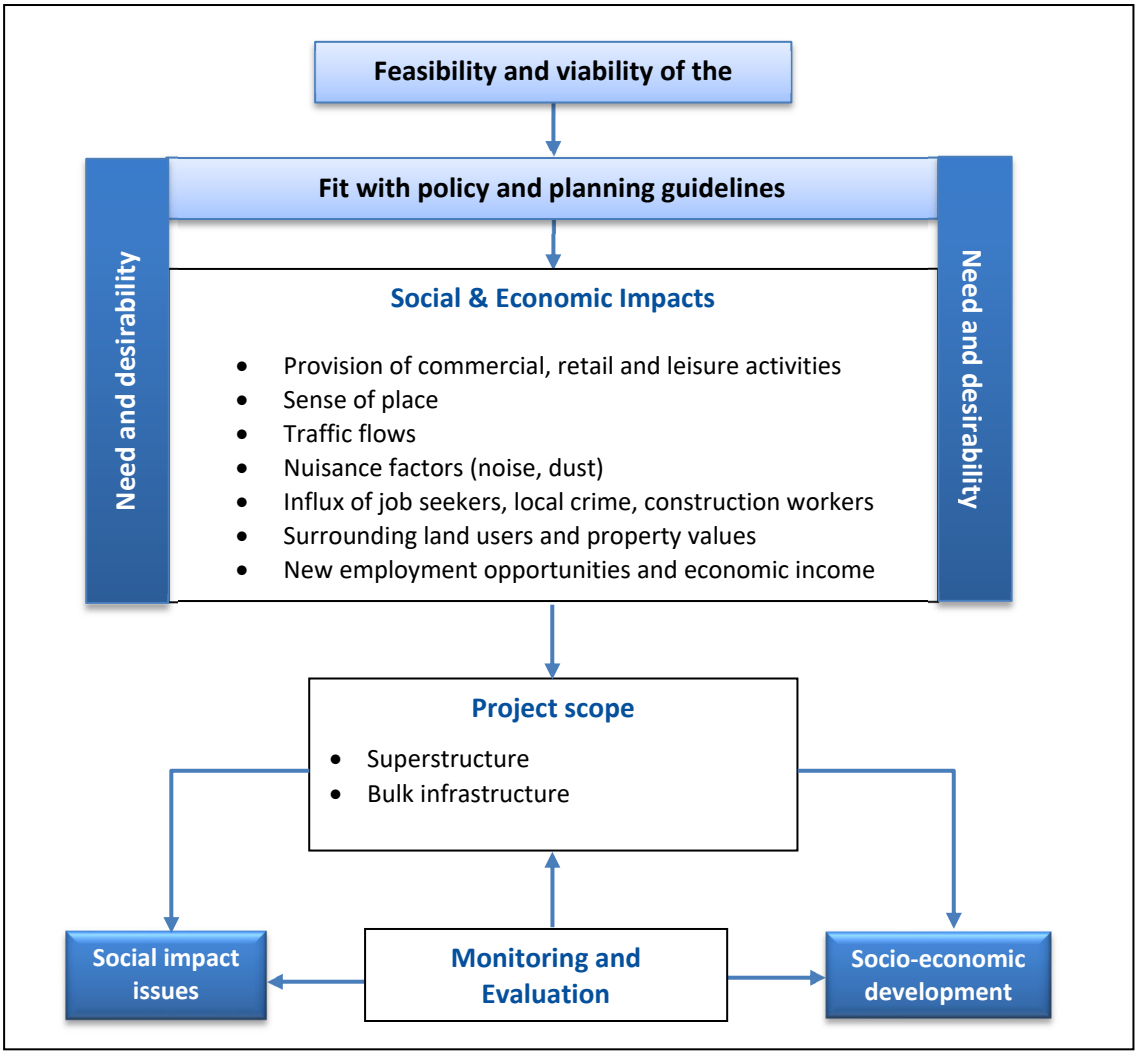


Figure 1: Methodology used for specialist socio-economic input for the EIA process

Source: Multi-Purpose Business Solutions

1.3.1 Data gathering and analysis

The study area for the socio-economic impact assessment is defined as all subplaces (communities) within Stellenbosch Town (refer to the socio-demographic and economic analysis in **Section 4**). The analysis of primary inputs typically includes information collected from interviews with key stakeholders and/or representatives of stakeholder groups that are directly or indirectly affected by the proposed development. Secondary sources

(including reports and publications) are consulted to inform the independent socio-economic assessment and complement the primary research. Our approach to addressing comments from stakeholder groups and Interested and Affected Parties (I&APs) involves incorporating relevant inputs from the environmental assessment process conducted by the Environmental Assessment Practitioner (EAP) and evaluating these inputs from a socio-economic perspective. Where applicable, I&APs will be identified for further consultation to obtain additional information for inclusion in the report. These parties may include, but are not limited to, the local authority, landowners, surrounding landowners, local business associations (where applicable), community leaders and representatives, interest groups, etc.

1.3.2 Impact assessment

The proposed project would have both qualitative and quantitative impacts (benefits and costs) on the socio-economic fabric of the area. We will consider the core project's quantitative economic impact, i.e. positive and negative consequences, and analyse the socio-economic impact. Where applicable, a qualitative assessment of benefits and costs from a social perspective will be provided, and the different impacts will be assessed using the impact rating methodology outlined in **Annexure A**. A summary of the assessment outcomes is provided in **Annexure B**.

Per NEMA EIA Regulations (2014, as amended), the potential impacts of the Preferred Alternative are assessed and compared with the No-Go Alternative:

1) **Preferred Alternative 1** – A Design District with a mixture of retail, offices, leisure and entertainment, with a total Gross Building Area (GBA) of 64 144 m^2.
2) **No-Go Alternative** – no development, i.e. the *status quo* is maintained

Estimating the economic impact of a project or development can be a constructive process to understand the potential benefits of the development on the local economy. However, it should be noted that estimating these benefits is more helpful in understanding the likely order of intensity related to impacts rather than specific amounts. An economic impact assessment traces spending through an economy and measures the cumulative effects of that spending over time. Defining the area of influence is an important first step in the process. The focus of the economic impact is local, regional or national. The nature of the proposal determines the impact region, which can be the entire country, province, and individual or combination of municipalities.

An Economic Impact Analysis (EcIA) assesses the direct and indirect contributions of construction spend and operational revenues (spend) on the economy by applying multipliers. Benefit-Cost and Economic Impact Analyses are not directly comparable but are complementary in providing a micro-level appraisal and macro-economic assessment of the impact related to the development. A Social Accounting Matrix (SAM) is used to assess and estimate the indirect/induced impacts of the project on the local/regional economy. A SAM represents the flows of all economic transactions within an economy (regional or national) and the total direct contribution to and indirect impact on the economy in terms of value added to Gross Geographic Product (GGP).

Once the direct investment is determined, the indirect/induced impacts are estimated. The multiplier effect is the relationship between one form of economic activity and the total additional activity it generates. An Economic Impact Analysis is thus based on the multiplier concept, which estimates the amount of additional economic activity that will result from an investment of R1 in the economy. It is termed as such because the total impacts are larger than an investment's initial, direct impact during construction or operations. For example, an aggregate economic multiplier of 2,50 would mean that for each Rand spent on operations, R2,50 is generated. Subtracting the original R1,00 of operational spending (direct impact) leaves R1,50 of additional spending on items and services, referred to as the indirect/induced impact.

1.4 Assumptions

The following assumptions were used for calculations related to employment and economic income during construction:

- The structure and composition of the Western Cape economy will remain unchanged (a requirement for multiplier analyses).
- No significant political or other administrative changes will take place on a national or provincial level.
- An initial construction period of 4 years was used to assess employment during construction.
- Only total labour demand is considered; no race, gender or skill level is considered; and
- An import leakage[2] of 20% was assumed for construction.

1.5 Limitations

Several limitations were identified during the study:

- Although the 2022 Census high-level results have been released, many issues cast doubt on the credibility and validity thereof. The large undercount, of approximately 30%, far exceeds any acceptable norm and has led to considerable criticism of the methodology and other aspects.
- The following socio-demographic profile of the study area is based on adjusting selected demographic variables from the 2022 National Population Census Survey (Statistics South Africa, 2024) as updated by Spatial Technologies.
- Given the lack of detailed information on the potential revenue of the proposed development, it is impossible to quantify the potential contribution to the local economy once all the envisaged components are complete and operating.

[2] Leakage refers to capital or income that exits an economy or system rather than remaining within it.

2 PROJECT DESCRIPTION

2.1 Project location, site description and zoning rights

The locality of the subject property is the hamlet of Vlottenburg, 8 km from the town of Stellenbosch within the jurisdictional area of the Stellenbosch Municipality. The relevant land parcels include Portions 43-16 of Farm Vlottenburg No. 387 and Portions 1-4 of Farm No 1625, Stellenbosch, located south-west of Stellenbosch town within and around the Vlottenburg hamlet (**Figure 2**). The site is bordered by the R310 (Baden Powell Drive), Polkadraai Road (Stellenbosch Arterial Road, also known as the M12), and Vlottenburg Road (Divisional Road 1065). This offers excellent connectivity with Stellenbosch, Somerset West and Cape Town, ensuring convenient travel, enhanced visibility and accessibility to a broader range of visitors from the larger region (dhk Architects, 2025).

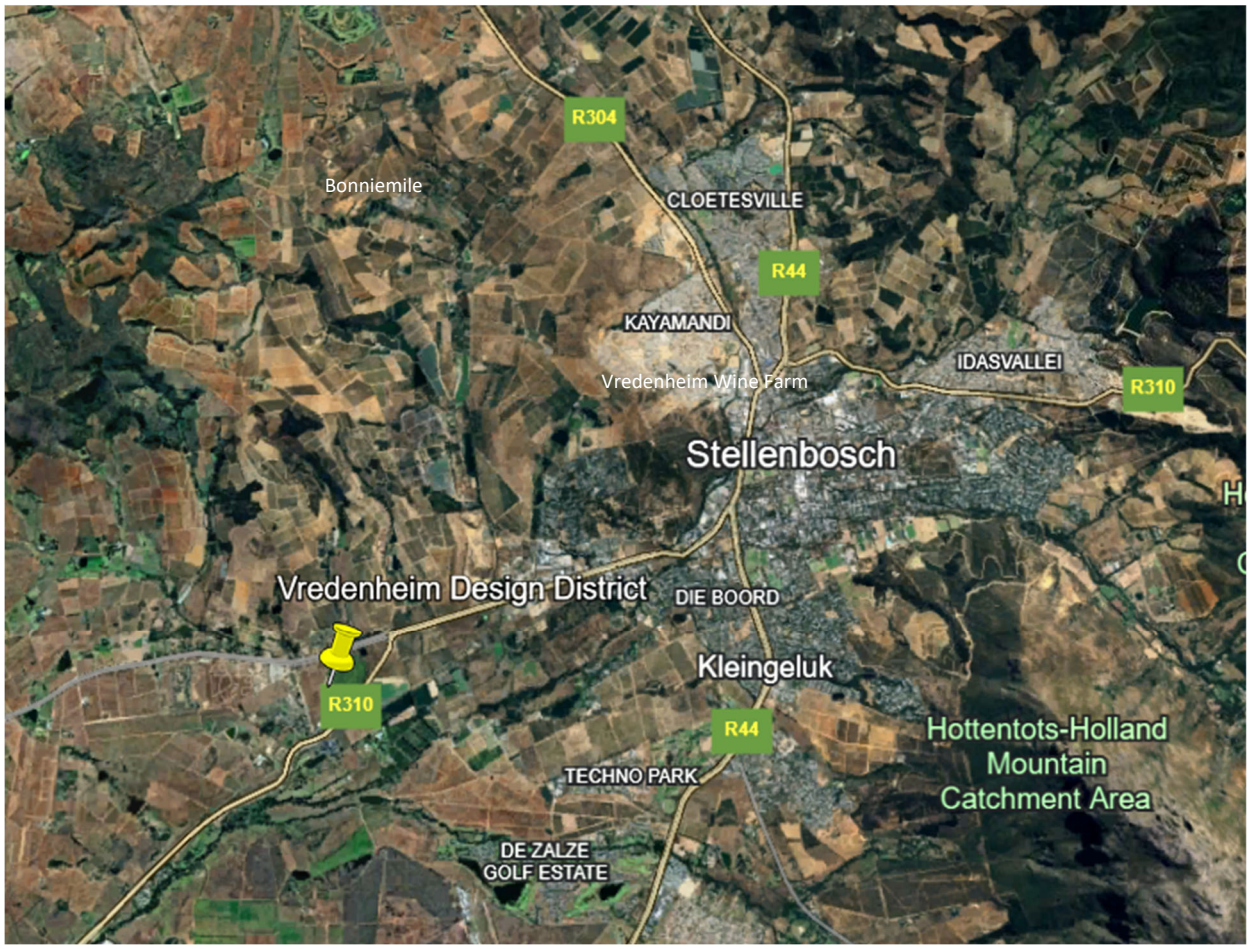


Figure 2: Location of the proposed Vredenheim Design District (indicated by the yellow pin) in the context of Stellenbosch and surrounds.

Source: First Plan, 2024

2.1.1 Current context

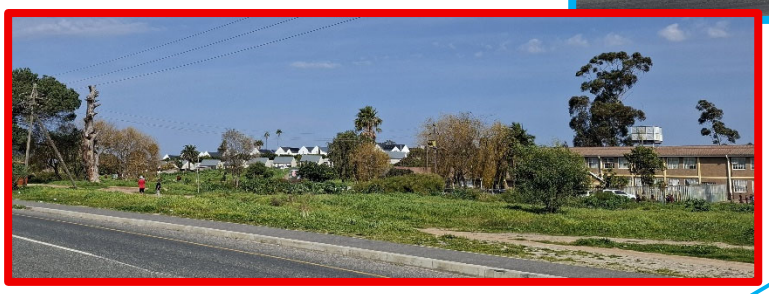
The site is located on a triangular piece of land between Vlottenburg Road, Baden Powell Road and Polkadraai Road. The small agricultural hamlet of Vlottenburg evolved around the railway station and a few agricultural operations. The site has views of the Bottelary Hills to the north, Knorhoek to the north-east and the Helderberg Mountain

range to the south. An existing watercourse runs along the west side of Vlottenburg Road, serving as a natural buffer between existing residential uses to its west.

High-income residents have settled in the upmarket Digteby and Longlands Country Estate west of Vlottenburg Road, and the Bonniemile smallholdings along Polkadraai Road. A former informal settlement on the corner of Vlottenburg and Polkadraai Roads has been rehoused in a low-cost housing development adjacent to Longlands Estate. Several businesses and institutions are located along the western edge of Vlottenburg Road. The Vlottenburg Primary School primarily serves the children of local farm workers and the residents of the Longlands low-cost housing development. Just past the entrance to Digteby Estate is the Private Hotel School, followed by the Vlottenburg Tennis Courts and the turnoff to Lynedoch Station. On the opposite side, bordering Baden Powell, is Stellenbosch Hills Winery. Some of these land uses are shown in **Figure 3**.



Longlands low-cost houses



Vlottenburg Primary School, Digteby Estate at the back





View from Vlottenburg Road towards Vredenheim



Stellenbosch Hills

Figure 3: Views of and from the site earmarked for the Vredenheim Design District

There are several wine estates and tourism products in the Vlottenburg area (**Figure 4**). Tourist attractions within 3 km of the site include Vredenheim, Spier Wine Farm, Stellenbosch Hills, Neethlingshof, Lovane Boutique Wine Estate & Guest House, Asara Wine Estate & Hotel, Thandi Wines, and Van Ryn's Distillery & Brandy Cellar.

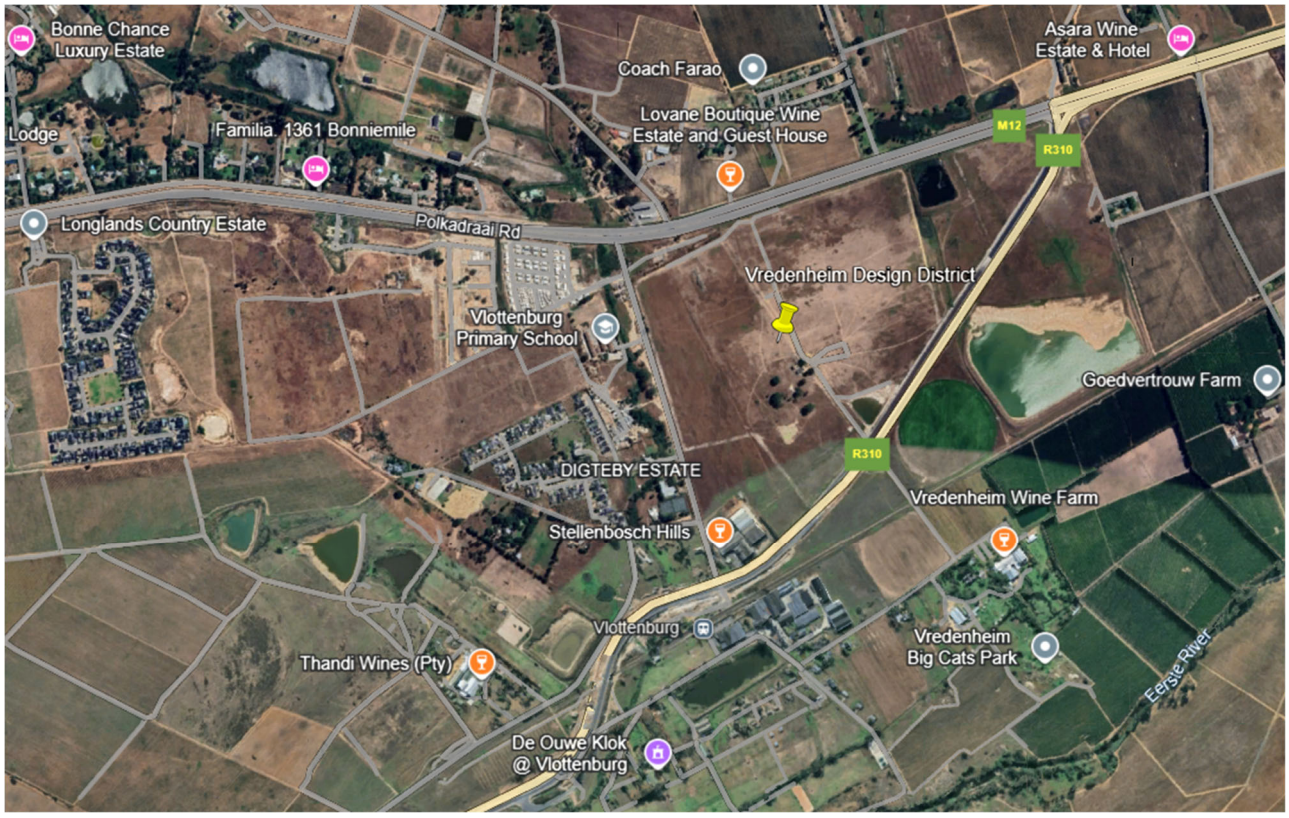


Figure 4: Proposed location of the Vredenheim Design District and surrounding land uses.

Vredenheim, established in 1691, is a well-known tourist, leisure and recreation attraction. It is home to Vredenheim Winery and several eateries, including Plaaslik (a restaurant and function venue), Boerderywinkel (shop and eatery), and Feestafel (Harvest Table). Vredenheim offers a choice of venues for weddings or other functions, with beautiful gardens that are popular for picnics and lunches. There are various animals, with Dierewerf offering kids opportunities to play and interact with farm animals, and the Roofdierpark for viewing big cats and enjoying game drives. Other tourism offerings include the Juniper Spa and Vredenheim Akademie, a small farm school (https://vredenheim.co.za).

VREDENHEIM
1691
STELLENBOSCH



Spier Estate is one of the oldest wine farms in South Africa, dating back to 1692. Award-winning wines grown either on or near the farm can be tasted and paired with food. The four-star Spier Hotel provides an upscale and tranquil venue for both local and international guests. Day visitors can enjoy a picnic in the gardens, a meal at one of the restaurants, or participate in other activities, such as The Cowshed Shop, Wellness Spa, Heritage walks, Segway vineyard tours, the Food Garden, and the Elemental Play Garden for children. Additionally, there are opportunities for mountain biking and several events throughout the year (https://www.spier.co.za).

Stellenbosch Hills is south-east of the proposed development site at the Baden Powell and Vlottenburg Roads intersection. The Stellenbosch Hills cellar processes about 6 000 tons of grapes annually, sourced from the larger Vlottenburg area, and produces both red and white wine varieties (https://stellenbosch-hills.co.za).



Established more than 300 years ago, **Neethlingshof Wine Estate** boasts some of the best restored and preserved traditional Cape Dutch buildings. It offers wine-tasting and cellar tours, a Wine Shop, and a Wine Garden open for lunch. It also hosts special events like the Pinotage Fun Run, Women's Day Sip & Paint Experience, and Wednesday Live Music evenings (https://neethlingshof.co.za).

The **Lovane Boutique Wine Estate and Guesthouse** claims to be one of the smallest wine estates in Stellenbosch, growing only Cabernet Sauvignon, Petit Verdot and Cabernet Franc. The boutique winery offers wine tasting and tours, a 4-star bed & breakfast guesthouse for up to 32 guests, and conference facilities for 20 people (https://lovane.co.za).



Asara Wine Estate & Hotel offers a 5-star hotel with 41 rooms, suites or apartments, as well as various eateries, including Raphael's, Sansibar, Cigar Lounge and Courtyard Café, and event venues for conferences, meetings or weddings (https://www.asara.co.za).

The **Van Ryn's Brandy Distillery**, housed in a historic complex dating back to 1845, is the only brandy distillery in Stellenbosch and home to one of the world's best brandies, as is evident from several awards over the years. Visitors can tour the distillery, taste some of the award-winning brandies and try different brandy pairings, or use the conference facility with catering options (https://sabrandy.co.za/brandy-home/van-ryns-brandy).



2.2 Proposed development

The properties earmarked for development are currently zoned Agriculture Zone 1, mainly used for grazing land (**Figure 5**). The surrounding properties are mainly agricultural, with Residential Zone pockets (e.g. Digteby and Longlands). To accommodate the proposed development, an application was submitted for rezoning to subdivisional area, subdivision and site development plan/architectural design guidelines approval to develop a specialist business park comprising of showrooms, offices and specialist designer shops.

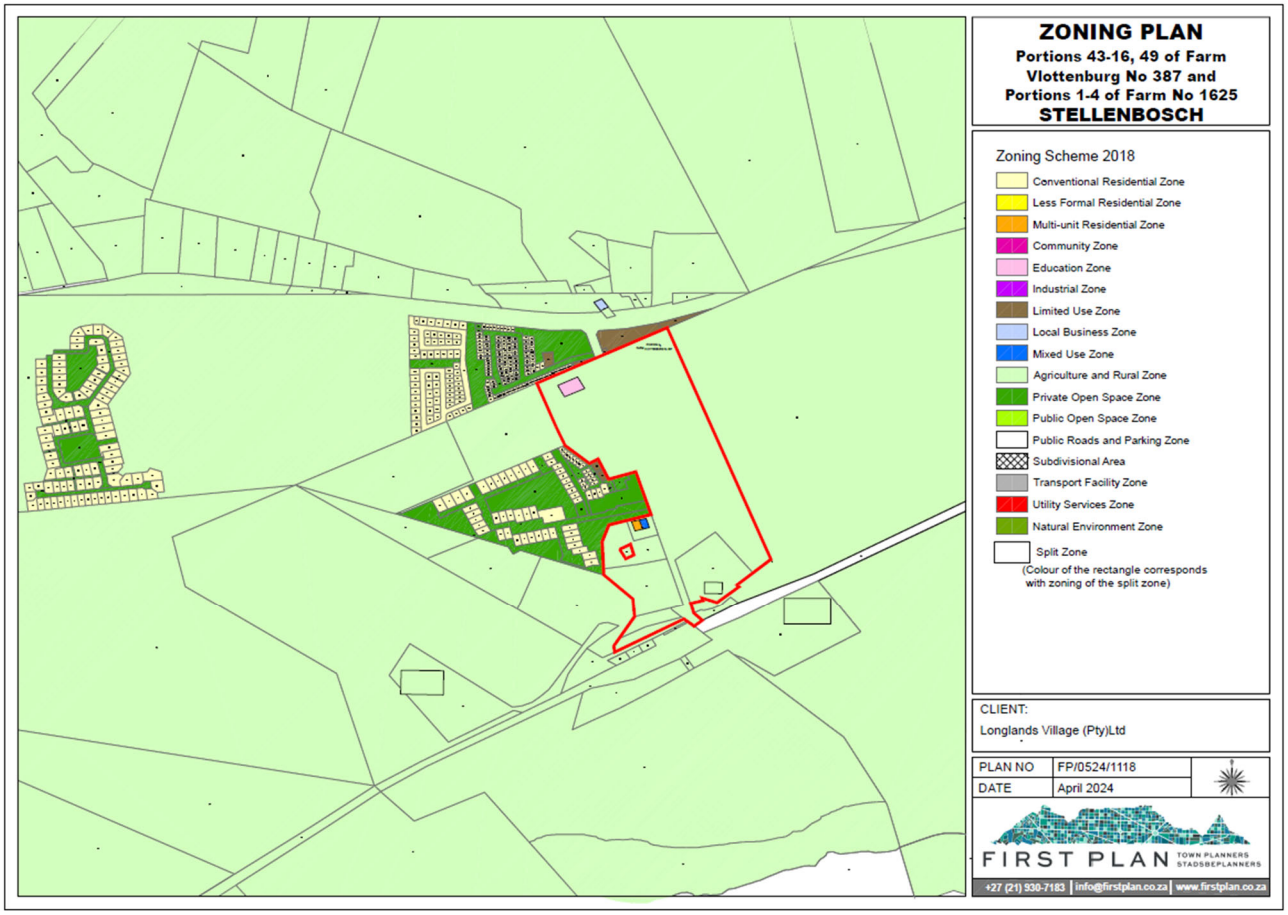


Figure 5: Zoning Plan for the proposed Vredenheim Design District and surrounding area.

Source: First Plan, 2024

The proposed Vredenheim Design District is focused on interior design, encompassing furniture, art, finishes, and fittings. The vision is to establish "a vibrant tapestry of creativity", including design studios, co-working spaces, showrooms, art galleries, unique shops, office space, a motor dealership, etc., within a pedestrian-friendly environment accessible to the public. The site doesn't include residential elements, but will play a pivotal role in fulfilling the local council's vision for a diversified urban landscape. Although the neighbouring residential areas provide a strong foundation for residential development, business-centric establishments are limited. The proposed design district will serve as a hub for interior shops and related businesses, transforming the area into a mixed-use node where residents have convenient access to various retail experiences and services (dhk Architects, 2025).

The earmarked site will have primary access from Polkedraai Road via the proposed new interchange that aligns with Vlottenburg Road to the North (**Figure 6**), with the re-aligned Vlottenburg Road extension running parallel to the western boundary of the site. Based on the analysis of typical parcel sizes, a standardised development block, consisting of eight parcels arranged in a back-to-back configuration, was established. The overarching vision is to craft a pedestrian-friendly environment that encourages people to linger and enjoy their time. Mid-block pedestrian-only lanes will be introduced, with a central public square serving as a focal point and activity hub. An access servitude running in a north-south direction at the rear of the parcels will allow parcel deliveries. This layout enables the streetscape to be designed as busy, pedestrian-focused avenues, featuring convenient on-street visitor parking, integrated landscaping elements, and inviting shopfronts that engage with the streetscape (dhk Architects, 2025). The buildings will be limited to 2 - 3 storeys, featuring a mix of design and detail that will also allow for the store owner's identity to be incorporated.



Figure 6: Proposed layout for Vredenheim Design District

Source: dhk, 2024 [Masterplan 22025 – 40-01, 2024/04/26]

The masterplan categorizes parcels into four distinct typologies to create options for potential land users:

- TYPE A: 1 998 m^2 (33.3 m x 60 m plots)
- TYPE A: 1 250 m^2 (25 m x 50 m plots)
- TYPE SPECIAL: range of size and dimensions due to their unique location on the site.
- TYPE E (ALT. TYPE B): Along the pedestrian spine, the Type B plots are subdivided into three smaller parcels of approx. 415 m^2 (16.6 m x 25 m), allowing bespoke smaller users.

The core objective is establishing a pioneering Design District with a specialised emphasis on interior design. This visionary concept combines various components, including showrooms, workshops, studios, co-working spaces, bespoke retail outlets, and spaces for art and sculpture, all within a singular, design-centric precinct.
Design characteristics and principles include the following:

- An internal street network with multiple intersections, and mid-block pedestrian-only lanes to create permeability (ease of movement for pedestrians)
- Streets focused on pedestrian movement, with wide sidewalks, landscaping, and on-street parking, designed for slow vehicular speeds.
- A variety of public spaces, squares, courtyards and parks to create a vibrant environment.
- Built fabric creates a continuous street wall, with shopfronts facing the streets, services yards, and access hidden at the rear of the parcels, accessed by a shared service lane.
- The existing residential estates west of the site are screened by a landscaped river corridor, which acts as a buffer, and landscaped pocket parking courts clustered along Vlottenburg Road.
- The existing tennis club is proposed to be relocated to the larger portion of land south of the existing school, and the facilities expanded to create a sports precinct for the surrounding community.
- The current tennis club site is redeveloped as a parking hub for the Design District, with the potential to be converted into an alternative use.

The proposed development (**Preferred Alternative 1**) entails a mixture of retail, offices, leisure and entertainment (**Table 1**). The types of businesses earmarked for the Vredenheim Design District include:

- Architects, Interior Designers, Shopfitters
- Furniture & Décor, Fabric and Home, Ceramics & Pottery, Kitchen & Home Appliances, Electronics & Electrical supplies, Lighting
- Tiles, marble, granite, stone suppliers, Floor finishings (carpet, tiles, timber)
- Sanitary ware, Ironmongery & Hardware
- Plants and landscaping
- Restaurants, Deli's, butcheries, bakeries, Coffee shops, etc.

Table 1: Proposed development components

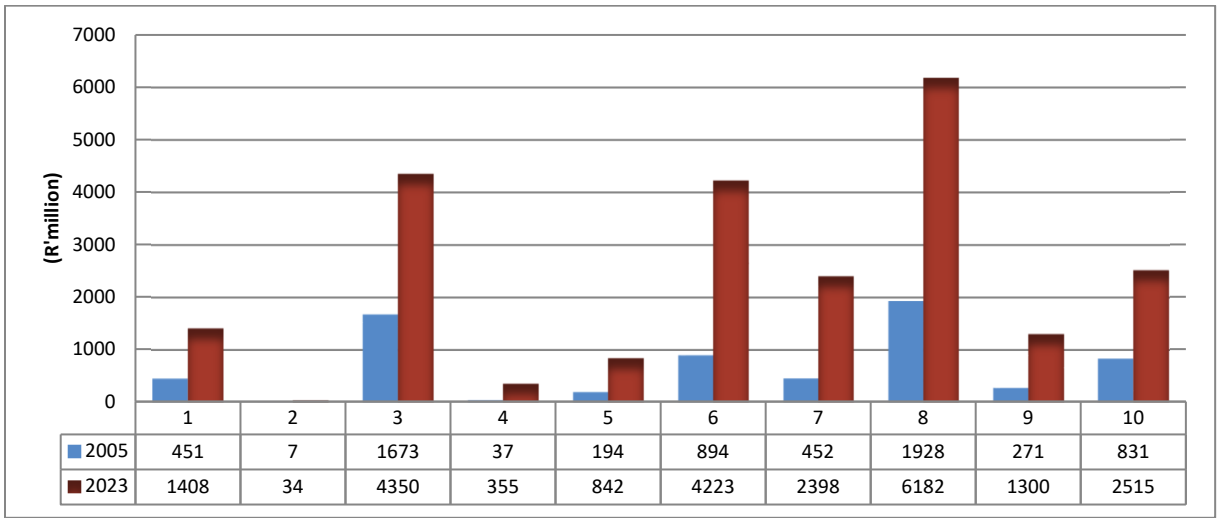
	Total GBA (m^2)	Space allocation
Retail	38 486	60%
Offices	12 829	20%
Leisure & entertainment	12 829	20%
Total	**64 144**	

The **"No-Go" Alternative** option implies the *status quo* is maintained, the relatively low-intensity farming will continue.

3 OVERVIEW OF THE STELLENBOSCH AND CAPE WINELANDS ECONOMIES

The Stellenbosch economy contributed approximately 24,08% to the economy of the Cape Winelands District in 2023. In terms of absolute numbers, the Stellenbosch economy generated R23 606 million in GVA at current prices[3], relative to R98 012 million recorded for the Cape Winelands. The Stellenbosch economy grew off a solid base by 7,21% per annum from 2005 to 2023, but the contribution to the Cape Winelands GVA decreased from 26,97% in 2005 to 24,08% in 2023.

Figure 7 indicates the sector contributions to the GVA of the Stellenbosch economy for 2005 and 2023. The largest sector of the Stellenbosch economy was the Finance, Insurance, Real Estate and Business Services sector, followed by Manufacturing and Wholesale and Retail. Combined, these three sectors contributed almost 63,86% of the total GVA generated by the Stellenbosch economy in 2023, a decrease of 6,32% from 2005. The Finance, Insurance, Real Estate and Business Service sector has remained the largest contributor to the Stellenbosch GVA over the 18 years of the analysis. The Manufacturing sector's contribution decreased from 24,83% in 2005 to 18,43% in 2023, while the Finance, Insurance, Real Estate and Business Services sector's contribution to GVA decreased slightly from 28,62% in 2005 to 26,19% in 2023.



	1	2	3	4	5	6	7	8	9	10
2005	451	7	1673	37	194	894	452	1928	271	831
2023	1408	34	4350	355	842	4223	2398	6182	1300	2515

Figure 7: An illustration of the GVA contributions per sector for the Stellenbosch economy in 2005 and 2023

Legend:

1	Agriculture, hunting, forestry and fishing	6	Wholesale and retail
2	Mining and quarrying	7	Transport, storage and communication
3	Manufacturing	8	Finance, insurance, real estate and business services
4	Electricity, gas and water supply	9	Community, social and personal services
5	Construction	10	Government Services

Source: Adapted from data provided by Quantec Research, 2024

To understand whether sectors are contracting or growing, it is useful to consider the overall and annual growth rates and to compare those to the Cape Winelands within which the Stellenbosch economy functions. **Figure 8** indicates the annual compounded growth rates per economic sector for the Stellenbosch and Cape Winelands from 2005 to 2023.

[3] GVA and Gross Geographic Product (GGP) or Gross Regional Product (GRP) are very similarly related concepts. GVA excludes taxation and subsidies, whereas GDP includes the items. GVA is analysed using current prices

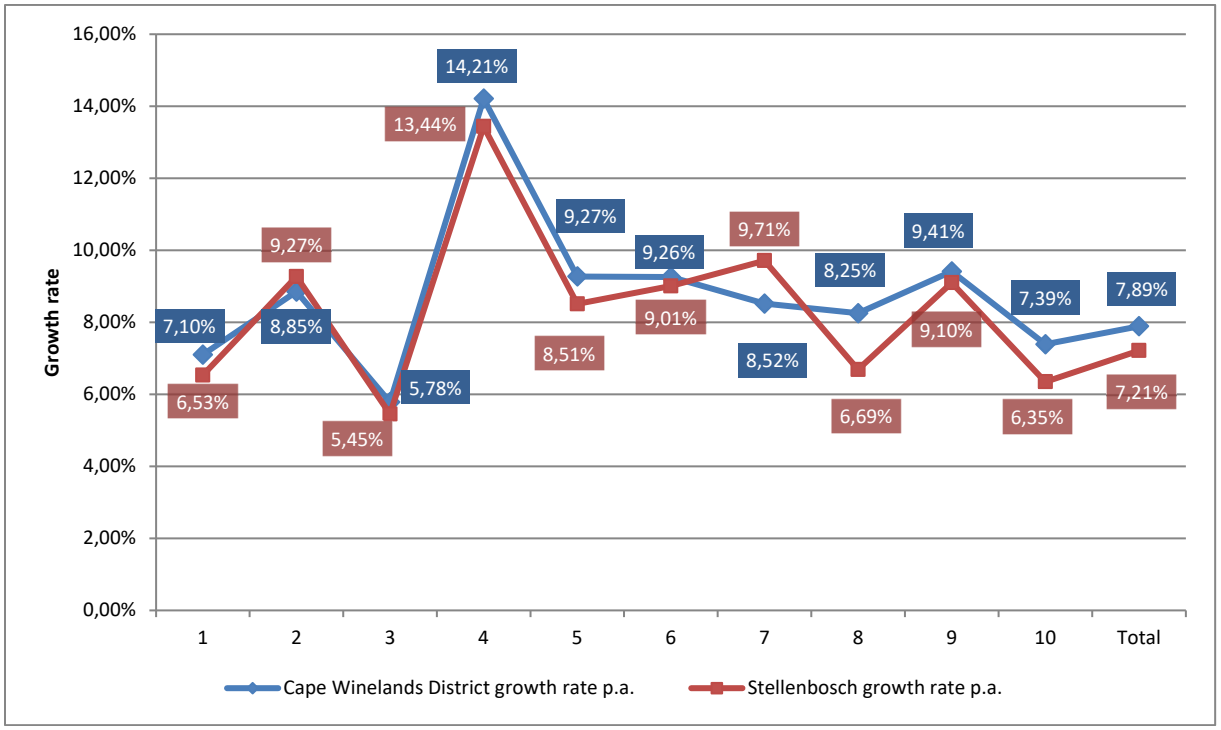


Figure 8: An illustration of the annual nominal growth rates per economic sector for Stellenbosch and the Cape Winelands from 2005 to 2023

Legend:

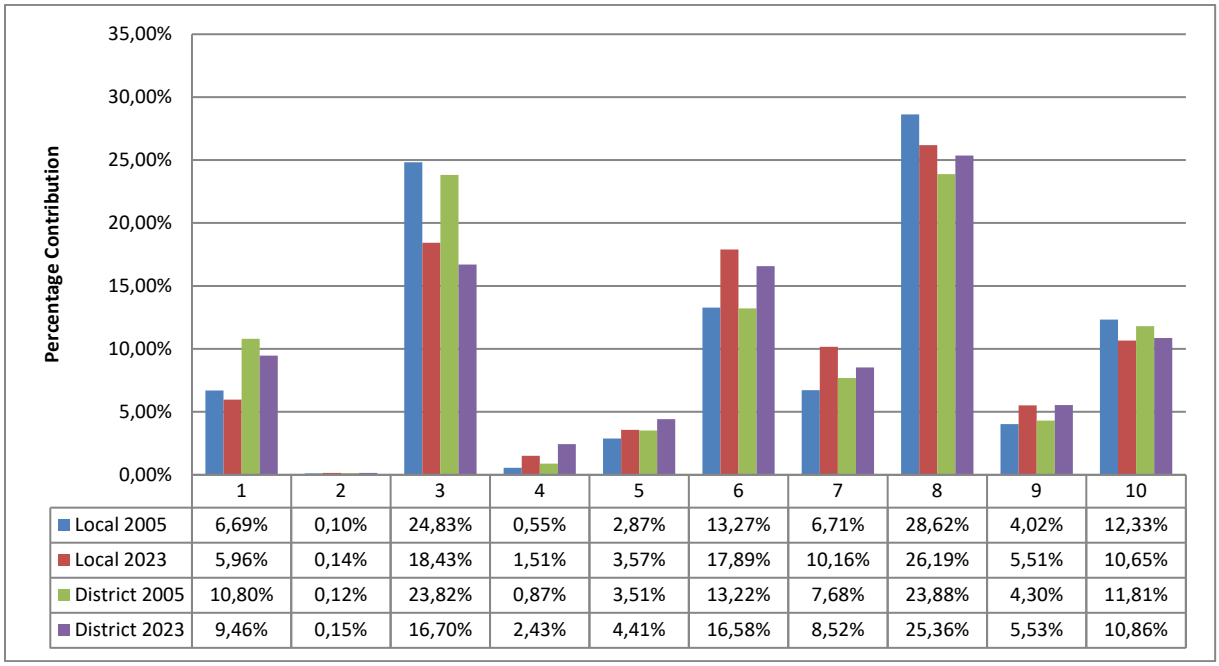
1	Agriculture, hunting, forestry and fishing	6	Wholesale and retail
2	Mining and quarrying	7	Transport, storage and communication
3	Manufacturing	8	Finance, insurance, real estate and business services
4	Electricity, gas and water supply	9	Community, social and personal services
5	Construction	10	Government Services

Source: Adapted from data provided by Quantec Research, 2024 and own calculations

The Cape Winelands and Stellenbosch economies grew in nominal terms by 7,89%% and 7,21% per annum, respectively, from 2005 to 2023 (refer to Total data in **Figure 8**). Only the Mining and quarrying, and Transport, Storage and communications sectors of the Stellenbosch economy achieved higher growth rates than the Cape Winelands District over the period 2005 to 2023. High annual growth rates were achieved in Stellenbosch and Cape Winelands for Electricity, Gas and Water supply, but were off a very low base and should be considered with caution.

3.1 Sector analysis of GVA contributions

Figure 9 indicates the contribution of each economic sector to the GVA of the Stellenbosch and the Cape Winelands economy for 2005 and 2023. An assessment of the larger sectors suggests that the contribution of several of the sectors (such as Manufacturing) declined in the Stellenbosch economy in favour of Transport, storage and communication and Retail and Wholesale, where the latter increased its contribution to the Stellenbosch GVA by 34,77%. The Manufacturing sector showed a decline in its contribution to GVA, i.e. 24,83% (2005) compared to 18,43% (2023). The GVA contribution of the sectors had the same trend for Stellenbosch and Cape Winelands, except for the Finance, insurance, real estate and business services sector, which showed a decline for the Stellenbosch economy, but an increase in its GVA contribution in the Cape Winelands. Six sectors increased their GVA contribution to the Stellenbosch economy, while four indicated a declining contribution. The trend emerging across the District is similar, with seven sectors increasing their GVA contribution to the District economy. The concern with this trend is the reduced employment levels within the more labour-intensive sectors of the economy. A greater focus on sectors with a service orientation has emerged, which are invariably low employment creators compared to construction and manufacturing.



	1	2	3	4	5	6	7	8	9	10
Local 2005	6,69%	0,10%	24,83%	0,55%	2,87%	13,27%	6,71%	28,62%	4,02%	12,33%
Local 2023	5,96%	0,14%	18,43%	1,51%	3,57%	17,89%	10,16%	26,19%	5,51%	10,65%
District 2005	10,80%	0,12%	23,82%	0,87%	3,51%	13,22%	7,68%	23,88%	4,30%	11,81%
District 2023	9,46%	0,15%	16,70%	2,43%	4,41%	16,58%	8,52%	25,36%	5,53%	10,86%

Figure 9: Sector contributions to GVA for Stellenbosch and Cape Winelands District in 2005 and 2023

Legend:

1	Agriculture, hunting, forestry and fishing	6	Wholesale and retail
2	Mining and quarrying	7	Transport, storage and communication
3	Manufacturing	8	Finance, insurance, real estate and business services
4	Electricity, gas and water supply	9	Community, social and personal services
5	Construction	10	Government Services

Source: Adapted from data provided by Quantec Research, 2024

The assessment of GVA sector contributions and the annual and period growth rates for 2005 and 2023 are indicated in **Table 2**. All 10 sectors indicated an annual increase in economic activity from 2005 to 2023. The analysis demonstrates that the Manufacturing sector is declining in favour of increases in Wholesale and Retail Trade and Transport, storage and communication, which alludes to a greater focus on service orientation.

Table 2: Sector contributions to GVA in 2005 and 2023 and annual growth rates for the Stellenbosch economy

Economic sector (R'million)	Gross Value Added				Growth for	Annual	Direction
	2005	% of total	2023	% of total	Period	growth	of growth
Agriculture, hunting, forestry and fishing	451	6,69%	1 408	5,96%	212,31%	6,53%	
Mining and Quarrying	7	0,10%	34	0,14%	393,20%	9,27%	
Manufacturing	1 673	24,83%	4 350	18,43%	160,01%	5,45%	
Electricity, gas and water supply	37	0,55%	355	1,51%	867,33%	13,44%	
Construction	194	2,87%	842	3,57%	334,85%	8,51%	
Wholesale and retail	894	13,27%	4 223	17,89%	372,17%	9,01%	
Transport, storage and communication	452	6,71%	2 398	10,16%	430,22%	9,71%	
Finance, insurance, real estate and business services	1 928	28,62%	6 182	26,19%	220,56%	6,69%	
General government	271	4,02%	1 300	5,51%	379,44%	9,10%	
Community, social and personal services	831	12,33%	2 515	10,65%	202,70%	6,35%	
Total	6 738	100,00%	23 606	100,00%	250,35%	7,21%	

Source: Adapted from data provided by Quantec Research, 2024 and own calculations

3.1.1 Primary sector

The primary sector of the Stellenbosch economy includes Agriculture, Hunting, Forestry and Fishing activity and Mining and Quarrying. The primary sector contributed 6,11% to the GVA of the Stellenbosch economy in 2023, which is slightly down from 6,79% in 2005. Agriculture is the largest contributor to the GVA of the Primary sector with a sector contribution of 98,51% in 2005, declining slightly to 97,67% in 2023.

3.1.2 Secondary sector

The secondary sector of the Stellenbosch economy includes Manufacturing, Construction and Electricity, Gas and Water Supply. The secondary sector contributed 28,25% to the GVA of the Stellenbosch economy in 2005, while the contribution to GVA decreased to 23,50% in 2023. The Manufacturing sector's contribution to the secondary sector GVA decreased from 87,89% in 2005 to 78,41% in 2023.

3.1.3 Tertiary sector

The tertiary sector of the Stellenbosch economy includes Trade, Repairs and Hospitality, Financial Institutions, Real Estate and Business Services; Community, Social and Personal Services; and Government Services. The tertiary sector contributed 64,96% to the GVA of the Stellenbosch economy in 2005, which increased to 70,39% in 2023. Government services are included in the analysis as part of the tertiary sector. The analysis suggests that the contribution of Government Services to the GVA of the tertiary sector increased from 4,02% in 2005 to 5,51% in 2023.

3.2 General employment trends

A comparison of total employment in the Cape Winelands and Stellenbosch indicates that Stellenbosch contributed 19,84% to the total employment of the Cape Winelands in 2023. The primary, secondary and tertiary sectors of Stellenbosch contributed 13,65%, 15,30% and 71,05% to total employment in the local economy, respectively, in 2023. In comparison, the Cape Winelands enjoyed total employment contributions of 21,15%, 13,85% and 65,00% from the primary, secondary and tertiary sectors, respectively.

Overall employment increased by 29,27% from 2001 to 2023 in the Stellenbosch economy. The strong growth in the tertiary sector was offset by low growth in employment in the primary and secondary sector of the Stellenbosch economy. Strong employment growth was recorded in the tertiary sector with an increase of 69,74% from 2001 to 2023, or an annual compounded growth of 2,43% annually. The Cape Winelands experienced similar trends, with a decline of 38,23% recorded for the primary sector, and increases of 24,29% and 97,38% for the secondary and tertiary sectors, respectively.

In terms of employment growth by sector in the Stellenbosch economy and specified periods pre-2008, 2008 - 2011 and post-2011, it is clear that the tertiary sector shed the fewest number of jobs with a decline of 0,92% from 2008 to 2011 (**Figure 10**). The secondary sector and primary sector of the economy shed jobs with declines of 7,26% and 25,86%, respectively, from 2008 to 2011.

Post-2011, all three sectors clawed back all or a large percentage of the lost employment in the previous period, achieving an increase in employment of 4,49%, 7,24% and 19,07% from 2012 to 2023. However, the labour-intensive secondary sector did not recover the lost employment during the recessionary period, accompanied by minor improvement in the primary sector.

In conclusion, the proposed development will specifically benefit the secondary and tertiary sectors of the Stellenbosch economy. However, all economic activities associated with the development during construction and operations impact the primary, secondary and tertiary sectors of the economy with a requirement for raw materials (e.g. sand mining), construction activity (e.g. bricks, cement, etc) and business services (e.g. professional services). Even the household spending of the residents will lead to induced spending of salaries and wages that will benefit all three economic sectors.

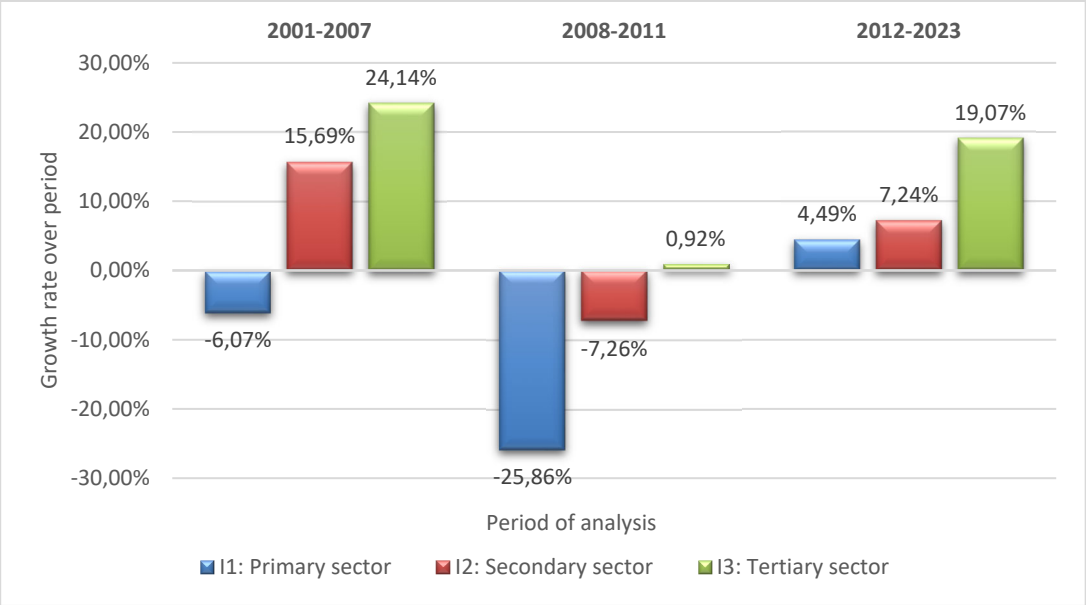


Figure 10: An illustration of the employment growth in the Stellenbosch economy for three specified periods (pre-recession, recession and post-recession) from 2001 to 2023

Source: Quantec, 2024 and own calculations

4 SOCIO-ECONOMIC AND DEMOGRAPHIC PROFILE OF THE POPULATION WITHIN THE STUDY AREA

4.1 Aligning the study area and available statistics

The approach adopted in preparing the socio-economic and demographic profile of communities close to the proposed site is outlined below. **Figure 11** illustrates the subplaces near the project site location. A total of six subplaces in Stellenbosch Town were identified as the study area for the demographic analysis, i.e. 167018002 Die Boord; 167019001 Onder Papegaaiberg SP; 167020001 Devon Valley SP; 167023001 Kleingeluk SP; 167024001 Paradyskloof SP; 167026001 Jamestown SP.

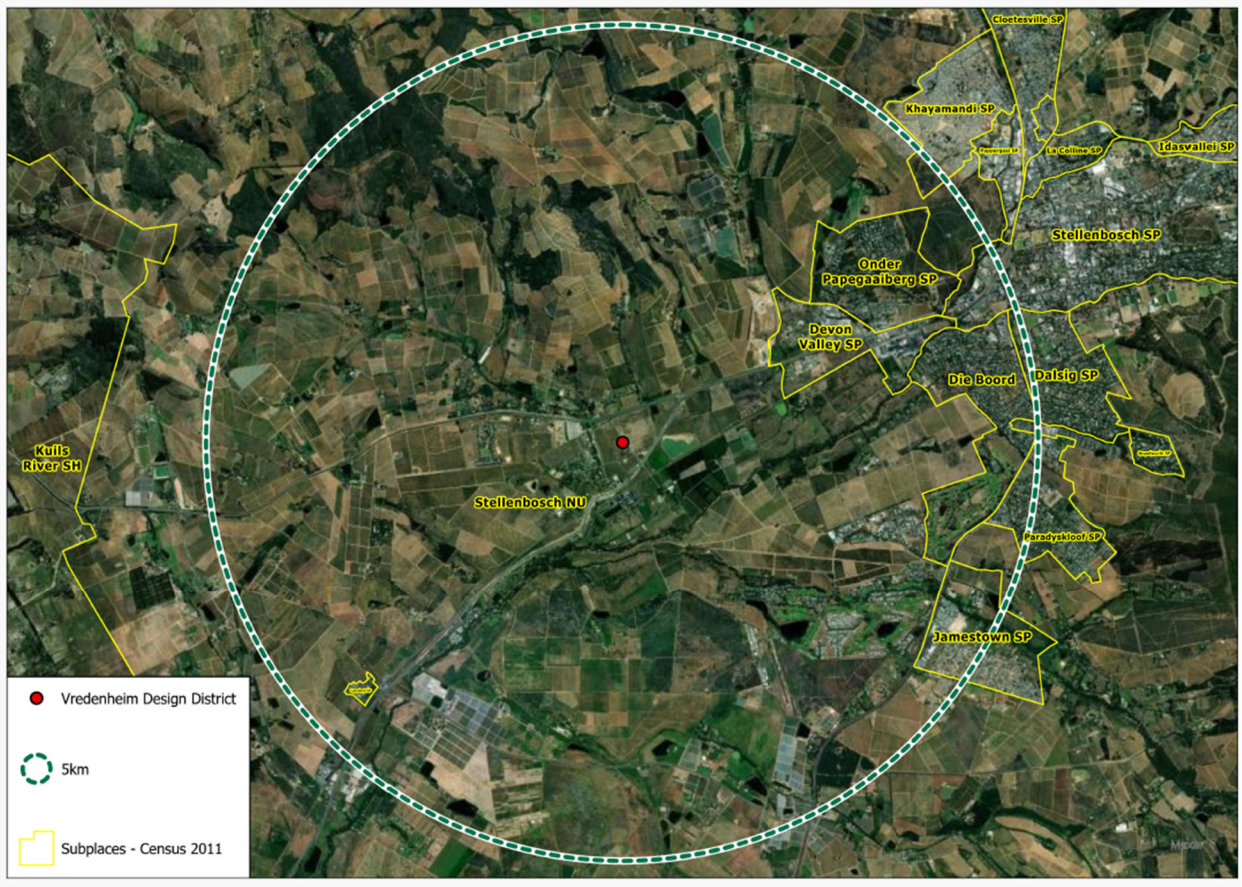


Figure 11: Subplaces included in the socio-demographic analysis of the area close to the proposed development

Source: Prepared from GIS data (Statistics South Africa)

4.2 Socio-demographic profile of the study area

As **Section 1.5** (Limitations) indicates, the 2022 National Population census has been marred by issues related to an estimated undercount of 30%, raising questions about the credibility of the data and the use thereof for analysis. It was thus necessary to rely on estimates by service providers that supplement the Statistics South Africa data and address the various shortcomings. We relied on the data provided by Spatial Technologies to apply socio-demographic and economic data to the selected subplaces, using 2023 as the reference year. The updated census metrics include adjusted data for population, education, age, gender, and household income. Therefore, the following socio-demographic profile of the study area is based on adjusting selected demographic variables from the 2022 National Population Census Survey (Statistics South Africa, 2024) as updated by Spatial Technologies.

4.2.1 Analysis of the study area population

Figure 12 illustrates an estimate of the 2023 population groups for the six subplaces. The estimated total population for the subplaces is 12 936. The White and Coloured population groups are the largest across the selected subplaces (52,56% and 36,56%, respectively), followed by the Black African population group (8,63%).

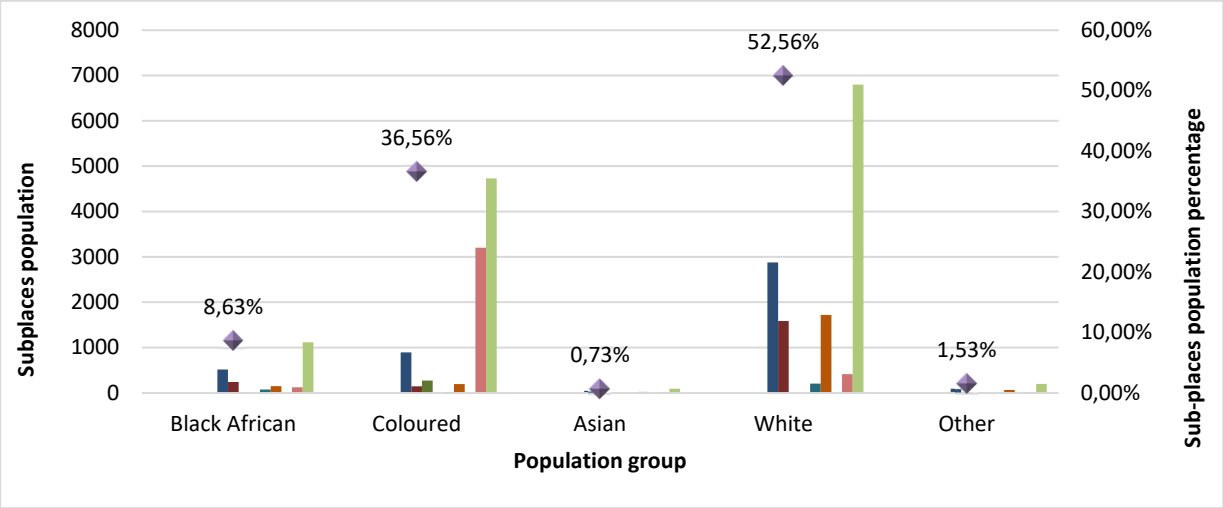


Figure 12: Population estimates for the selected subplaces for 2023 (coloured bars represent the different subplaces, and the diamonds indicate the average of all six subplaces)

Source: Spatial Technologies and own calculations (2024)

Growth rate per population group from 2012 to 2023

The total population for the selected subplaces in 2012 and 2023 is 9 728 and 12 926, respectively. This increase of 32,87% over the period represents an annual compounded increase of 2,40%. The largest annual compounded increase was for the category of "Other" and the Asian population groups. Note that these increases are off a significantly low base and are only for noting. The total growth rates from 2012 to 2023 for the Black African, Coloured, and White groupings are 33,81%, 33,32%, and 31,74%, respectively (**Figure 13**).

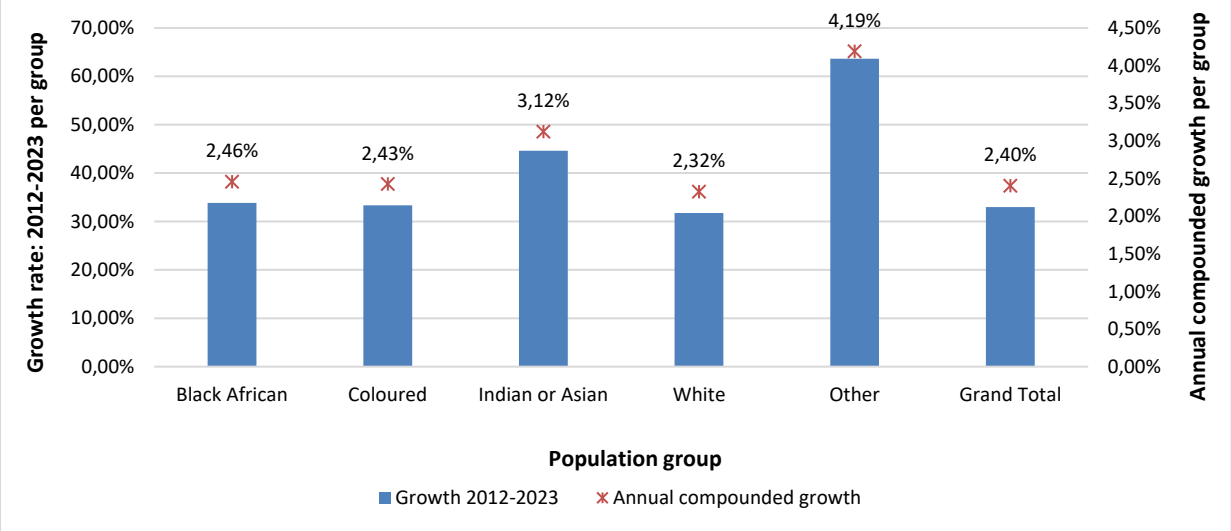


Figure 13: Growth rates for population groups over the period 2012 to 2023

Source: Spatial Technologies and own calculations (2024)

Figure 14 indicates the gender breakdown for the population of the subplaces, estimated at 52,35% female and 47,65% male.

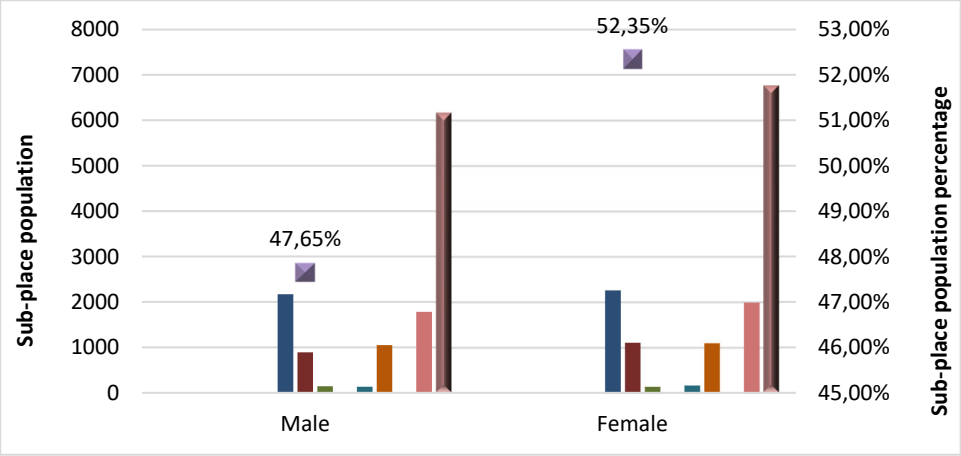


Figure 14: Gender breakdown of the population for the selected subplaces (coloured bars represent the different subplaces, and the squares indicate the average of all six subplaces)

Source: Spatial Technologies and own calculations (2024)

4.3 Analysis of education levels

Figure 15 indicates a breakdown of the education levels of the population in the subplaces. Most of the population (35,23%) have a secondary education, while 17,00% have a primary school education. Slightly less than 3 in 10 of the population has a post-graduate qualification. This is not unsurprising, noting that Stellenbosch is a university town with a large number of academics and large corporations that would require at least tertiary education levels.

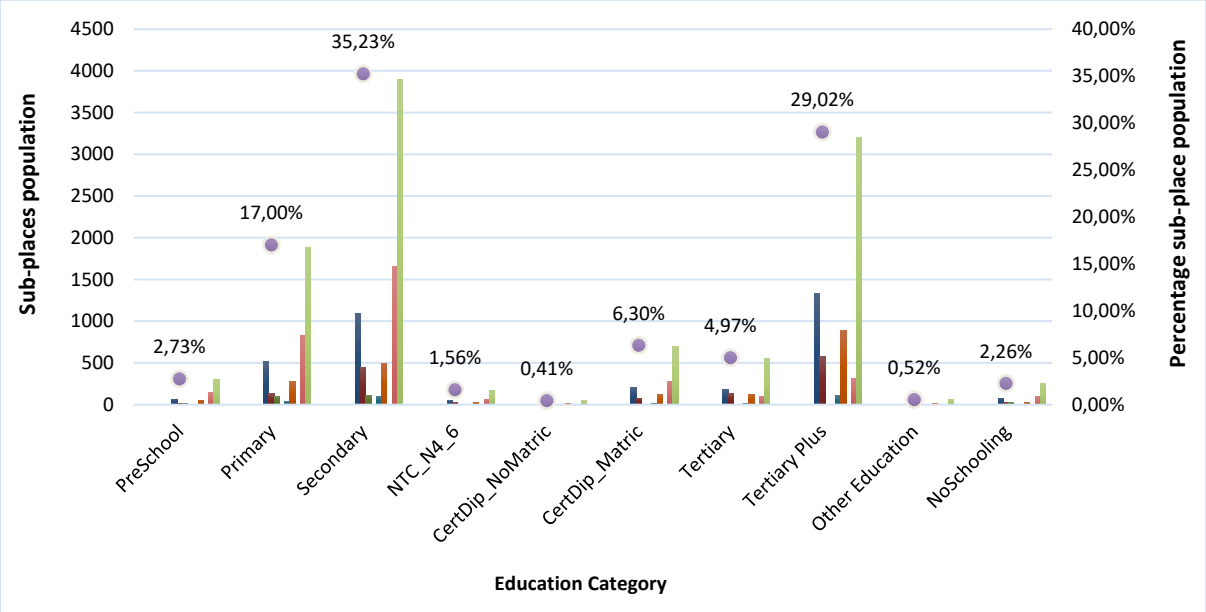


Figure 15: Breakdown of education levels for the population of the selected subplaces (coloured bars represent the different subplaces, and the dots indicate the average of all six subplaces)

Source: Spatial Technologies and own calculations (2024)

4.4 Analysis of age levels

Figure 16 indicates the age breakdown for the population of the subplaces included in the analysis. The age cohorts are indicated as increments of 5 years, with the highest cohort of 85+ years of age. The young population within these subplaces is clear, with 1 in 4 persons between the ages of 15 and 29. A large population cohort is also represented by persons older than 50, representing 29,35% of the population residing within these subplaces. Based on estimated demographic variables in 2023, the analysis suggests that the population is young, more than 50% are female, and most have primary or secondary education.

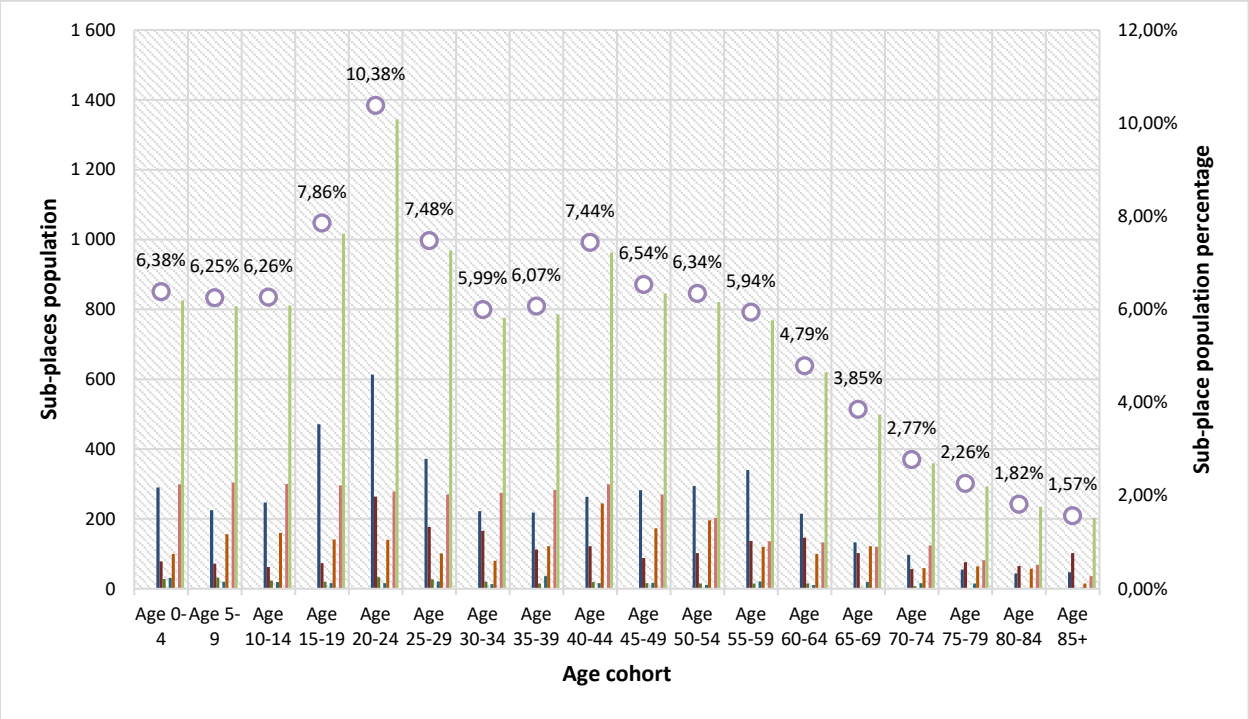


Figure 16: Breakdown of population by age cohort (coloured bars represent the different subplaces, and the circles indicate the average of all six subplaces)

Source: Spatial Technologies and own calculations (2024)

4.5 Analysis of household income levels

Estimates of household income are provided per cohort in **Figure 17** for 2023. More than 9,15% of the population in the selected subplaces recorded no income. Households with an income of R307 801 to 614 400 represent 22,04% of the population, whereas 17,48% earn more than R614 400 per annum.

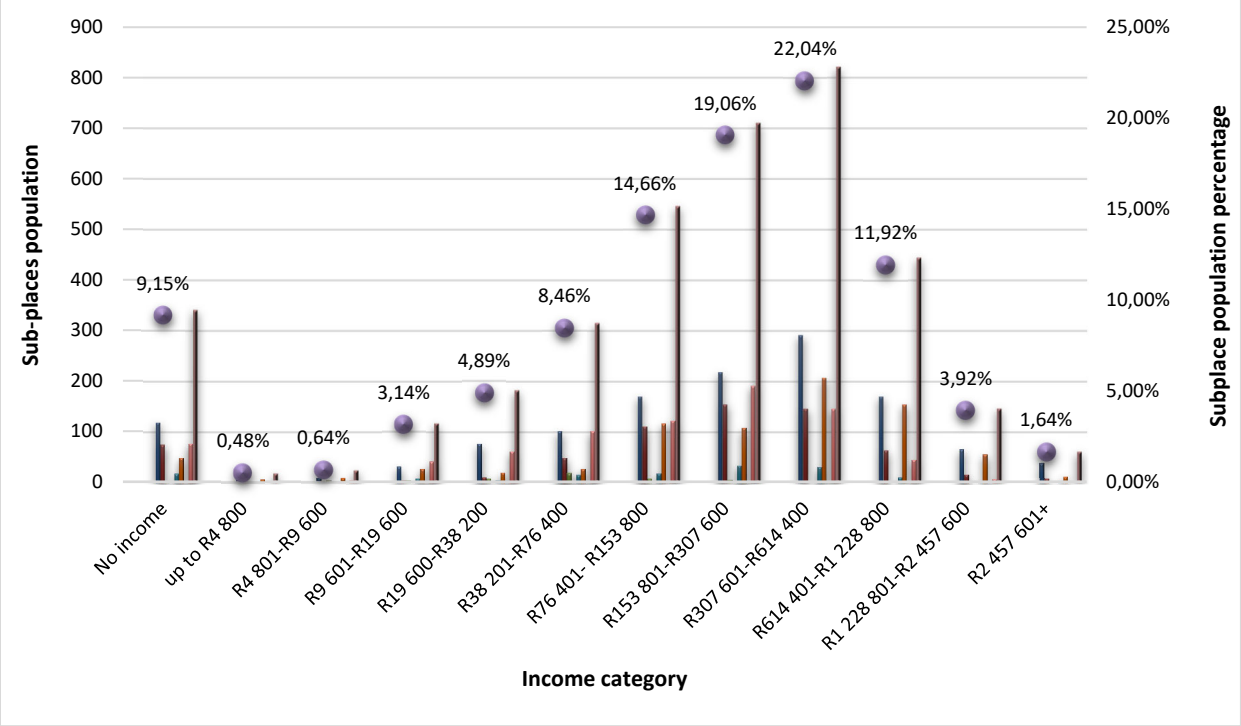


Figure 17: Breakdown for estimates of household income per cohort (coloured bars represent the different subplaces, and the dots indicate the average of all six subplaces)

Source: Spatial Technologies and own calculations (2024)

Additional analysis indicates an average estimated household income of R354 271 per annum, which translates to a monthly average household income of R29 522. **Figure 18** indicates estimates of household income per subplace included in the analysis. Households in the sub-places of Onder Papagaaiberg, Kleingeluk and Jamestown reside closest to the proposed Vredenhein Design District, have an average income of R324 439 per annum, versus Die Boord and Paradyskloof with an average income of R540 383 per annum.

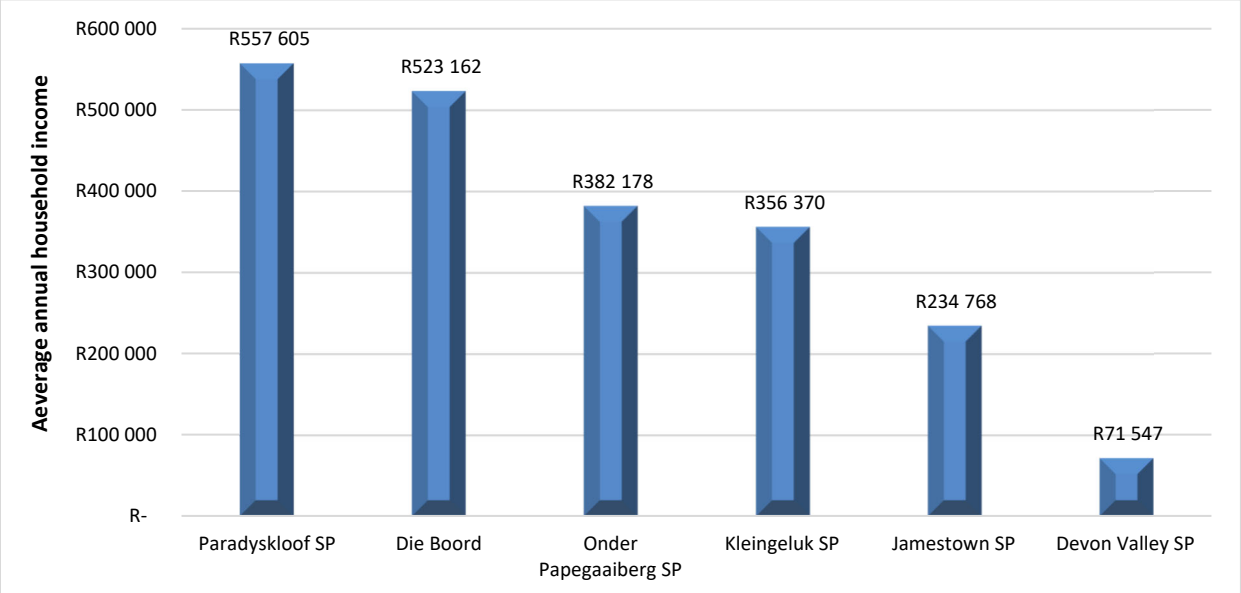


Figure 18: Average household income for subplaces included in the analysis

Source: Spatial Technologies and own calculations (2024)

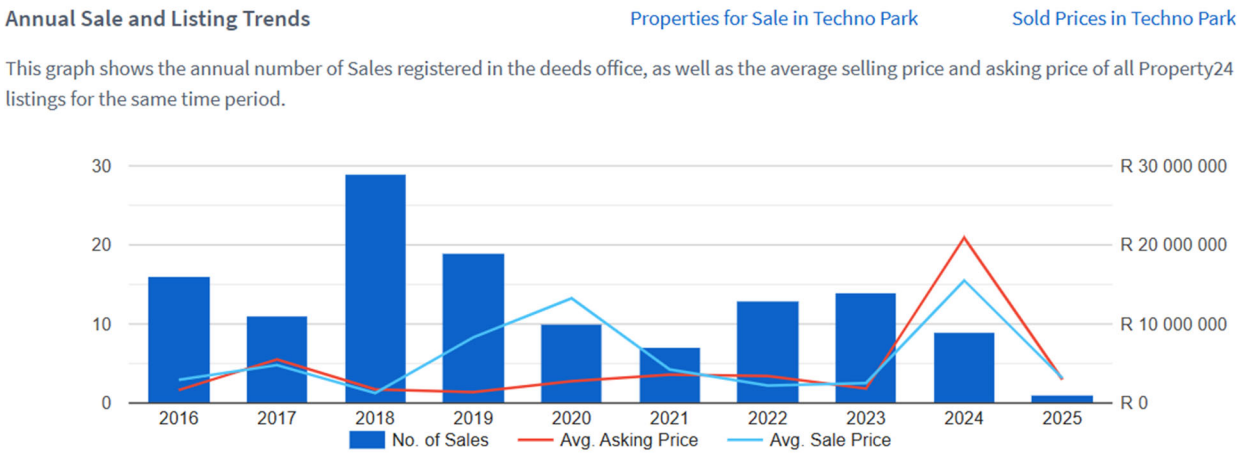
5 FEASIBILITY OF THE PROJECT AND FIT WITH SPATIAL PLANNING

5.1 Project viability and financial sustainability

The viability and sustainability of commercial development depend on various factors, including environmental concerns, economic feasibility, social impacts, and adherence to local and national regulations. Stellenbosch, known for its vineyards, historic architecture, and academic community, presents a unique context for such developments. However, the project should consider long-term viability in case of market fluctuations, especially given South Africa's economic challenges.

In recent years, Stellenbosch has seen an influx of local and international businesses looking to take advantage of its strategic location and strong economy. As a result, there has been a significant increase in demand for commercial, retail, and industrial properties in the area. The commercial property market in Stellenbosch is diverse and offers a range of options for businesses, ranging from office buildings and co-working spaces to retail stores and restaurants. The retail property market in Stellenbosch is also thriving, with a range of shopping centers, boutiques, and speciality stores. The town's central location and strong tourist industry are strong attractions to retailers. The city's strategic location and access to transportation networks make it an ideal location for businesses in the manufacturing, distribution, and logistics industries. However, office space to rent in Stellenbosch is very expensive, ranging from R110 per m² to R350 per m², depending on the location (https://www.one4.co.za/area-profiles/stellenbosch).

Property24.com listed 105 commercial properties available for rent as of 22 June 2025 in Techno Park outside Stellenbosch, significantly more than the 54 properties for rent on 6 April 2025. Only one sale was recorded in 2025 (R3,165 million), suggesting a slowing down in the market relative to 2024, when the average sales price (R15,5 million) was significantly lower than the average asking price (R20,9 million).



5.2 Need and desirability

The Department of Environmental Affairs (2014) issued a *Guideline on Need and Desirability* with a list of questions to address when considering a proposed development. Although job creation and economic growth are important, the specific needs of the broader community should be considered in conjunction with the opportunity costs and distributional consequences to determine whether the development will be socially, economically, and environmentally sustainable. The concept of "need and desirability" relates to, among others, the nature, scale, and location of the proposed development, as well as the wise use of land. Essentially, "need" refers to time and "desirability" to place (i.e. is this the right time and the right place for the type of land use/activity being proposed?). The "need and desirability" considers the development proposal's strategic context, broader societal needs, and

public interest. While the financial viability considerations of the private developer might indicate if a development is “do-able”, the “need and desirability” considers the broader community’s needs and interests as reflected in an Integrated Development Plan (IDP), Spatial Development Framework (SDF) and Environmental Management Framework (EMF) for the area.

The proposed Vredenheim development is situated within the Stellenbosch urban edge, ensuring a fit with spatial planning from an economic perspective (i.e., desirable). The project's location will contribute to what could be termed an existing mixed-use node. There are both affluent and low-income residential communities in the immediate area surrounding the property, as well as agricultural activities related to vineyards, and manufacturing activities, including a distillery. No commercial and retail activity of any note exists in the area. In terms of need, the Vredenhein Design District aims to create job opportunities for the low-income community of Longlands in close proximity. By having employment opportunities on their doorstep, the exorbitant costs of MBT transport that low-income earners incur to commute to jobs in Stellenbosch town or Kuils River would be alleviated. In addition, the mix of activities and opportunities that the project intends to create would likely result in agglomeration benefits, which would not be unlocked if the project does not proceed.

In this instance, an opportunity exists to create job opportunities within the immediate community, rather than having to relocate community members to where the jobs are. It could be argued that social well-being and community cohesion can be fostered by increasing disposable income among low-income earners and, in many cases, unemployed individuals. The question that arises is whether the proposal for a Design District is a good match for the location. The premise that the proposal is not a shopping centre, but a destination that incorporates various leisure and entertainment elements, along with lifestyle businesses, elevates it above the traditional monotone retail shopping centre offering, which may not be a suitable fit for the location. The fit with the area from a socio-economic perspective is therefore more aligned to the design concept, and provides an opportunity to uplift the surrounding low-income community by providing job opportunities that are easily accessible.

5.3 Compatibility with spatial planning from an economic perspective

The individual benefits of a project overstate the true benefits if the project diminishes benefits elsewhere in the area. Economic desirability is, therefore, essential in determining whether the proposed development complements economic planning as reflected in spatial development planning. It is not sufficient that the development results in some positive spin-offs if it is not compatible with planning guidance designed to maximise the overall economic potential of an area. SDFs are central to economic development planning and guide overall development in a direction that local and provincial authorities see as desirable. Notwithstanding, the basic purpose of an SDF is to outline the spatial implications of IDPs. To provide some context, the provincial, regional and local SDFs (together with related frameworks, interpretation reports and discussion documents) and Local Economic Development (LED) plans and strategies (together with other documents that offer guidance) are considered as the premises for this part of the assessment.

5.3.1 National Development Plan 2030

The National Development Plan (NDP, National Planning Commission, 2012) set out six interlinked priorities (National Planning Commission, 2012):

- Uniting all South Africans around a common programme to achieve prosperity and equity;
- Promoting active citizenry to strengthen development, democracy and accountability;
- Bringing about faster economic growth, higher investment and greater labour absorption;
- Focusing on key capabilities of people and the state;
- Building a capable and developmental state; and
- Encouraging strong leadership throughout society to work together to solve problems.

While achieving the objectives of the National Development Plan requires progress on a broad front, one of the fundamental factors is raising employment through faster economic growth. A sustainable increase in employment will require a faster-growing economy and the removal of structural impediments, such as poor-quality education or spatial settlement patterns that exclude the majority of the population. These are essential for achieving higher investment rates and competitiveness, as well as expanding production and exports. However, businesses, labour, communities, and governments must work together to achieve faster economic growth.

In essence, the NDP proposes to enhance human capital, productive capacity, and infrastructure to increase exports and investment resources, and reduce reliance on capital inflows. Higher investment, supported by better public infrastructure and skills, will enable the economy to grow faster and more productive. Increased employment and productivity will lead to rising incomes and living standards, as well as reduced inequality. Shifting the economy towards more investment is thus necessary for long-term economic prosperity. Additionally, more efficient and competitive infrastructure is needed to facilitate economic activity that fosters growth and job creation.

The NDP identified nine main challenges facing the country and approaches to tackle them. The NDP's key objectives are eliminating income poverty and reducing inequality by 2030. Regarding Urban and Rural Transformation, the NDP's human settlement targets include 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 housing development 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.

5.3.2 Western Cape Provincial Spatial Development Framework (WCPSDF) 2014

The Western Cape Provincial Spatial Development Framework (2014) emphasises the importance of a coherent framework for the province's urban and rural areas, which provides spatial expression to the National and Provincial development agendas, among others. Its guiding principles include the following:

- **Spatial justice**: Past spatial and other development imbalances should be redressed through improved land access to and use by disadvantaged communities.
- **Sustainability and resilience**: Land development should be spatially compact, resource-efficient, and compatible with cultural and scenic landscapes, avoiding the conversion of high-potential agricultural land and compromising 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.
- **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 that support viable public transportation, reduce overall energy use, and lower user costs, as travel distances are shorter and more affordable.
- **Accessibility**: Improving access to services, facilities, employment, training, and recreation, including enhancing the choice of safe and efficient transportation modes (e.g., public transport, private vehicle, bicycle, walking, and wheelchair) is essential to achieving settlement transitions.
- **Quality and liveability:** The quality of an environment directly contributes to its liveability. A good environment is legible, diverse, and unique. Diverse environments provide a variety of opportunities, experiences, and choices. Liveable settlements balance individual and community, logic and feeling, order and random incident. The quality of space can define the liveability of a place. Spaces need to be safe and attractive.

In terms hereof, the logical underpinning of the spatial strategy of the WCPSDF covers the following (p. 34):

- Capitalise and build on the Western Cape's comparative strengths (e.g. gateway status, knowledge economy, lifestyle offering) and leverage the sustainable use of its unique spatial assets;
- Consolidate existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation;
- Connect urban and rural markets and consumers, fragmented settlements and critical biodiversity areas (i.e. freight logistics, public transport, broadband, priority climate change ecological corridors, etc.); and
- Cluster economic infrastructure and facilities along public transport routes (to maximise the coverage of these public investments) and respond to unique regional identities within the Western Cape.

5.3.3 Cape Winelands District Integrated Development Plan (2022/23 – 2026/27)

The 2022 review of the Cape Winelands IDP (Cape Winelands District Municipality, 2022) confirmed the vision of "A unified Cape Winelands of excellence for sustainable development", which is demonstrated in the following strategic objectives and predetermined development objectives:

1. **Creating an environment and forging partnerships that ensure social and economic development of all communities, including the empowerment of the poor in the Cape Winelands District**
   - 1.1. Provide a comprehensive and equitable Municipal Health Service, including Air Quality Management throughout the CWDM.
   - 1.2. Ensure coordination of multi-disciplinary and sectoral disaster risk reduction through integrated institutional capacity for Disaster Risk management, Disaster Risk Assessment and Response and Recovery
   - 1.3. Effective planning and coordination of specialised fire-fighting services throughout the CWDM.
   - 1.4. To facilitate environmentally sustainable economic development planning through developing and maintaining strategic partnerships, investment attraction, retention and opportunities, SMME support and development, skills development and information knowledge.
   - 1.5. To facilitate, ensure and monitor the development and empowerment of the poor by graduating people from poverty, social inclusion and improving the livelihood of the poor, vulnerable groups, rural farm dwellers and rural communities.
2. **Promoting sustainable infrastructure services and a transport system that fosters social and economic opportunities**
   - 2.1 To comply with the administrative and financial conditions of the Western Cape Government's roads agency function agreement
   - 2.2 To implement sustainable infrastructure services
   - 2.3 To increase levels of mobility in the whole of the CWDM area
   - 2.4 To improve infrastructure services for rural dwellers
   - 2.5 To implement an effective ICT support system
3. **Providing effective and efficient financial and strategic support services to the CWDM.**
   - 3.1 To facilitate and enhance sound financial support services
   - 3.2 To strengthen and promote participative and accountable IGR and governance.
   - 3.3 To facilitate and enhance sound strategic support services

As part of the commitment to enhance economic growth by ensuring the social and economic development of all communities, and promoting sustainable infrastructure services that will foster social and economic opportunities, the CWDM identified the following priorities in the IDP (p. 5):

- the development of waste management regional landfill site
- stability in environmental health
- support the recovery of the tourism sector and sustain the support of local economic development
- Address socio-economic and social challenges such as poverty, unemployment (especially among the youth), drug abuse, domestic and gender-based violence, crime and wellness
- maintaining our rural gravel roads.

5.3.4 Cape Winelands District Spatial Development Framework (2021-2026)

As a sector plan of the Cape Winelands IDP, the Cape Winelands District Spatial Development Framework (Cape Winelands District Municipality, 2020), adopts the CWDM IDP's vision of "A unified Cape Winelands of Excellence for sustainable development" and mission, "All structures of the Cape Winelands co-operate together towards effective, efficient and economically sustainable development".

The objectives of the CWD SDF are:

- To improve the quality of life for the people of the region by ensuring principle-led responses;
- To plan by considering future population growth, economic and climatic changes;
- To manage the impact and exposure of external and internal threats to growth and development;
- To restructure urban settlements through compaction and densification;
- To promote sustainable resource use and responsible rural development; and
- To improve and conserve the District's natural environment.

Stellenbosch serves as the administrative centre for the Southern Winelands and is home to tertiary education and research facilities, agri-processing, multinational headquarters, tourism destinations, and the tech industry (p. 29). Although Stellenbosch has high growth potential, it also faces significant socio-economic needs (p. 33). The Stellenbosch and Drakenstein municipal areas were classified as "very high" in terms of their development. Based on population growth in Stellenbosch since 2011, an annual growth rate of 2.1% is forecasted for 2020-2030, reaching 233 116 in 2030 (p. 14). potential, ranked first and second, respectively, relative to other municipal areas in the province regarding their development potential (p. 35).

The following key spatial challenges were identified for Stellenbosch (p. 48):

- Lack of integrated settlements within the Municipality
- Dispersed rural settlements
- Derelict and unutilised rail infrastructure (Franschhoek rail connection)
- Inter-city bus facilities are poorly located

SPLUMA (16 of 2013) is founded on the development principle of efficiency whereby "land development optimises the use of existing resources and infrastructure; decision-making procedures are designed to minimise negative financial, social economic or environmental impacts; and development application procedures are efficient and streamlined and timeframes are adhered to by all parties" (p. 38). Stellenbosch Municipality should also carefully note how its growth impacts the environment, on its "urban edge" and the competition between different land uses; create a conducive policy environment to facilitate land use that strengthens sustainable economic growth sectors (p. 80).

Over the past decade(s), Stellenbosch and Paarl/Wellington have seen growth in various sectors: *higher education and research* (Paarl/Wellington to a lesser extent), *agriculture and agri-processing*, *tourism, corporate headquarters and business services*, *retirement settlements*, and other sectors that include a *resilient retail sector* and *diverse (small and medium-sized) industrial enterprises*. The Fourth Industrial Revolution has already been identified as a significant influencer on the future of the Western Cape's agricultural sector, which can benefit from water-saving technology, drones, robotics, farm-management software, precision agriculture, predictive analytics, and genetic developments (p. 74).

5.3.5 Stellenbosch Integrated Development Plan (IDP) (2022-2027)

The 5-year IDP informs the municipal budget and guides all development within the Stellenbosch Municipal area (Stellenbosch Municipality, 2022b). The IDP is the Municipality's principal strategic plan, addressing the most critical development and governance needs. The vision for the Greater Stellenbosch area is "An Integrated Valley of Opportunity and Innovation", with the mission to deliver services in an enabling environment through sustainable, cost-effective and accountable services.

The IDP Strategic Focus Areas and pre-determined objectives include the following:

1 Valley of possibility

1.1. Create an environment conducive to business development and job creation.

1.2. To facilitate and coordinate support to emerging entrepreneurs by utilising internal SCM processes and linking SMMEs with opportunities in the market.

1.3. To provide, upgrade and maintain an effective engineering infrastructure to support effective service delivery.

1.4. To ensure the provision of non-motorised transport routes as a functional mode of transport.

2 Green and sustainable valley

2.1 Managing human use of the biosphere and its resources.

2.2 Enhancing the integrity of the environment is imperative for long-term sustainability.

2.3 Incorporating biodiversity into the environment as an imperative for long-term sustainability

2.4 Ensuring spatial sustainability.

2.5 Facilitate the efficient use of all forms of capital available to Stellenbosch.

2.6 Building human capacity.

3 Safe valley

3.1 To implement an integrated safety strategy to incorporate multi-stakeholder engagements in addition to focusing on institutional, situational and social crime prevention interventions.

3.2 To develop and implement Institutional Crime prevention strategies, with a focus on improved law enforcement and neighbourhood watches.

3.3 To develop and implement Situational Crime prevention strategies.

4 Dignified living

4.1 To develop and maintain sustainable human settlements that will deliver a diverse range of housing needs.

4.2 To develop and implement a social infrastructure master plan for the upgrading and maintenance of social facilities in all wards.

4.3 To involve and build the capacity of stakeholders in the planning and management (governance) of the areas where they live. (Promote participatory planning and integrated implementation).

4.4 To provide access to basic services for households in the WC024 area.

5 Good governance and compliance

5.1 To develop, align and implement effective Management Information Systems.

5.2 An effective asset management system to optimise the use of Municipal assets.

5.3 To manage integrated development planning and the efficient measurement of predetermined objectives as per the regulatory framework.

5.4 To involve the community in the planning and management of programmes and projects impacting their ward(s),

5.5 To review municipal governance processes as per the Risk-Based Audit Plan.

5.6 A skilled and capable workforce that supports the growth objectives of the municipal area.

5.7 A responsive, accountable, effective and efficient local government system.

5.8 To implement an effective revenue management system.

5.9 To provide accurate and relevant financial information for decision-making.

5.10 To develop and implement a responsive, accountable, effective and efficient customer care structure and system.

The IDP lists Vlottenburg as a “contained rural settlement”, with the “Gradual expansion of unique development model focused on sustainable living and education” as a Development and Land Use Management Focus (p. 76). Over the longer term, Vlottenburg could accommodate further growth and establish itself as an inclusive settlement

offering a range of housing opportunities. However, much work must be done to ensure the appropriate make-up of these settlements (including each providing opportunity for a range of income groups) and integration with the corridor regarding public transport (p. 87). Housing developments in Longlands/Vlottenburg are mentioned in the IDP, including 106 units as part of the Provincial Infrastructure Investment Projects and Programmes (p. 99) and the construction of 114 serviced sites (p. 119). The following priorities were identified for Ward 20, which includes Vlottenburg (p. 271):

Ward Priority	Priority Ranking (1-5)	Description of Ward Priority
Food security	1	Due to unemployment, many in the community face food insecurity. Projects can be implemented to help the youth and parents become self-sufficient, which can also be used to develop skills and self-employment.
Access to housing	2	Local farmworker families who have lived in this community for generations cannot afford access to safe and decent housing.
Electricity	3	Prevention of load shedding and implementation plans and timelines for a plan to eliminate loading
Sports, Arts & Culture	4	• Activities and facilities for youth development in sports, arts, and culture in Vlottenburg are urgently needed. • A public library will also make a huge difference in developing reading abilities and skills among children and youth. • There are no sports grounds to practice their soccer, rugby or netball. • A hall/place is needed to do extramural activities. • Because of the lack of facilities, our youth are walking around aimlessly, leading to crime and substance abuse. • The grounds outside the school can be developed into sports grounds.
Road and Transport Infrastructure	5	• Making rail transport a priority and liaising with Metrorail and Prasa to get our infrastructure back and running. Employees are severely affected by the lack of alternative transport. • Bus transport with Golden Arrow extending to some routes would also be an option for further consideration. This will also ensure the importance of road safety.

5.3.6 Stellenbosch Spatial Development Framework (SDF) (2019)

The Municipal Spatial Development Framework (Stellenbosch Municipality, 2019) recognises that spatial decisions and actions determine the nature of a settlement. Specifically, the following principles should be considered:

- Maintain and grow the assets of Stellenbosch Municipality's natural environment and farming areas.
- Respect and grow the 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.
- Within developable areas, future opportunities should build on existing infrastructure investments, leveraging the opportunities inherent in these systems when reconfigured, augmented, or expanded.
- Clarify and respect the different roles and potentials of existing settlements.
- Address human needs – for housing, infrastructure and facilities – clearly in terms of the constraints and opportunities related to natural assets, cultural assets, infrastructure and the role of settlements.
- Pursue balanced communities.
- Focus energy on a few catalytic areas that offer extensive opportunity and address present risk.

5.3.7 Stellenbosch Economic Development Strategy and Implementation Plan (2022)

The Final Draft of the Stellenbosch Municipality Economic Development Strategy and Implementation Plan (2022a) highlights the necessity to understand the key drivers of economic output within the municipality and how these are affected by global and national dynamics. “Aside from creating an enabling environment through infrastructure and service delivery, other important components of LED are enterprise development and support, strengthening local innovation systems, developing learning and skilful economies, building diverse and innovation-driven local economies and developing inclusive economies” (p. 12). The municipality places a high premium on housing provision, which would stimulate the building industry. The sector will receive the much-needed boost from initiatives like the planned Adam Tas Corridor and other housing developments in the municipality's housing pipeline (p. 15).

The LED Strategy concludes that infrastructure and the provision of essential services are among the most crucial elements in establishing an enabling environment. More than 6 000 households in Stellenbosch receive free basic services, and the town’s basic service delivery meets provincial norms. Road infrastructure is another crucial element that contributes to the town’s attractiveness to investors and business people. Additionally, the town has witnessed the realisation of potential in fields like communication and banking. The late 2010s saw strain on the agriculture and agro-processing industries, although activity has increased recently (p. 26).

There are still weaknesses, some of which have undoubtedly been exposed by the COVID-19 pandemic. Dependence on the tourism industry puts pressure on small firms and, more importantly, the people who rely on it for their jobs. Given the distinctive natural and cultural resources of Stellenbosch, the municipality must continue to foster an atmosphere that supports the growth of this industry. The expansion of other tertiary industries, such as insurance and finance, has been significant and has a favourable multiplier effect on many other industries, including trade, construction, and communication. The municipality's LED strategy should prioritise fostering an environment that supports the growth of these subsectors. It can accomplish this by offering essential basic services and physical infrastructure and establishing a favourable business climate through effective municipal procedures (p. 26). Based on these strengths and weaknesses, the following competitive strategies were identified for the Implementation Plan:

1. Develop and Implement a consolidated Business Investment Desk
2. Develop and Implement a Business Incentives Programme
3. Prioritise and Implement an “Ease of Doing Business” Programme
4. Institutionalise Economic Intelligence

5.4 Conclusions

The proposed Vredenheim Design District development aligns with the NDP principles by providing commercial and employment opportunities in Stellenbosch. The proposed development offers a different and rather unique addition to the Stellenbosch business landscape that does not currently exist. As with any development, it would generate revenue and employment in the construction sector during the construction period, contributing to the strengthening of the local economy. The project site is situated at the corner of Baden Powell Drive and Polkadraai Road, providing important access to the CMA. The project underpins the principles of the Stellenbosch Economic Development Strategy and, where applicable, aligns with the Spatial Principles and IDP of the Municipality, incorporating a socio-economic perspective in spatial planning.

6 ASSESSMENT OF IMPACTS

6.1 Introduction

Various qualitative and quantitative impacts are attributed to the proposed development; these impacts can apply to either the construction or operational phases or both.

Potential positive socio-economic impacts:

- Creating new employment opportunities (construction and operations)
- Economic income (construction and operations)
- Revenue accruing to local authorities (operations)

Potential negative socio-economic impacts:

- Impact on vehicular traffic (construction and operations)
- Nuisance factors, such as dust and noise (construction)
- Influx of job seekers (construction)
- Construction workers in local communities (construction)
- Increase in local crime (construction)
- Sense of place (operations)
- Local businesses (operations)
- Surrounding property values (operations)
- Bulk infrastructure requirements (operations)

As per NEMA EIA Regulations (2014, as amended – see **Annexure C**), the potential impacts of the Preferred Alternative 1 are assessed and compared the No-Go Alternative using the impact rating methodology described in **Annexure A;** a summary of the assessment outcomes is provided in **Annexure B**:

1) **Preferred Alternative 1** – A Design District with a mixture of retail, offices, leisure and entertainment, with a total Gross Building Area (GBA) of 64 144 m^2.
2) **No-Go Alternative** – no development, i.e. the *status quo* is maintained

Cumulative impacts refer to any other developments, as well as existing activities within the immediate area, that could compound any positive or negative impacts associated with the proposed development. This usually refers to similar developments in the planning or construction stages that could have a cumulative impact. Where applicable, appropriate **mitigation measures** are proposed to reduce the significance of the specific impacts. **Residual impacts** refer to significance scores after the implementation of mitigation measures.

6.2 Construction Phase

The negative qualitative impacts during the construction phase primarily relate to the presence of large construction vehicles on access roads, noise and dust, an influx of job seekers, crime, and the impact of construction workers on local communities. Potential positive impacts include temporary employment opportunities and a contribution towards local economic development, specifically to the construction, retail, and services sectors and industries. Please note that the impacts are based on a construction period of four years.

6.2.1 Vehicular traffic due to construction activities

Nature of impact
The movement of large construction vehicles would affect road infrastructure, traffic flows, and residents along the access routes.

Scope and consequences of impact
The property is situated approximately 6 km west of Stellenbosch, within and around the Vlottenburg Hamlet. Polkadraai Road (linking Stellenbosch and Blackheath/Kuils River) borders the development site to the north, and Baden Powell Road (linking Stellenbosch with the N2) forms the eastern border of the property. Both these roads have recently been upgraded and serve as important access routes to/from Stellenbosch. The proposed development plan includes rerouting Vlottenburg Road (west of the site) to link up with Stellenbosch Kloof Road, ensuring a safer intersection with Polkadraai Road.

The Traffic Impact Assessment (UDS Africa, 2025c) indicates that the introduction of upgraded intersections would ensure that all the intersections operate at an acceptable Level of Service. A significant increase in traffic is expected due to the presence of construction vehicles during the estimated 4-year construction period. Residents and businesses in the immediate area will have to deal with increased traffic along the access routes, particularly during peak hours.

No-Go Alternative
Without development, there would be no impact associated with the site.

Cumulative Impact
Other developments in the immediate area would increase the number of construction vehicles along the access routes.

Mitigation measures
Once a contractor has been appointed, a construction management plan must be developed to accommodate traffic management.

Impact Rating
The Traffic Impact Assessment recommended that the proposed development should be considered for approval from a traffic impact perspective.

6.2.2 Nuisance factors (dust and noise)

Nature of impact
Construction activities generate dust and noise at the development site, which can affect nearby receptors.

Scope and consequences of impact
During the introduction of bulk services and the construction of top structures, large earth-moving equipment and concrete mixers would generate noise and dust. Although this should be limited to the construction site, prevailing winds can carry dust and noise to surrounding properties, affecting residents, their living conditions, and the ecological environment. This impact could be significant for the residents of Digteby Estate and Longlands, as well as operations at Stellenbosch Hills.

No-Go Alternative
Without development, there would be no impact associated with the site.

Cumulative Impact
Additional and overlapping construction activities in the immediate area would compound the nuisance factors.

Mitigation measures
Dust and noise emissions during the construction period should be minimised by implementing a Construction Environmental Management Plan (CEMP) that includes measures and trigger mechanisms to mitigate any potential

impacts on nearby receptors.

Impact Rating
The residual impact would be **medium negative** for the Preferred Alternative. Other nearby developments could contribute to a **medium negative cumulative impact**.

6.2.3 Influx of job seekers

Nature of impact
An influx of job seekers would lead to competition with local residents for employment opportunities.

Scope and consequences of impact
Local people skilled in earth-moving and construction activities can be employed during the construction phase, with additional opportunities available in security, transportation, and related services. While the influx of people seeking employment does not have a direct social impact, it can still have indirect social effects. These impacts include the disruption of local community networks and the cohesive social fabric within communities, as well as increased crime levels and disruptions to social services. Construction work on the proposed project is limited to a specified period, and non-local construction labourers may find themselves stranded in the area after the project is completed, resulting in increased competition for employment. This could increase the demand for housing and social services in the long term, potentially leading to various social ills.

Although the labour requirements for the development could potentially be met within the Stellenbosch Municipal area, a new development may also attract job seekers from outside the area, particularly from the Cape Metropolitan Area. The Stellenbosch IDP (Stellenbosch Municipality, 2022b) indicates an unemployment rate of 10,8% for Stellenbosch in 2020, with low-income communities residing close to the proposed site.

No-Go Alternative
Without development, no impact would be linked to the site. However, other construction and/or operational activities in the area may attract job seekers.

Cumulative Impact
Multiple construction projects are likely to attract job seekers from the Stellenbosch area and potentially the CMA.

Mitigation measures
Contractors must commit to employing people from the Stellenbosch area whenever possible.

Impact Rating
The residual impact would be **low negative** for the Preferred Alternative. Additional developments in the area could contribute to a **medium negative cumulative** impact.

6.2.4 Impact of construction workers on local communities

Nature of impact
Incoming construction workers could disrupt family structures and social networks in local communities.

Scope and consequences of impact
Contractors working on large development projects typically have a team of permanently employed construction workers who move from site to site. Depending on the location, these workers are often away from their families for extended periods. If they temporarily must reside near the construction site, they may seek out the local community for leisure and social activities. This could lead to an increase in alcohol and drug abuse, unwanted pregnancies and sexually transmitted diseases (STDs), including HIV. It may impact local families and social structures, but it can also harm the family structure of construction workers at home.

No-Go Alternative
No impact would be linked to the site, but existing social problems could persist if not effectively addressed.

Cumulative Impact
Additional developments in the area would significantly increase the number of construction workers.

Mitigation measures
Local labour and enterprises, defined as residents and businesses in the Stellenbosch Municipality, should be employed on the project whenever possible. Construction workers from outside the area should return home daily to maintain strong family and social bonds. If, for whatever reason, workers are required to stay near the construction site, rules for social conduct should be established, and an STD awareness or protection programme for construction workers should be implemented.

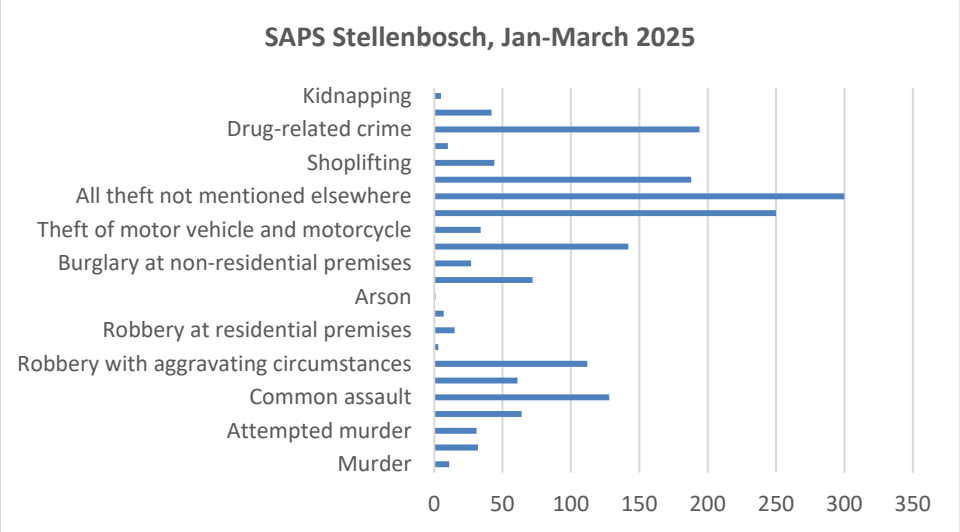
Impact Rating
The residual impact will be **low negative** for the Preferred Alternative, with a **medium negative cumulative** impact.

6.2.5 Increase in local crime

Nature of impact
The presence of construction activities and workers could increase criminal activity in the surrounding area.

Scope and consequences of impact
The presence of construction workers and vehicles generally increases the risk of criminals entering the construction site undetected, which may lead to an increase in criminal activity in the area during construction. This may include on-site petty theft, theft of building material, selling of security information, or burglary and theft at nearby properties.

The Stellenbosch Police (SAPS, 2025) recorded 439 contact crimes from January to March 2025, dominated by Common assault (128 cases), Robbery with aggravating circumstances (112 cases) and Assault with the intent to inflict grievous bodily harm (64 cases). Theft from or out of motor vehicles resulted in 250 cases, whereas 27 and 142 cases of burglary were reported at non-residential and residential premises, respectively. Noteworthy is the high number of drug-related crimes (194) and Driving under the influence (42). No specific numbers are available for the Vlottenburg area, but indications are that it is not a crime hotspot.



Source: SAPS (2025)

No-Go Alternative
Without the proposed development, there will be no potential impact on crime. However, there may be a general increase in crime in the area independent of the proposed development.

Cumulative Impact
Each additional development project could contribute to the risk of criminal activities. Given the high unemployment rate in the area, it is likely that multiple construction activities will attract criminals in search of easy targets, especially when organised crime units are involved.

Mitigation measures
Co-operation between the Developer and contractors is essential to ensure that the area around the proposed development remains secure during construction. On-site security measures, such as perimeter fencing, controlled access, security guards and patrols, will minimise the risk.

Impact Rating
The residual impact will be **low negative** for the Preferred Alternative, with a **medium negative cumulative** impact.

6.2.6 Contribution to local income and employment

Nature of impact
The Western Cape and Stellenbosch economies will benefit from temporary employment, the procurement of goods and services and the spending of wages and salaries

Scope and consequences of impact
A high-level estimate of the socio-economic impacts during construction requires an analysis based on a Social Accounting Matrix (SAM) applicable to the Western Cape. The SAM could also be applied to the Stellenbosch economy, even though its narrow economic base results in a lower impact due to the high prevalence of leakages. The economic impact of the expenditure during construction is represented by an income and output multiplier, an indication of temporary job opportunities, and the impact on household incomes of workers directly or indirectly involved in the construction phase. The impacts are direct, indirect and induced, with the latter representing spending of salaries and wages in the local economy.

The initial construction is anticipated to take 4 years and will include the introduction of both external and internal infrastructure, with an estimated completion date of 2027/2028. Figures for the construction estimates based on the total GLA were obtained from the Rode Report 2024:4. External services are based on the projected development charges, and internal services are based on a rate of R750/m² (as communicated by the developer). The construction of the top structures is anticipated to commence in 2029, with a 4-year construction period. **Table 3** estimates the economic impact of the envisaged direct spending over the construction period of 4 years, focusing on Output[4], Gross Geographic Product (GGP)[5], jobs, and nominal household income.

Table 3: Direct, indirect and induced impact of construction spending related to GGP, output, household income and jobs over the construction period

Economic measure	Direct	Indirect	Induced	Total
Production (output, R' million)	R1 606,4	R1 621,1	R1 002,1	**R4 229,6**
Gross Geographic product (GGP, R' million)	R618,9	R589,5	R397,9	**R1 606,4**
Jobs (number)	1 827	2 800	1 282	**5 910**
Household income (R' million)	R280,0	R265,3	R147,4	**R692,7**

Source: Multi-Purpose Business Solutions SAM model

[4] Output is the quantity of goods or services produced within a specific period.
[5] Gross Geographic Product is the total monetary or market value of all the finished goods and services produced within a region's borders in a specific period.

Note that employment creation does not necessarily imply NEW jobs, but rather sustainable employment for employees of contracted service providers who are not operating at full capacity. If the company doesn't have spare capacity, additional workers may be appointed, in which case NEW jobs will be created during the construction phase. Thereafter, the employment opportunities will taper away. Highly skilled and skilled jobs will likely be reserved for individuals from outside the Stellenbosch Municipality if there are no residents with the requisite skills. It is also imperative that the recruitment process promote gender equality by employing women wherever possible.

The information provided in **Table 3** indicates the following for the envisaged construction period:

- An estimated R1,62 billion in capital investment could generate R4,23 billion in **new business sales**, referred to as the production (or output) that creates demand for business activity during construction.
- The increase in production output could add R1 606,4 million (net of the import leakage) to the **GGP** of the Western Cape and Winelands District, where the Stellenbosch Municipal area will also benefit.
- The project could sustain about 5 910 (direct, indirect and induced) **employment opportunities** (refer to net jobs movement below).
- **Household income** from job opportunities could increase by R692,7 million.

Figure 19 illustrates the annual impacts for the individual items used to assess the impact, covering the 4-year construction period.

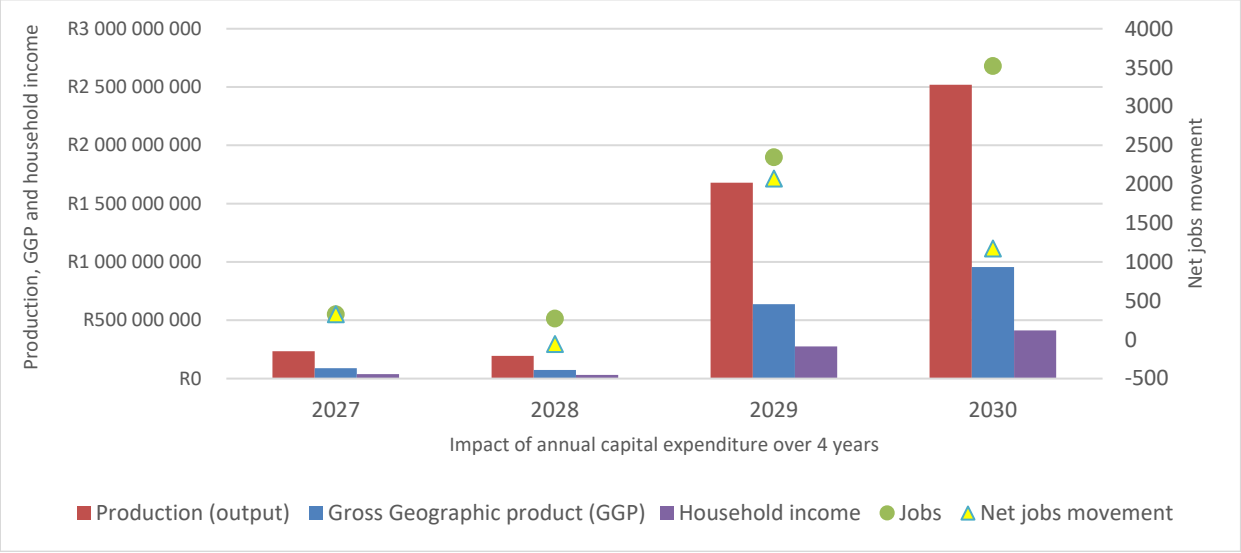


Figure 19: Impact of annual capital expenditure during the construction period of four years

Table 4 presents the total economic impact of the envisaged direct capital spending associated with the construction of the Vredenheim development, focusing on Output (production), Gross Geographic Product (GGP), and the net movement in jobs and household income over the four-year construction period. The information provided indicates the following for the construction period of four years:

- The estimated capital investment could generate R4,3 billion in **new business sales**, the production (or output) that creates demand for business activity, with an average expenditure of R1,2 billion per annum.
- The increase in production output could add R1,6 billion (net of the import leakage) to the **GGP** of the Western Cape and CWDM in nominal terms. The average GGP contribution is R439 million annually, ranging from R74,2 million to R956,9 million during construction.
- The **household income** from the workers could result in an additional spending of R692,7 million, which translates to an average of R189,5 million per annum

Table 4: Impact of capital expenditure over the construction period

Economic measure	Total	Average (p.a.)	Maximum	Minimum
Production (output, R' million)	R4 229.6	R1 157.3	R2 519.6	R195.1
Gross Geographic product (GGP, R' million)	R1 606.4	R439.5	R956.9	R74.2
Jobs (number)	5 910	1 617	3 520	273
Household income (R' million)	R692.7	R189.5	R412.6	R31.9
Net jobs movement (number)	**1 173**			

Source: Multi-Purpose Business Solutions SAM model

The net movement in jobs during the construction period is intended to address the issue of overestimating opportunities resulting from capital expenditure. The premise is to establish the baseline from the first capital expenditure and adjust the number for each successive year. This approach initially results in a net movement of 1 173 (direct, indirect and induced) employment opportunities during construction, including ongoing capital expenditure requirements. These job opportunities reflect the net movement commencing with a base figure of 328 in the first year of construction. It is envisaged that a total of 5 910 direct, indirect and induced jobs could be sustained from the capital expenditure on a nominal basis over the four years.

Note: The difference between job opportunities and net movement in jobs, as illustrated above, implies the need to add or reduce the number of workers required in any year, depending on the estimate of capital expenditure, i.e. there is a causal relationship between capital spending and delivery of infrastructure and superstructure.

No-Go Alternative

Without the proposed development, the potential contribution to employment and economic income will not be realised. However, other developments in the area will continue to contribute, independent of the proposed development.

Cumulative Impact

Similar projects in the Stellenbosch Municipality would act synergistically to create more demand for supplies and services, which, due to the multiplier effect, would act as a catalyst for further economic growth and employment.

Mitigation measures

No mitigation applies as it represents a positive impact. However, businesses and individuals seeking employment should register on the Stellenbosch Municipal website, and local employment should be prioritised. The recruitment process should also promote gender equality, with a focus on employing women wherever possible.

Impact Rating

The impact will be **medium positive** for the Preferred Alternative. Additional developments in the area could contribute to a **high positive** cumulative economic income impact.

6.3 Operational Phase

The most significant concerns for the operational phase relate to traffic, sense of place, local business operations, surrounding land values and infrastructure capacity. On the positive side, the proposed development will address a growing need for businesses providing interior decorating services and bespoke furniture in Stellenbosch, creating additional employment opportunities, and contributing to the local economy.

6.3.1 Increased vehicular traffic

Nature of impact
Additional commercial and retail activities will increase vehicular movement along access routes.

Scope and consequences of impact
The Traffic Impact Assessment (UDS Africa 2025c) indicates that the proposed development is expected to generate 900 peak hour trips (765 in, 135 out during the AM peak hour and 180 in, 720 out during the PM peak hour). Dedicated turning lanes are recommended to be provided at the Polkadraai Road/Stellenbosch Kloof Road/Vlottenburg Road intersection to accommodate the background traffic, with the intersection signalisation to accommodate the proposed development traffic. It is expected that accommodation for public transport could become required along the realigned Vlottenburg Road, which should be addressed/confirmed during further design/application stages and that sufficient accommodation for NMT is provided.

No-Go Alternative
Without the development, the *status quo* will be retained, i.e. there will be no impact on traffic flows. Nevertheless, over time, there will be an increase in traffic flows along Polkadraai Road and Baden Powell Drive, independent of the proposed development.

Cumulative Impact
Polkadraai Road and Baden Powell Drive carry high volumes of traffic during peak hours, and the presence of additional vehicular traffic during the construction phase will further strain the capacity of these roads unless the required upgrades are implemented.

Mitigation measures
The Traffic Impact Assessment (UDS Africa, 2025c) concluded that a section of Vlottenburg Road should be realigned to opposite the Polkadraai Road/Stellenbosch Kloof Road intersection (i.e., the existing Polkadraai Road/Vlottenburg Road intersection would be closed). The Polkadraai Road/Stellenbosch Kloof Road/Vlottenburg Road intersection should be equipped with dedicated right-turn lanes along all approaches to accommodate the background traffic, as well as traffic signals and dedicated left-turn lanes to accommodate the proposed development traffic.

Impact Rating
The Traffic Impact Assessment recommended that the proposed development on the subject property should be considered for approval from a traffic impact perspective, i.e. no significant residual impacts are anticipated.

6.3.2 Sense of place

Nature of impact
The proposed development will impact the sense of place for surrounding land users.

Scope and consequences of impact
Sense of place generally refers to how people perceive places, whether they are streets, communities, cities or regions. This may influence their well-being, how they describe and interact with a place, and what value they place on things, among other factors. A sustainable community resembles a living system in which human, natural, and economic elements are interdependent and draw strength from one another (Roseland, 1998). Community members generally recognise and support people's sense of well-being, which includes a sense of belonging, a sense of place, a sense of self-worth, a sense of safety and a sense of connection with nature.

The proposed Vredenheim Design District development is in a prominent location and of a relatively large scale. It could negatively impact nearby residents, particularly those who appreciate the rural surroundings of Vlottenburg. Visual disturbance, loss of rural character and traffic congestion are the primary factors that may negatively influence the sense of place for both residents and visitors.

The **Visual Impact Assessment** (Megan Anderson Landscape Architect, 2025) described the scenic resources of the area as rural and highly rated. The visibility of the proposed development will be restricted to the 'local' area, <5 km. The receptors of the proposed development include those rated as highly and moderately sensitive, encompassing two scenic routes (R310 and M12), historic homesteads (Vredenheim), farms, heritage buildings, residential areas, and tourist facilities (such as wine tasting facilities and restaurants).

The **Heritage Assessment** (ARCON, 2017) identified areas of greatest sensitivity along the ecologically sensitive river corridors and within the 'triangle' between Vlottenburg Road, Polkadraai Road and Baden Powell Drive, in particular the old Farm School building, Schoolmasters House and Bell Tower. The area adjacent to Van Ryn's Distillery is of less sensitivity and contains virtually no structures of heritage importance. In terms of current land use, the greatest opportunities for future development appear to be along or off the Vlottenburg Road spine, and gravitating towards its southern intersection with the R310 near the Stellenbosch Hills Winery and Van Ryn's Distillery.

No-Go Alternative
The current sense of place will be retained if the *status quo* is maintained, but the area will remain sensitive to other nearby developments that may impact the rural sense of place.

Cumulative Impact
The Visual Impact Assessment (Megan Anderson Landscape Architect, 2025) indicated that with the roll-out of property development projects in Stellenbosch as niche-type developments, and the approach adopted by the Municipality in terms of spatial planning and development approvals, it is unlikely that a significant cumulative impact will arise that may affect the sense of place.

Mitigation measures
The Visual Impact Assessment (Megan Anderson Landscape Architect, 2025) concluded that the visual impacts will be restricted to a local area, predominantly within a 5 km radius. Some mitigation is provided by the existing developments in the west and the south-west. The proposed development offers some mitigation in respect of the urban design philosophies of road hierarchies and associated street scaping. Specific mitigation measures proposed include:

- Meeting the required development requirements of the SDF, Zoning Scheme Scenic Route overlay zone and the Stellenbosch Municipality Heritage Conservation Management Plan for this area and scenic roads;
- limiting clearing and disturbance of the existing site and retaining the large trees;
- limiting building heights such that they do not intrude on the scenic routes;
- Provide architectural guidelines for further comment, in particular for the buildings on Erven 1, 47, and 48, where the proposed nursery et al (47) should enhance the scenic resources and the City Showroom's architecture (48) should be revised to respect the Winelands Scenic Resources and Cultural Landscape.
- appointing an experienced Landscape Architect to develop a landscape philosophy that reflects the planting patterns and species of the Winelands cultural landscape and mitigates the visual impacts without detracting from the scenic resources of the surrounding areas;
- by reducing/limiting external lighting, using low-spill bollard and low post top lighting where lighting is essential, no flood lighting, and restrictive guidelines for lighting/signage of retail areas.

Impact Rating
The Visual Impact Assessment concluded that the proposed development, being limited to the western portion of the site, adjacent to existing development and at the base of a hill in the west, will have a moderate visual impact on the site and surroundings if the mitigation measures are implemented. Taken together with the potential impact

on traffic flows, we anticipate a **medium negative impact** on the sense of place for nearby residents. Other developments in the area could contribute to a **medium-high negative cumulative impact** on the current rural sense of place.

6.3.3 Impact on local businesses

Nature of impact
A new development may affect existing or future activities of other businesses or land users in the area.

Scope and initial assessment of impact
The proposed Vredenheim Design District will offer a range of lifestyle goods and services, including design studios, co-working spaces, showrooms, art galleries, unique shops, office space, and a motor dealership. These business activities won't compete with existing offerings (none in the immediate area), but rather create a new type of leisure and lifestyle offering that currently does not exist in the Stellenbosch area. The proposed development encompasses several new business activities that could support local businesses and entrepreneurs, while also providing new investment opportunities.

There are numerous wine estates and tourism offerings in the Vlottenburg area. Tourist attractions within 3 km of the proposed site include Spier, Stellenbosch Hills, Neethlingshof, Lovane, Asara and Van Ryn's Brandy Distillery. The Stellenbosch Hills winery, located adjacent to the proposed development, will have to deal with increased traffic along the access routes and passing the winery entrance. Trucks and tractor-trailers delivering grapes and unpleasant odours from harvest and processing activities may attract complaints.

No-Go Alternative
Without the proposed development, there will be no impact on surrounding businesses and tourism activities. However, other residential or commercial developments in the area could affect surrounding businesses.

Cumulative Impact
Additional developments in the area could strengthen or establish linkages with tourism offerings, residential developments and business activities.

Mitigation measures
The proposed development must represent a high-quality business node that complements and supports the current business activities in the area.

Impact Rating
The residual impact will be **low positive** for the Preferred Alternative. As the proposed leisure and lifestyle concept does not currently exist in Stellenbosch, combined with other types of development in the area, it could have a **medium positive cumulative impact**.

6.3.4 Surrounding property values

Nature of impact
A new development may affect the current and future value of agricultural and residential properties in the surrounding area.

Scope and initial assessment of impact
Various factors, including supply and demand, interest rates, the contraction or expansion of the local economy, population growth rates, and changes in disposable income-to-debt ratios, drive the value of real estate. In addition, relative property values are based on the abundance of sites that are either valued or avoided by consumers. As these underlying characteristics and resulting relative advantages change, so do the relative prices as these advantages are capitalised into land values.
The proposed development could catalyse the establishment of a new growth node in Vlottenburg, attracting more developers to the area. This may increase the prices for surrounding properties that may be regarded as suitable for development. However, the urban edge will require an amendment to accommodate further development,

which may result in the surrounding land increasing in value in anticipation of an urban edge amendment. The converse is also true: a perception that the urban edge would not, in the foreseeable future (in the next planning cycle of the SDF), be amended, prices would not necessarily decline but may not increase immediately unless a scarcity factor becomes applicable.

No-Go Alternative
Without the proposed development, the potential impact on surrounding land values related to the project will not be realised, and the *status quo* will be maintained. However, other developments in the area could affect the local property market independently of the proposed development.

Cumulative Impact
Several developments in the immediate area could exacerbate any negative impacts on surrounding land users, but could also enhance a positive impact.

Mitigation measures
No mitigation applies as it represents a positive impact. However, implementing the recommendations made by various specialists to mitigate potential negative impacts will be crucial in preventing a possible decline in property values and addressing negative perceptions.

Impact Rating
The impact will be **low positive** for the Preferred Alternative. Additional developments in the area could contribute to a **medium positive** cumulative impact.

6.3.5 Influx of job seekers

Nature of impact
An influx of job seekers will lead to competition with local residents for employment opportunities.

Scope and initial assessment of impact
The proposed Vredenheim Design District development will employ a large number of workers with low, medium or highly specialised skills during the operations phase. The in-migration of job seekers will lead to competition with local residents and create tension and possible unrest in the area if “outsiders” are employed. While the influx of people is not in itself a social impact, the consequence of such movement can result in social impacts, including disruption of local communities, increase in crime levels, an increased demand for housing and social services, etc.

Many Vlottenburg residents are employed at private households in Digteby and/or on farms in the Vlottenburg area. New business activity could attract job seekers, which in turn could add pressure on housing, medical, education and social services in the area. Furthermore, an increase in pedestrian traffic to the Vlottenburg Station may pose security risks to current businesses, such as Stellenbosch Hills.

No-Go Alternative
Without the proposed development, the associated influx of job seekers will not be realised.

Cumulative Impact
Given the high unemployment in the Vlottenburg area, it is likely that any new development will attract job seekers. However, a number of these projects could generate critical mass or economies of scale for new goods and services companies, which in turn could provide a wider range of employment opportunities for residents.

Mitigation measures
Employers should demonstrate a commitment to hiring local residents whenever possible. In the event of a labour shortage in the Stellenbosch area, employers should be prepared to employ contractors from other areas of the Cape Winelands District or the CMA.
Impact Rating
The residual impact will be **low negative** for the Preferred Alternative. Additional developments in the area could contribute to a **medium negative** cumulative impact.

6.3.6 Bulk infrastructure requirements

Nature of impact
Infrastructure requirements include the provision of bulk infrastructure for sewerage, water, solid waste disposal and stormwater management.

Scope and initial assessment of impact
The developer of the Vredenheim development will be liable for the Bulk Services Levy (as calculated by the Stellenbosch Municipality) as a contribution towards water infrastructure and sewer infrastructure. The Engineering Services Report (UDS Africa, 2025b) for the proposed development concluded as follows:

Potable Water
The existing water reticulation network lacks sufficient capacity to accommodate the demand of the proposed development. The minimum item required to accommodate the proposed development within the existing water reticulation system is master plan item SPW1.8, which aims to improve network conveyance in the existing reticulation pipes along Vlottenburg Road. However, there is sufficient capacity in the existing sewer reticulation system to accommodate the proposed development.

Sewerage
The proposed connection for the site is a 315-mm pipe located along Vlottenburg Road. The pipeline is currently constructed up to the northern end of Baden Powell Drive. This pipeline will have to be extended up to the proposed connection point of the property. The minimum diameter of the internal services will be 160mm Class 34 uPVC pipes.

Solid Waste Disposal
It is proposed that refuse removal will take place by municipal collection on specified collection days at each of the dedicated refuse sites. Accommodation for refuse removal vehicles will be ensured, as well as compliance with their relevant requirements

Stormwater Management
The Stormwater Management Plan (UDS Africa, 2025a) concluded that the impacts of urban stormwater systems on receiving waters can be reduced if all stormwater management systems are planned and designed per best practice criteria and guidelines laid down by council to support water sensitive urban design principles and specific sustainable urban drainage system objectives, i.e. improve the quality of the runoff, control the quantity and rate of runoff, and encourage natural groundwater recharge.

The BMP (Best Management Practice) proposed to improve the quality and control the quantity of stormwater runoff by providing a swale and an attenuation pond with a combined capacity of 3 607,11 m^3, which will satisfy the stormwater quantity and quality requirements for the development. The swale and attenuation pond can reduce suspended solids (80%) and total phosphorus (45%) to the levels required by the Urban Stormwater Impact Policy, providing storage capacity to reduce the rate of runoff. The downstream properties must be protected against fairly frequent nuisance floods by reducing the post-developed peak flows with a recurrence interval up to 10 years to the undeveloped levels.

No-Go Alternative
Without the proposed development, the potential infrastructure requirements related thereto will not apply.

Cumulative Impact
The bulk service requirements for the proposed development will add to the existing demand for resources and services in the area, which will be more significant if other developments are approved for the Vlottenburg area.

Mitigation measures
The required internal infrastructure mentioned above forms part of the project description and will be provided by the Developer.

Impact Rating
The introduction of additional bulk services required for the Vredenheim development could enhance the existing

capacity to also benefit the surrounding communities. This is a positive outcome that would not have occurred without the Vredenheim Design District development. Our analysis indicates that the residual impact will be **medium-positive** for the Preferred Alternative, and a similar **cumulative impact**.

6.3.7 New employment opportunities

Nature of impact
The project will create new employment opportunities for individuals with diverse skill sets and levels of expertise.

Scope and consequences of impact
The employment opportunities associated with the proposed development will primarily be linked to direct employment by businesses within the Design District and small-scale service opportunities (e.g., manufacturing, deliveries, installation, cleaning, and general maintenance).

Due to the lack of information regarding spending during the operational phase of the development, once completed, we have attempted to estimate the number of potential direct equivalent job opportunities that may arise following the implementation of the development. During operations, an estimated total of 1 386 direct employment opportunities could accrue once all components of the project are built and operate at full capacity (**Figure 20)**. These figures do not include additional employment (direct, indirect and induced employment) created by the needs of the operating components and outsourcing opportunities.



Figure 20: Estimated direct employment opportunities for the proposed Vredenheim Design District

Source: Bilfinger GVA and the Homes and Communities Agency (2015) and own calculations

No-Go Alternative
Without development, there will be no contribution towards employment.

Cumulative Impact
Several new projects could generate critical mass or economies of scale for new goods and services companies that could also provide a wider range of employment opportunities for local residents.

Mitigation measures
No mitigation applies as it represents a positive impact. However, it will be essential to implement a local procurement policy that supports local businesses and service providers.

Impact Rating
Our assessment suggests that the impact will be **medium-high positive** for the Preferred Alternative. Additional developments in the area would also contribute to a **medium-high positive** cumulative impact.

6.3.8 Revenue from property rates accruing to local authorities

Nature of impact
Monetary benefits will accrue to the Stellenbosch Municipality through property rates and other utility charges such as water and electricity.

Scope and consequences of impact
The Municipality will levy property rates once an erf is sold and subsequently on the improved value. We have assumed for this assessment that property rates will apply once the top structure is added and is based on the construction cost. Capital expenditure related to the construction of top structures is envisaged over 4 years, while the revenue accruing to the local authority is estimated to last over 10 years. We applied the property rates associated with the 2024/2025 Municipal Budget, specifically Annexure 3: Property (Tax) Rate 2024/2025, assuming the rates apply from the first year once the land has been improved, as per the envisaged phasing. A forecast of the rates at an average escalation of 5% per annum from the first year is applied.

Figure 21 illustrates the rates accruing to the Stellenbosch Municipality over 10 years based on the envisaged phasing of the proposed development. The envisaged rate income in Year 1 (2030) is R7.2 million, increasing to R27.9 million in Year 10 (2039). Over the 10 years, an estimated R216.1 million could accrue to the Stellenbosch Municipality based on the build scenario and applied assumptions (in nominal terms).

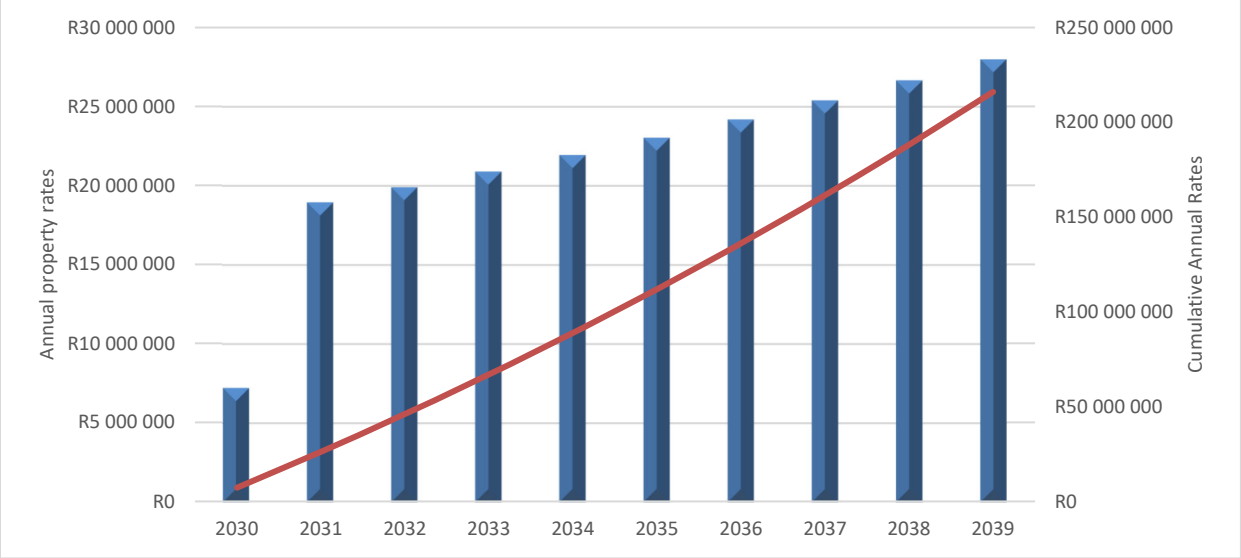


Figure 21: Envisaged annual and cumulative property rates over 10 years

Source: Stellenbosch Municipality Budget Annexure 3: Property (Tax Rates) 2024/2025 and own calculations

No-Go Alternative
Without the proposed Vredenheim development, the envisaged monetary benefit would not accrue to the Stellenbosch Municipality. The current rates are based on agricultural value, which is not comparable to an improved property.

Cumulative Impact
Other development projects in the area would further enhance the rate base of the Stellenbosch Municipality.

Mitigation measures

No mitigation applies as it represents a positive impact. Since the rates and utilities are higher for commercial than residential properties, the potential income to local authorities will be relatively high.

Impact Rating

The impact will be **medium-high positive** for the Preferred Alternative. Additional developments in the area would also contribute to a **medium-high positive** cumulative impact.

7 SUMMARY OF IMPACTS & RECOMMENDATIONS

7.1 Summary of impacts

The question that needs to be addressed in the context of perceptions and concerns raised by I&APs is whether the proposed development is desirable from a societal cost-benefit perspective? Several social issues are raised and discussed in this report. It was determined that there will be both positive and negative socio-economic consequences, and thus, the need exists to determine whether the negative impacts can be mitigated.

Impact Ratings

To provide a perspective on the net societal benefits and costs associated with the various alternatives for the proposed project, the following table summarises the different socio-economic impacts associated with the proposed development and their respective significance after the implementation of mitigation measures (i.e., the residual impact), as proposed by the relevant specialists. Note that only impacts not rated by other specialists are indicated in the table. For the No-Go Alternative, the *status quo* is maintained with none of the listed impacts.

Nature of the Impact	Rating after mitigation (Residual impact)	Cumulative
Construction		
Traffic flows along access roads	Refer to Traffic Impact Assessment	
Nuisance factors (dust and noise)	Medium (-)	Medium (-)
Influx of job-seekers	Medium (-)	Medium (-)
Construction workers – local communities	Low (-)	Medium (-)
Increase in local crime	Low (-)	Medium (-)
Economic income and employment opportunities	Medium (+)	Medium (+)
Operations		
Traffic flows along access roads	Refer to Traffic Impact Assessment	
Sense of place	Medium (-)	Medium-High (-)
Local businesses	Low (+)	Medium (+)
Surrounding property values	Low (+)	Low (+)
Influx of job seekers	Low (-)	Medium (-)
Bulk infrastructure requirements	Medium (+)	Medium (+)
New employment opportunities	Medium-High (+)	Medium-High (+)
Revenue accruing to public authorities	Medium-High (+)	Medium-High (+)

Potential positive impacts – Preferred Alternative 1

1. **Employment opportunities:** The employment analysis indicates that the project could sustain about 5 910 direct, indirect and induced employment opportunities during construction, with a net movement of 1 173 opportunities. As a result of these job opportunities, household incomes could increase by R693 million over the 4 years of construction.
   An estimated total of 1 386 direct employment opportunities could accrue once all components of the project are built and operate at full capacity. This excludes additional employment (direct, indirect and induced employment) created by the needs of the operating components and outsourcing opportunities.
2. **Economic income:** The initial capital investment of an estimated R1,62 billion could generate R4,23 billion in new business sales (direct, indirect and induced) during construction, referred to as the production (or

output) that creates demand for business activity during construction. The increase in production output could add R1,6 billion (net of import leakage) to the GGP of the Western Cape and Winelands District.

3. **Revenue accruing to the local authorities:** During the first 10 years of operations, an estimated R278.3 million could accrue to the Stellenbosch Municipality based on the sellout and build scenario and applied assumptions (in nominal terms).
4. **Local businesses:** The proposed development will offer a range of lifestyle goods and services, which would create a new type of leisure and lifestyle offering that currently does not exist in the Stellenbosch area.
5. **Surrounding property values:** The high-end nature of the proposed development is likely to enhance residential property prices in the nearby area, provided the visual impact is effectively mitigated. Other agricultural properties with the potential to be zoned for residential may be in demand, thus increasing their perceived value.
6. **Bulk infrastructure development:** The Developers will be responsible for introducing new infrastructure in the area, which could enhance the capacity to benefit the surrounding communities

Potential negative impacts – Preferred Alternative 1

1. **The influx of job seekers (construction):** An influx of job seekers could result in competition with local residents. However, job seekers are likely to originate from Stellenbosch communities.
2. **Construction workers may impact local communities** if they originate from outside Stellenbosch, potentially contributing to social ills.
3. **Dust and noise (construction)**: Site preparation and the introduction of services will create dust and noise that may affect nearby receptors, particularly the residents of Digteby and Longlands.
4. **Increase in crime levels**: On-site activities could attract criminals; however, this can be mitigated with effective on-site security measures and access control. Crime could include on-site petty theft, theft of building material, on-selling of security information, or burglary and theft at nearby properties.
5. **Sense of place (operations)**: The development may negatively impact the sense of place of surrounding residents who enjoy the current agricultural sense of place offered by the site (although not actively used for production).

No-Go Alternative – no development, i.e. the *status quo* is maintained. Without the development, the status quo will be retained, and the listed impacts will not be realised.

Cumulative impacts refer to any other developments and existing activities within the immediate area that could compound any positive or negative impacts of the proposed development. The potential **negative impacts** would be compounded if additional developments were introduced in the immediate and surrounding areas. These impacts typically relate to sense of place, traffic, crime and nuisance factors. Similarly, other developments could compound employment and economic income **benefits**.

Mitigation measures

Many potential impacts could be mitigated by introducing the measures proposed by various specialists; these must be considered and implemented by the developer. Monitoring and evaluating socio-economic impacts, and continuously assessing outcomes, would further inform the social and economic fabric and the impact on surrounding land users. The following mitigation measures related to the **socio-economic context** are proposed and should be consolidated into an Implementation Plan as part of the Construction Environmental Management Plan (CEMP) and/or Operational Environmental Management Plan (OEMP).

Pre-construction (CEMP)
Procurement Strategy that includes the following and applies to the project: (a) Initiate the activity during the first phase of the development; (b) The strategy is the responsibility of the contractor(s) collectively under the guidance of the Municipality; (c) Focus on opportunities for local labour in the surrounding areas and businesses as a priority. Contractors are required to indicate the geographical location of sub-contractors (businesses) and local labour; and (d) Local contractors invited to tender for work in the context of the terms and conditions included in RFP documentation, which would include skills development, on-site training, gender equality, etc.
Pre-construction & Construction (CEMP)
Communication Protocols that address directly and indirectly affected residents and surrounding landowners, with specific reference to activities, timelines and intended impacts related to the construction phase and all related activities associated with the implementation of the project (i.e. during the operational phase). • **Objectives** - To orientate, generate awareness and gain positive attitudes among stakeholders as far as possible; and - To engage and inform stakeholders of progress regarding all phases of construction. • **Target audience** - Property owners and users of the land portions directly surrounding the proposed activity; and - Other stakeholders and property owners that may be affected. • **Major types of messages** - Inform directly affected residents on the periphery of the development site and others who would frequent the area; - The commencement date for construction activities related to the project; - Duration and extent of the construction activities and details of individual construction activities; - Progress updates, including any delays in a construction-related activity; and - Introduce appropriate signage to warn persons frequenting the area and those residing adjacent to the development area.

Construction phase	
Nuisance factors (dust and noise)	Dust and noise emissions during the construction period should be minimised through a Construction Environmental Management Plan (CEMP).
Influx of job seekers, impact on local communities	Contractors should prioritise hiring local residents whenever possible.
Increase in local crime	Co-operation between the Developer and contractors is essential to ensure that the area around the proposed development remains secured during construction. On-site security measures, such as perimeter fencing, controlled access and security guards and patrols, will minimise the risk.
Operational phase	
Sense of place, residential property values	Implement recommendations from relevant specialists to mitigate negative impacts related to visual, traffic, and nuisance factors, among others.

Impact statement

Several socio-economic impacts of the proposed development were identified. The Preferred Alternative 1 entails a high-end Design District that will provide a range of goods and services to Stellenbosch businesses and residents. An estimated R1,621 million in capital investment could generate R4.2296 million in new business sales, and R1 606.4 million (net of the import leakage) to the GGP of the Western Cape and Winelands District. The project could sustain about 5 910 direct, indirect and induced employment opportunities during construction, with a net movement of 1 173 employment opportunities, while increasing household incomes by R593 million over the 4 years of construction. An unknown number of new opportunities will also be created during operations, mainly linked to direct employment by businesses within the Design District and small-scale service opportunities (e.g., manufacturing, deliveries, installation, cleaning, and general maintenance).

Potential negative impacts include traffic flows, sense of place, nuisance factors, crime and construction workers who may impact local communities. However, if the site is properly managed and mitigation measures are implemented, the significance of these impacts will be low to moderate.

Our assessment indicates that the socio-economic benefits of the preferred development alternative outweigh the potential costs, and no fatal flaws from a socio-economic perspective are envisaged for the preferred development.

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ANNEXURE A: CRITERIA FOR SPECIALIST ASSESSMENT OF IMPACTS

The following methodology has been applied to the prediction and assessment of impacts. Potential impacts have been rated in terms of the direct, indirect, and cumulative nature of the impact:

- **Direct** impacts – are impacts that are caused directly by the activity and generally occur at the same time and the place of the activity. These impacts are usually associated with the construction, operation or maintenance of an activity and are generally obvious and quantifiable;
- **Indirect** impacts – of an activity are indirect or induced changes that may occur because of the activity. These types of impacts include all the potential impacts that do not manifest immediately when the activity is undertaken or which occur at a different place because of the activity;
- **Cumulative** impacts result from the incremental impact of the proposed activity on a common resource when added to the impacts of past, present, or reasonably foreseeable future activities. Cumulative impacts can occur from the collective impacts of individual minor actions over a period and can include both direct and indirect impacts.

The significance of each potential impact, with and without the implementation of the proposed mitigation measures, will be assessed based on the following variables (evaluation components):

- Spatial extent – The size of the area that will be affected by the impact;
- Intensity (or Magnitude) – The anticipated severity of the impact;
- Duration – The timeframe during which the impact will be experienced;
- Probability – The probability of the impact occurring;
- Reversibility – The "reversibility" of the environmental impacts of the proposed development after project cessation or decommissioning; and
- Irreplaceability – The "irreplaceability" of natural characteristics in the area that may be impacted by the proposed development.

Using the criteria above, the impacts will further be assessed using quantifiable values as described below:

Criteria	Description	Quantitative Rating
Duration	Temporary (less than a year)	**1**
	Short term (1 to 6 years)	**2**
	Medium term (6 to 15 years)	**3**
	Long term (the impact will cease after the operational life of the activity)	**4**
	Permanent (mitigation will not occur in such a way or in such a time span than the impact can be considered transient)	**5**
Spatial extent	Site specific	**1**
	Local (less than 2 km from the site);	**2**
	Regional (within 30 km of the site)	**3**
	National (beyond Provincial boundaries and within National boundaries)	**4**
	International / Transboundary (Beyond National boundaries)	**5**
Intensity Applicable to Negative Impacts (at indicated spatial extent)	None (Biophysical and/or social functions and/or processes will remain unaltered)	**0**
	Very Low (Biophysical and/or social functions and/or processes might be negligibly altered)	**2**
	Low (Biophysical and/or social functions and/or processes might be slightly altered)	**4**

Criteria	Description	Quantitative Rating
	Medium (Biophysical and/or social functions and/or processes might be notably altered)	6
	High (Biophysical and/or social functions and/or processes might be considerably altered)	8
	Very High (Biophysical and/or social functions and/or processes might be severely altered)	10
Intensity Applicable to Positive Impacts (at indicated spatial extent)	None (Biophysical and/or social functions and/or processes will remain unaltered)	0
	Very Low (Biophysical and/or social functions and/or processes might be negligibly enhanced)	2
	Low (Biophysical and/or social functions and/or processes might be slightly enhanced)	4
	Medium (Biophysical and/or social functions and/or processes might be notably enhanced)	6
	High (Biophysical and/or social functions and/or processes might be considerably enhanced)	8
	Very High (Biophysical and/or social functions and/or processes might be substantially enhanced)	10
Probability	Improbable (5% to no chance of occurring)	1
	Probable (5% - 25% chance of occurring)	2
	Medium Probability (25% - 75% chance of occurring)	3
	Highly probable (75% - 95% chance of occurring)	4
	Definite (greater than 95% chance of occurring)	5
Reversibility	No impact	0
	Impact will be reversible	1
	High potential that impact might be reversed	2
	Moderate potential that impact might be reversed	3
	Low potential that impact might be reversed	4
	Impact cannot be reversed	5
Irreplaceability	None	0
	Very low potential for loss of irreplaceable resources	1
	Low potential for loss of irreplaceable resources	2
	Moderate potential for loss of irreplaceable resources	3
	High potential for loss of irreplaceable resources.	4
	Definite loss of irreplaceable resources	5
CUMULATIVE impact	High: The activity is one of several similar pasts, present or future activities in the same geographical area, and might contribute to a very significant combined impact on the natural, cultural, and/or socio-economic resources of local, regional or national concern.	
	Medium: The activity is one of a few similar pasts, present or future activities in the same geographical area, and might have a combined impact of moderate significance on the natural, cultural, and/or socioeconomic resources of local, regional or national concern.	
	Low: The activity is localised and might have a negligible cumulative impact.	
	None: No cumulative impact on the environment.	

Once the evaluation components have been ranked for each impact, the significance of the potential impact is assessed (or calculated) using the following formula:

SP (significance points) = (intensity + duration + spatial extent + irreplaceable + reversibility) x

The maximum value is 150 SP (significance points). The unmitigated and mitigated scenarios for each environmental impact should be rated as per the table below :

Significance Points	Environmental Significance	Description
125 – 150	Very high (VH)	An impact of high or very-high significance which could influence a decision about whether to proceed with the proposed project, regardless of available mitigation options. **Cumulative Impacts:** The activity is one of several similar pasts, present or future activities in the same geographical area, and might contribute to a very significant combined impact on the natural, cultural, and/or socio-economic resources of local, regional, or national concern.
100 – 124	High (H)	
75 – 99	Moderate-high (MH)	If left unmanaged, an impact of moderate-high significance could influence a decision about whether to proceed with the proposed project. Mitigation options should be re-evaluated.
40 – 74	Moderate (M)	If left unmanaged, an impact of moderate significance could influence a decision about whether to proceed with the proposed project. **Cumulative Impacts:** The activity is one of a few similar pasts, present or future activities in the same geographical area, and might have a combined impact of moderate significance on the natural, cultural, and/or socio-economic resources of local, regional, or national concern.
<40	Low (L)	An impact of low significance is likely to contribute to positive decisions about whether to proceed with the proposed project. It will have little real effect and is unlikely to influence project design or alternative motivation. **Cumulative Impacts:** The activity is localised and might have a negligible cumulative impact.
+	Positive impact (+)	A positive impact is likely to result in a positive consequence/ effect and is likely to contribute to positive decisions about whether to proceed with the proposed project.

ANNEXURE B: IMPACT ASSESSMENT OUTCOMES

PROJECT ALTERNATIVE	POTENTIAL ENVIRONMENTAL IMPACT/ NATURE OF IMPACT	ENVIRONMENTAL SIGNIFICANCE															PROPOSED MITIGATION
		BEFORE MITIGATION								AFTER MITIGATION							
		M	D	E	I	R	P	TOTAL (SP)	S	M	D	E	I	R	P	TOTAL (SP)	S	
Potential social impacts on local communities during construction																		
Nuisance factors (dust and noise)																		
Preferred Alternative	Construction activities create dust and noise at the development site that would affect nearby receptors.	6	2	2	0	1	5	55	M (-)	4	2	2	0	1	5	45	M (-)	Dust and noise emissions during the construction period should be minimised by implementing a CEMP. No Traffic Impact Assessment was done, i.e. mitigation measures were proposed to address increased traffic during construction.
Cumulative		8	2	3	0	1	5	70	M (-)	6	2	3	0	1	5	60	M (-)	
"No-Go"	No increased traffic, dust and noise related to the development site, but other activities in the area could affect nearby receptors.	-	-	-	-	-	-	-	-									
Influx of job seekers																		
Preferred Alternative	An influx of job seekers will lead to competition with local residents for employment opportunities.	6	2	2	0	1	5	55	M (-)	4	2	2	0	1	5	45	M (-)	Contractors must commit to employing people from the immediate area whenever possible.
Cumulative		8	2	3	0	1	5	70	M (-)	6	2	3	0	1	5	60	M (-)	
"No-Go"	There will be no influx of job seekers linked to the site, but other construction and/or operational activities in the area may attract job seekers.	-	-	-	-	-	-	-	-									
Impact of construction workers on local communities																		
Preferred Alternative	Incoming construction workers can disrupt family structures and social networks in local communities.	4	2	2	0	1	4	36	L (-)	2	2	2	0	1	4	28	L (-)	Local labour and local enterprises should be used, defined as residents and businesses in Stellenbosch. Construction workers from outside should return home regularly.
Cumulative		6	2	3	0	1	4	48	M (-)	4	2	3	0	1	4	40	M (-)	
"No-Go"	No construction workers will be linked to the specific site.	-	-	-	-	-	-	-	-									
Local crime																		
Preferred Alternative	Construction activities and workers could increase criminal activity in the surrounding area	6	2	2	0	1	5	55	M (-)	4	2	2	0	1	4	36	L (-)	Co-operation between Developer and contractors essential to ensure that the area remains secured during construction. On-site security measures, such as perimeter fencing, controlled access, security guards and patrols, will minimise the risk.
Cumulative		8	2	3	0	1	5	70	M (-)	6	2	3	0	1	4	48	M (-)	
"No-Go"	No increase in criminal activities linked to the site, but security problems remain sensitive to other activities.	-	-	-	-	-	-	-	-									
Contribution towards local economic income and employment																		
Preferred Alternative	Local economies will benefit from temporary employment, the procurement of goods and services and the spending of wages and salaries.	6	2	4	0	0	5	60	M (+)									No mitigation applies as it represents a positive impact.
Cumulative		8	2	4	0	0	5	70	M (+)									
"No-Go"	No contribution towards economic income	-	-	-	-	-	-	-	-									

PROJECT ALTERNATIVE	POTENTIAL ENVIRONMENTAL IMPACT/ NATURE OF IMPACT	ENVIRONMENTAL SIGNIFICANCE																PROPOSED MITIGATION
		BEFORE MITIGATION								AFTER MITIGATION								
		M	D	E	I	R	P	TOTAL (SP)	S	M	D	E	I	R	P	TOTAL (SP)	S	
Potential social impacts on local communities during operations																		
Sense of Place																		
Preferred Alternative	The proposed development will affect the sense of place for surrounding land users	7	5	2	0	1	5	75	MH (-)	4	5	2	0	1	5	60	M (-)	Proper management of the proposed development and its operations would minimise the impact on the sense of place. The architecture and layout of the development will play a significant role in establishing and retaining a positive sense of place.
Cumulative		10	5	3	0	1	5	95	MH (-)	7	5	3	0	1	5	80	MH (-)	
"No-Go"	The current sense of place will be retained, but other developments in the area may impact this.	-	-	-	-	-	-	-	-									
Local businesses																		
Preferred Alternative	A new development may affect existing or future activities of other businesses or land users in the area	4	5	2	1	2	4	56	M (-)	2	5	2	0	0	4	36	L (+)	It is imperative that the proposed development represents a high-quality business node that will complement and support the current business activities in the Vlottenburg area.
Cumulative		6	5	3	1	2	4	68	M (-)	4	5	3	0	0	4	48	M (-)	
"No-Go"	No impact without the development, but other developments in the area could have an impact.	-	-	-	-	-	-	-	-									
Surrounding property values																		
Preferred Alternative	A new development may affect the current and future perceived value of other properties in the surrounding area	4	5	2	1	1	4	52	L (-)	2	5	2	0	0	4	36	L (+)	Implementing the recommendations made by various specialists to mitigate potential negative impacts will be essential to prevent a possible decline in property values and address negative perceptions.
Cumulative		6	5	3	1	1	4	64	M (-)	4	5	3	0	0	4	48	L (+)	
"No-Go"	Real estate values would increase/decrease independently of the proposed project.	-	-	-	-	-	-	-	-									
Influx of job seekers																		
Preferred Alternative	An influx of job seekers will lead to competition with local residents for employment opportunities.	6	2	2	0	1	5	55	M (-)	4	2	2	0	1	4	36	L (-)	Employers should demonstrate a commitment to hiring people from the local area whenever possible.
Cumulative		8	2	3	0	1	5	70	M (-)	6	2	3	0	1	4	48	M (-)	
"No-Go"	Without the proposed development, the associated influx of job seekers will not be realised.	-	-	-	-	-	-	-	-									
Bulk infrastructure requirements/contributions																		
Preferred Alternative	Infrastructure requirements relate to the provision of bulk infrastructure for sewerage, water and electrical supply, as well as solid waste disposal and storm water management.	4	5	2	0	1	5	60	M (-)	2	5	2	0	1	5	50	M (+)	The required internal infrastructure mentioned above forms part of the project description and will be provided by the Developer.
Cumulative		6	5	2	0	1	5	70	M (-)	4	5	2	0	1	5	60	M (+)	
"No-Go"	No additional infrastructure demand linked to proposed site	-	-	-	-	-	-	-	-									
Contribution towards employment																		
Preferred Alternative	The project will support sustainable employment for people with different types and levels of skill.	6	5	4	0	0	5	75	MH (+)									No mitigation applies as it represents a positive impact. However, the Developer should be cognisant of the importance of using local labour, goods and services as far as possible.
Cumulative		8	5	4	0	0	5	85	MH (+)									
"No-Go"	No contribution towards temporary employment	-	-	-	-	-	-	-	-									
Revenue for local authorities																		
Preferred Alternative	The local and provincial economies will benefit from the procurement of goods and services and the spending of wages and salaries	6	5	4	0	0	5	75	MH (+)									No mitigation applies as it represents a positive impact.
Cumulative		8	5	4	0	0	5	85	MH (+)									
"No-Go"	No contribution towards economic income	-	-	-	-	-	-	-	-									

ANNEXURE C: APPENDIX 6 CHECKLIST

Compliance with Appendix 6 of the National Environmental Management Act (NEMA) Environmental Impact Assessment (EIA) Regulations, 2014

Requirements of Appendix 6 of the 2014 EIA Regulations	Included in the report in:
(1) A specialist report prepared in terms of these Regulations must contain-(a) details of- (i) the specialist who prepared the report; and (ii) the expertise of that specialist to compile a specialist report including a *curriculum vitae*;	Section 1.1, Annexure D
(b) a declaration that the specialist is independent in a form as may be specified by the competent authority;	Annexure D
(c) an indication of the scope of, and the purpose for which the report was prepared;	Section 1
(cA) an indication of the quality and age of base data used for the specialist report;	Section 1.5
(cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change;	Section 2
(d) the duration, date and season of the site investigation and the relevance of the season to the outcome of the assessment;	Site visit 10 April 2025
(e) a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;	Section 1.3
(f) details of an assessment of the specific identified sensitivity of the site related to the proposed activity or activities and its associated structures and infrastructure, inclusive of a site plan identifying site alternatives;	Section 2
(g) an identification of any areas to be avoided, including buffers;	Not applicable
(h) a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;	Section 2
(i) a description of any assumptions made and any uncertainties or gaps in knowledge;	Section 1.4 & 1.5
(j) a description of the findings and potential implications of such findings on the impact of the proposed activity or activities;	Section 6
(k) any mitigation measures for inclusion in the EMPr;	Section 6
(l) any conditions for inclusion in the environmental authorisation;	Section 7
(m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;	Section 7
n) a reasoned opinion- (i) whether the proposed activity or portions thereof should be authorised; and (iA) regarding the acceptability of the proposed activity or activities; and (ii) if the opinion is that the proposed activity, activities or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr, and where applicable, the closure plan;	Section 7
(o) a description of any consultation process that was undertaken during the course of preparing the specialist report;	Section 1.3
(p) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and	Responses to comments will be provided as part of the EIA process
(q) any other information requested by the competent authority.	Not applicable
(2) Where a government notice gazetted by the Minister provides for any proposal or minimum information requirement to be applied to a specialist reports, the requirements as indicated in such notice will apply.	Report prepared in accordance with Economic and Social Specialist input Guidelines issued by Department of Environmental Affairs and Development Planning.

ANNEXURE D: DECLARATION OF INDEPENDENCE

forestry, fisheries & the environment
Department:
Forestry, Fisheries and the Environment
REPUBLIC OF SOUTH AFRICA

Private Bag X447, Pretoria, 0001, Environment House, 473 Steve Biko Road, Pretoria, 0002 Tel: +27 12 399 9000, Fax: +27 86 625 1042

SPECIALIST DECLARATION FORM – AUGUST 2023

Specialist Declaration form for assessments undertaken for application for authorisation in terms of the National Environmental Management Act, Act No. 107 of 1998, as amended and the Environmental Impact Assessment (EIA) Regulations, 2014, as amended (the Regulations)

REPORT TITLE

Socio-Economic Impact Assessment for the proposed Vredenheim Design District Development, Stellenbosch

Kindly note the following:

1. This form must always be used for assessment that are in support of applications that must be subjected to Basic Assessment or Scoping & Environmental Impact Reporting, where this Department is the Competent Authority.
2. This form is current as of August 2023. It is the responsibility of the Applicant / Environmental Assessment Practitioner (EAP) to ascertain whether subsequent versions of the form have been published or produced by the Competent Authority. The latest available Departmental templates are available at https://www.dffe.gov.za/documents/forms.
3. An electronic copy of the signed declaration form must be appended to all Draft and Final Reports submitted to the department for consideration.
4. The specialist must be aware of and comply with '*the Procedures for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the act, when applying for environmental authorisation - GN 320/2020)'*, where applicable.

1. SPECIALIST INFORMATION

Title of Specialist Assessment	Socio-Economic Baseline Report
Specialist Company Name	Multi-Purpose Business Solutions CC
Specialist Name	Dr Jonathan Zorah Bloom
Specialist Identity Number	6706265061081
Specialist Qualifications:	BCom, HonsBCom, MCom, PhD
Professional affiliation/registration:	Not applicable
Physical address:	1479 Milano Place, Val de Vie Estate, Paarl
Postal address:	1479 Val de Vie Estate, Paarl, 7646
Telephone	021-8800774
Cell phone	083 299 8523
E-mail	jzbloom@mweb.co.za

2. DECLARATION BY THE SPECIALIST

I, **Jonathan Zorah Bloom**, declare that –

- I act as the independent specialist in this application;
- I am aware of the procedures and requirements for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the National Environmental Management Act (NEMA), 1998, as amended, when applying for environmental authorisation which were promulgated in Government Notice No. 320 of 20 March 2020 (i.e. "the Protocols") and in Government Notice No. 1150 of 30 October 2020.
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant;
- I declare that there are no circumstances that may compromise my objectivity in performing such work;
- I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;
- I will comply with the Act, Regulations and all other applicable legislation;
- I have no, and will not engage in, conflicting interests in the undertaking of the activity;
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing –
    - any decision to be taken with respect to the application by the competent authority; and;
    - the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;
- All the particulars furnished by me in this form are true and correct; and
- I realise that a false declaration is an offence in terms of Regulation 48 and is punishable in terms of section 24F of the NEMA Act.

Signature of the Specialist

Multi-Purpose Business Solutions cc

Name of Company

Date

ANNEXURE E: ABBREVIATED CURRICULUM VITAE OF SPECIALIST

DR. JONATHAN ZORAH BLOOM

ID NUMBER:	670626 5061 081
CURRENT STATUS:	Managing Member, Multi-Purpose Business Solutions cc
NATIONALITY:	South African Citizen
DATE OF BIRTH:	26 June 1967
LINGUISTIC ABILITIES:	Proficient in English and Afrikaans
ADDRESS (Office):	1479 Milano Place, Val de Vie Estate, Paarl, 7646 Telephone: +27-21-880 0774 Mobile: +27-83-299 8523 E-mail: jbloom@mpbs.co.za

EDUCATION AND QUALIFICATIONS

1985: Matriculation at Paarl Boys' High School, Paarl
1989: BComm, Stellenbosch University
1990: HonsBComm (*cum laude*), Stellenbosch University
1992: MComm (*cum laude*), Stellenbosch University
2001: PhD (Corporate Finance), Stellenbosch University

EMPLOYMENT HISTORY

1995 to present: Managing Member of Multi-Purpose Business Solutions, a niche business advisory and economic development consulting firm with a specific focus on the public and government sector.

1 January 2008 to 31 July 2013: Part-time Professor of Corporate Finance, specialising in Real Estate Investment and Financing, Stellenbosch University.

2003 to April 2019: Director of Blue Cube Systems (Pty) Ltd and Blue Cube Intellectual Property Company (Pty) Ltd, private sector companies in the ICT industry.

1 July 2001 to 31 December 2007: Professor of Corporate Financial Management, specialising in Real Estate Investment and Financing, Stellenbosch University, with a special interest in business development.

1 July 2000 to 30 June 2001: Executive Manager of Chartered Alliance (Pty) Ltd, with assigned responsibility for the Business Services Unit within the Lateral Corporate Finance division of Chartered Alliance.

1 July 1999 to 30 June 2000: Executive Director of Crusader Systems (Pty) Ltd, charged with establishing a presence for the Business Solutions Group in the financial services industry.

1 January 1991 to 30 June 1999: Lecturer in the Department of Business Management, Stellenbosch University.

RESEARCH AWARDS

- Y-rating from the National Research Foundation (NRF) (2003).
- Rector's award for Excellence in Research (2003), Stellenbosch University.

BUSINESS AND ADVISORY EXPERTISE

- Public transport (IPTN) business development and implementation
- Project Management
- Public-Private-Partnership facilitation and procurement
- Commercialisation Initiatives
- Real Estate Development Services
- Financial Appraisals and Feasibility Studies
- Social and Economic Impact Assessments
- Customer Surveys
- Local Economic Development Planning with project development focus

SELECTION OF PROJECT INVOLVEMENTS RELATED TO SOCIO-ECONOMIC IMPACT ANALYSES

- Socio-Economic Scoping Report for the proposed Marblesharp Development, Cape Town, for Doug Jeffery Environmental Consultants
- Draft Socio-Economic Impact Assessment for the proposed Brandwacht-Aan-Berg Residential Development, Stellenbosch, for Guillaume Nel Environmental Consultants
- Socio-Economic Impact Assessment for the proposed Mixed-use Development on Erf 7379, Pacaltsdorp, George, for Tshani Consulting CC.
- Socio-Economic Baseline Report for the proposed 150 MW LPG Fuelled Power Generating Facility, Saldanha Bay, for Legacy Environmental Management Consulting.
- Socio-Economic Baseline Report for the proposed 100 MW LPG-Fuelled Power Generating Facility, Saldanha Bay, for Legacy Environmental Management Consulting.
- Socio-Economic Impact Assessment for the proposed 1000 MW Liquified Natural Gas (LNG) to Power Plant; LNG Storage and Regassification Facility, Overhead Electricity Transmission Line, and Associated Infrastructure across various Farm Portions, Saldanha, Western Cape, for Legacy Environmental Management Consulting.
- Socio-Economic Impact Assessment for the proposed Sterrekus Solar Energy Facility & Overhead Power Lines, Blaauwberg, for Legacy Environmental Management Consulting.
- Socio-Economic Impact Assessment for the proposed Mixed Township Development on Portion 1, 8 and 21 of Grootfontein Farm No. 394IR in the City of Tshwane, for GKM Environmental.
- Socio-Economic Impact Assessment for the proposed Carletonville Solar Photovoltaic Plant on Farm 105 Twyfelvlakte, Merafong City, Gauteng, for Legacy Environmental Management Consulting.
- Socio-economic Impact Assessment for the proposed Carpe Diem South Solar Photovoltaic Plant on Farm Doornfontein 118/27, Merafong City, for Legacy Environmental Management Consulting.
- Socio-economic Impact Assessment for the proposed Carpe Diem North Solar Photovoltaic Plant on Farm Varkenslaagte 119/5, Merafong City, for Legacy Environmental Management Consulting.
- Socio-Economic Impact Assessment for the proposed 50 MW Eland Solar PV Plant and associated Overhead Line, eMakhazeni Municipality, for Legacy Environmental Management Consulting.
- Socio-Economic Impact Assessment for the proposed Ebenezer Multi-Purpose Centre and Sports Fields, on a Portion of Farm 727/22, Warburgh Road, Joostenbergvlakte, for Legacy Environmental Management Consulting.
- Socio-economic Impact Assessment for the proposed Cape Winelands Airport, Fisantekraal, for Capital Expenditure Projects (Pty) Ltd.
- Socio-economic Impact Assessment for the proposed Bellpark Mixed-use development, Bellville, for Legacy Environmental Management Consulting.

- Socio-economic Impact Assessment for the proposed Gydo Renewable Energy Project, Witzenberg Municipality, for SPV Renfields.
- Economic Scoping Assessment for the proposed Wesco Waste Management Facility (WMF) on the Farm Brakkefontein 32, Cape Town, for SLR Consulting (South Africa) (Pty) Ltd.
- Socio-economic Impact Assessment for the proposed Western Cape Wind Energy Facility, located in the Overberg REDZ, Western Cape Province, for Terramanzi Group.
- Socio-Economic Impact Assessment for the Klipfontein Solar Farm in the West Coast District for Resource Management Services.
- Socio-Economic Impact Assessment for the Stellenbosch Bridge development in Klapmuts, Stellenbosch, for Stellenbosch Bridge Properties (Pty) Ltd.
- Socio-Economic Impact Assessment for the proposed Lucullus Gardens Development, Joostenbergvlakte for Urban Land Joostenbergvlak (Pty) Ltd.
- Socio-economic Impact Statement for the additional housing on the Uitgezocht development in Paarl. Terramanzi Group commissioned the project.
- Benefit-Cost Value Assessment and socio-economic implications associated with the Picardi Residential Development, Paarl, for Arun Projects (Pty) Ltd.
- Socio-Economic Impact Assessment for the Darwin Road housing development, Joostenbergvlakte, for Lukhozi Consulting Engineers.
- Socio-Economic Impact Assessment for the Longlands Manor development in Vlottenburg, Stellenbosch for Legacy Environmental Consulting.
- Socio-Economic Impact Assessment for the proposed expansion of the Afro Fishing facility in the Port of Mossel Bay for Afro Fishing (Pty) Ltd.
- Financial viability, cost-benefit and market analysis for a proposed Mediclinic in the George Area. The assignment adopted a strategic approach to packaging a project that had transport-related issues, location considerations and required spatial alignment (2018-2019).
- Economic impact assessment and financial modelling for the development of Waterfront in the Port of Mossel Bay for Transnet National Ports Authority (TNPA)
- Socio-Economic Impact Assessment for Substantive Amendment Application for the Levendal Development in Southern Paarl for Val de Vie Investments (Pty) Ltd.
- Socio-Economic Impact Assessment for the River Farm development in Paarl for Val de Vie Developments (Pty) Ltd.
- Socio-Economic Impact Statement for the proposed Paarl Valleij Estate in Northern Paarl for Paarl Valleij Developments (Pty) Ltd.
- Socio-Economic Impact Assessment for the proposed Gourits Abalone Farm, in association with PHS Consulting.
- Socio-economic Impact Assessment for the proposed Vlottenburg Village development on Vredenheim Farm, Stellenbosch, in association with Withers Environmental Consultants.
- Economic and financial analysis, strategy formulation input for the preparation of an Urban Development Strategy for Stellenbosch Municipal area. The assignment entailed the development of a value surplus or deficit model to assess the impact of development decisions on the socio-economic fabric of the Stellenbosch economy, communities and the Municipality from an infrastructure and operational income and expense perspective. Rode and Associates commissioned the assignment.
- The development and application of a value assessment model for the Klapmuts Special Development Area (SDA) (Stellenbosch Municipality) to assess the investment, economic and funds flow impact for a development scenario. Assignment also included a property valuation analysis and the preparation of a community investment structure supported by a SPV. Beal Africa commissioned the assignment.
- Financial Economic analysis and preparation of an Investment Decision-making Platform as an input for the George Settlement Restructuring Strategy. RoyalHaskoning DHV commissioned the assignment.

- Socio-economic impact assessment for the development of a proposed Tungsten Mining Project in Piketberg in terms of the NEMA regulations and Mineral Petroleum and Resources Act.
- Socio-Economic Impact Assessment for the Mamre Wind Energy Facility in the City of Cape Town Metropolitan Area for Mulilo Mamre Wind Energy (Pty) Ltd.
- Social and Labour Plan for the application of a Mining Right for a proposed Tungsten Project in Piketberg in terms of the Mineral Petroleum and Resources Act.
- Economic impact assessment of the construction phase for the redevelopment of the Somerset Precinct in the Cape Town area for Department of Public Works, Western Cape in association with Rode and Associates.
- Socio-economic impact assessment for the development of two mariculture sites off the coast of the Eastern Cape for the Department of Environmental Affairs and Development Planning in association with Cape Environmental Practitioners, George.
- Economic Impact Assessment and Social Impact Assessment for the Parklands development in Saldanha Bay on the West Coast for Parklands Township Developers (Pty) Ltd.
- Socio-Economic Impact Assessment for development on a portion of the farm Constantia Uitsig and expansion of the tourism and hospitality facilities on the Farm.
- Socio-Economic Impact Assessment for the development of a residential estate in Melkbosstrand, Cape Town, for Nuplan Africa.
- Economic Impact Assessment and Social Impact Assessment with a social development focus for the Bella Riva development in the Durbanville region of the Cape Town Metropolitan Area of the Western Cape.
- Socio-Economic Impact Assessment for the development of two Wind Energy Facilities (Goereesoe and Kluitjieskraal) near Swellendam for Inca Energy (Pty) Ltd.
- Socio-Economic Impact Assessment for the proposed development of the Clover Wind and Solar Energy facility near Darling, Swartland Municipal area.
- Socio-Economic Impact Assessment for the proposed development of the Storm Photovoltaic Plant, Saldanha Bay, for Midnight Storm Investments 184 (Pty) Ltd.
- Socio-Economic Impact Assessment for the proposed development of Organic Recycling Processing Facility on Portion 2 of the Farm Olyphantsfontein No. 935, Malmesbury, for Soil and More Reliance.
- Socio-Economic Impact Assessment for the proposed development of the Dysselsdorp RE-Power PV Plant, near Oudtshoorn, Western Cape, for Dysselsdorp RE-Power (Pty) Ltd.
- Socio-Economic Baseline Assessment for the proposed Schaap Kraal Philippi Horticultural Area (PHA), Cape Town, for MSP Developments (Pty) Ltd.
- Social Impact Assessment with a social development focus for the Bosbokkamp Residential development in Stilbaai, Western Cape for Asla Devco (Pty) Ltd.
- Economic Impact Assessment and Social Impact Assessment for an upmarket residential estate in Paarl for Rhebokskloof Properties (Pty) Ltd.
- Socio-Economic Assessment for the proposed development of a sports facility for the Paarl Boys' High School. The School commissioned the assignment.
- Socio-economic Impact Assessment for the proposed Hoek van de Berg Marine and Coastal Reserve, Overstrand, for Saddle Path Properties 79 (Pty) Ltd.
- Socio-Economic Impact Assessment for the establishment of a Regional landfill site in the Worcester area, Western Cape Province, for Jan Palm Consulting Engineers.
- Socio-Economic Impact Assessment for a mixed-use development on the Vredenheim Farm in Stellenbosch for Withers Environmental Consultants (ongoing).
- Socio-Economic Impact Assessment for the establishment of an Organic Recycling Facility on Farm Corona No. 480, Paarl, Western Cape, for Resource Management Services.

Vicky Harrison

Ward 1 resident

Nwabisa Jozana

From: Vicky Harrison <vicky55.harrison@gmail.com>
Sent: Monday, 12 October 2026 19:08
To: idp
Cc: files@fhrpa.co.za
Subject: [EX] Franschhoek

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a rate payer, these are the items I want to see sorted out in Franschhoek.

1 The pavements are in a shocking state with uneven and broken bricks and brick work. They are dangerous as it is easy to trip over bricks and paving that jut out and can cause serious body injury. This has happened to me.

2 The Franschhoek boarding school is in a shocking state with broken windows etc. The grounds are unkempt with vagrants moving in.

3 The Franschhoek High School grounds are a disgrace with the proposed project having failed. The swimming pool has water in the bottom which is a health hazard and a huge safety concern. The small building near the road caught fire a few weeks ago which is a danger to the surrounding homes and is very unsightly.

4 No sporting facilities for the students which is an appalling state of affairs and needs to be addressed immediately.

How long do we need to wait for these things to be sorted out.

Kind regards,

Vicky Harrison

Magdalena Roux

Ward 1 resident

Nwabisa Jozana

From: Magdalena Roux <dalena.villaroux@gmail.com>
Sent: Monday, 12 October 2026 17:49
To: idp
Subject: [EX] Cleaning/emptying of rubbish bins etc

CAUTION:

- **This email originated from outside the organization.**
- **Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Good day,
I walk my two dogs 2x a day in Franschhoek- starting at the so called "Circus Grounds" opposite the Monument, walking right up to the start of the Franschhoek Pass, and back again. This green area opposite and next to the Franschhoek Monument is also where families/friends, from mostly Groendal and Langrug, come to spend the day on weekends and public holidays.
Obviously I am picking up quite a few plastic bags of dog droppings every day on my walks and then depositing these little blue bags in the rubbish bins along my way - I probably use on average about 30 bags in a week.
Even though there is a whole group of municipal workers on Monday and Friday mornings "cleaning" the park, they only pick up the big pieces of rubbish lying about, and only take out the stuff that can easily be lifted from the many rubbish bins in that area, and leave the rest - NOBODY EVER CHECKS. It has now really been MONTHS since those rubbish containers have been fully emptied. It can easily be judged by the literally 100s of little blue plastic bags with my dogs' poo in the bins in that area - all deposited by me over many months of daily walks. The old rubbish in the bottom half of the bins have compacted (most bins are permanently half full, or even fuller), it is rotting, it stinks and now that the day temperatures are rising, 1000s of flies are hatching...I really feel for the people who just want to get out of their crowded circumstances, spend a day in nature and have their kids run around where they can easily watch them.
About 1 year ago 1 of the 2 swings in the play area broke. It is STILL broken...

Then I would also like to know why of the 3 blocks of public toilets, only the one closest to the Robertvlei Road is ever open - it is furthest away from where most groups are camping on weekends. It also closes quite early in thd afternoon. I often see people (children as well as adults) relieving themselves in the ditches along the sides of the park on both sides of the road. On a Monday morning the amount of toiletpaper lying about tells the story...Why were the toilet facilities built in the first place, (with taxpayers' money) if it is not accessible to the public, [especially on weekends and public holidays], for whom it was (presumably) built?

I have raised these issues already with Mr Pfeiffer as well as, more than once, at the municipality in Franschhoek - all with ZERO result.

Regards,
Ms M Roux
1 Lille Street
Franschhoek

Get Outlook for Android

Janice Atkinson

Ward 1 resident

Nwabisa Jozana

From: Janice Atkinson <smalljan@btinternet.com>
Sent: Monday, 12 October 2026 17:08
To: idp
Subject: [EX] Re: IDP Budget Process

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See below.
Janice Atkinson
+44 7889 927430 (WhatsApp)
SA 064 811 8593

> On 12 Oct 2026, at 17:05, Janice Atkinson <smalljan@btinternet.com> wrote:
>
> Hello
>
> Our priorities for the budget are as follows:
>
> - Safety and security - the village has had to employ the Red Caps and use private security to secure our village. More resources need to be deployed in the village and Groendal
> - Cleanliness - the river at Groendal is full of waste which is cleared by private individuals. More bins to be allocated and education and signage system deployed against littering
> - Socio and economic - gender based violence is, unfortunately, a reality. Campaigners have been asking for an allocated building from the municipality for five years. Please allocate an empty building for a women and children's refuge. Additional funds for counselling, furniture and education should also be provided. There are people in the village who are qualified and willing to support, free of charge.
>
> Yours,
> Janice and Simon Atkinson
> 35 Akademie Street
> Franschhoek 7690
> +44 7889 927430 (WhatsApp)
> SA 064 811 8593

Matthew Cyster

Resident

Nwabisa Jozana

From: Gurswin Cain
Sent: Tuesday, 13 October 2026 13:07
To: Jeremy Benjamin
Cc: Catherine Muller; Nwabisa Jozana; idp
Subject: RE: [EX] IDP VOORLEGGING

Good afternoon Mr Benjamin,

We will include the submission as part of the IDP process for September and October 2026.

Best regards,

Gurswin Cain
Manager: IDP/PMS/PP
Department: Governance
Office of the Municipal Manager

T: +27 21 808 8174 | C: +27 82 415 5749
71 Plein Street, Stellenbosch, 7600
Private Bag X17, Stellenbosch, 7599
www.stellenbosch.gov.za

From: Jeremy Benjamin <Jeremy.Benjamin@stellenbosch.gov.za>
Sent: Tuesday, 13 October 2026 11:36
To: Tertia Kannemeyer <tertia.kannemeyer@stellenbosch.gov.za>
Cc: Gurswin Cain <Gurswin.Cain@stellenbosch.gov.za>
Subject: Fw: [EX] IDP VOORLEGGING

Hi Tertia,
dit is `n versoek vir die SDF wysiging wat ek ontvang het as deel van die IDP opedae.

Kan julle dit notuleer.

Kind regards / Groete,

Jeremy Benjamin (Pr Pln)
Senior Manager: Development Planning

T: +27 21 808 8196 | C: +27 81 394 9169
Email: jeremy.Benjamin@stellenbosch.gov.za
2nd Floor, NPK Building, Stellenbosch, 7600
PO Box 17, Stellenbosch, 7599

www.stellenbosch.gov.za

From: Matthew Cyster <matthewcyster@gmail.com>
Sent: Tuesday, October 13, 2026 11:32 AM
To: Jeremy Benjamin <Jeremy.Benjamin@stellenbosch.gov.za>; 'petercyster7679' <petercyster7679@gmail.com>
Cc: Anthony Barnes <Anthony.Barnes@stellenbosch.gov.za>; mm <Municipal.Manager@stellenbosch.gov.za>
Subject: [EX] IDP VOORLEGGING

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Beste mnr Benjamin, ek vertrou dit gaan goed.

Aangeheg vind asseblief skrywe soos ons bespreek het vir die herklassifisering van die area wat deur die Munisipaliteit as groen verklaar is.

Ek vertrou dit is in orde so. Inverband met ons beplande vergadering; ek kon ongelukkig nie voor 15 Oktober persone kry wat beskibaar is nie maar
sal wel binne die volgende week met u sekretaresse reëlings tref om na die kaarte van die gebied te kyk.

Vriendelike groete
Matthew Cyster

Panoramastraat 10
Pniël
13 Oktober 2026

Die Munisipale Bestuurder,
Stellenbosch Munisipaliteit

IDP VOORLEGGING - HERKLASSIFIKASIE

Geagte Munisipale Bestuurder,
Beswaar teen groen zonering en versoek vir herklassifikasie na Residensieel binne Urban Edge

Hierdie skrywe namens die eienaars en begunstigdes van gedeeltes 11, 12, 13, 14, 17, 18, 19 en ander gedeeltes van die plaas 1331, Johannesdal soos aangedui in die SDF en voortspruitend uit die telefoniese gesprek met Mnr Jeremy Benjamin, Senior Bestuurder, Beplanning. Ek dien hiermee `n formele beswaar in teen die huidige groen / oopruimte zonering van bogenoemde eiendomme.

Hierdie saak was reeds onder die aandag van die MB gebring en ons betoog is gegrond in die volgende;

1. Ons is nooit as eienaars en begunstigdes skriftelik in kennis gestel van die voorgenome verandering – sonering -van die my grond nie. Geen kennisgewing is ontvang en geen geleentheid vir kommentaar is gegee nie. Die proses is dus na ons mening onwettig. (SPLUMA)

2. Die besluit is administratief onbillik, onredelik en ondeursigtig. Ons is nie geken in die besluit nie en versoek dus asseblief skriftelike redes vir die besluit. (PAJA)

3. Die grond is BINNE die Urban Edge soos deur die Munisipaliteit en Provinsie goedgekeur en is geskik vir residensiële ontwikkeling. Die groen verklaring is ook in stryd met die IDP se doel om behuising te bevorder. Vir `die doel herhaal ons , ons versoek vir `n pad in die genoemde gronde.

Ons versoek daarom vriendelik dat die gemelde gedeeltes herklassifiseer word van Groen na Residensieel in die nuwe IDP/SDF 2026/2027.

Hoogagtend

Matthew Cyster – namens die eienaars en begunstigdes van die gedeeltes genoem.

Helen Siebert

Ward 1 resident

Nwabisa Jozana

From: Helen Siebert <sieberthelen@gmail.com>
Sent: Tuesday, 13 October 2026 13:29
To: idp
Subject: [EX] Budget allocations

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As a resident of Franschhoek I wish to draw your attention to some urgent needs 1.Paving throughout the village is in urgent need of repair or replacement The municipality could be sued by any of our many overseas visitors if a fall occurs due to the uneven surfaces 2.The new rubbish bins are not fit for purpose or they need to be emptied more regularly Too often the bins are overflowing I look forward to witnessing any improvements Helen Siebert

Sent from my iPad

Barry Phillips

Franschhoek Interest Group

Nwabisa Jozana

From: Barry Phillips <figfranschhoek@gmail.com>
Sent: Tuesday, 13 October 2026 14:33
To: idp
Cc: Reginald Pheiffer; paeccles@me.com
Subject: [EX] IDP Stakeholder Engagement

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Dear IDP Team

The ***Franschhoek*** **Interest Group** was formed to address specific challenges and issues for Franschhoek. It now has over 80 members, most of whom are residents or regular long-term visitors.

Below are a couple of the challenges for Franschhoek that need to be prioritised and addressed by the municipality in Year 1 of the next 5 years.

Franschhoek Toilets

As you must know, Franschhoek is one of the most visited destinations in South Africa for both domestic and overseas visitors with an international reputation for fine wining and dining, 5* accommodation, high end shops, festivals and events that include a Bastille Day Festival, a Chamber Music Festival, a Literary Festival, a Festival of Bubbles, a Classic Car Weekend and the globally significant Montreux Jazz Festival. It is unacceptable that it does not have any public toilets built to a specification and maintained to a standard commensurate with its reputation. The installation and maintenance to the highest standards of such toilets must be treated as a number one priority item for Year 1 of the next 5 years.

The cost of maintaining such toilets to the highest standards should be easily covered by use charges. Payment can be made using the same system as for the parking attendants.

Huguenot Street Sidewalks

Many parts of the other side walks in Huguenot Street are uneven, some dangerously so, and uncomfortable to walk on. They should all be surveyed and relaid as necessary.

Infrastructure, tourism and employment

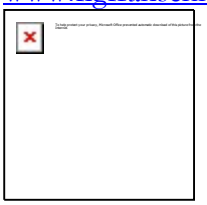
It is the high-end retail, accommodation, restaurant and other hospitality establishments in Franschhoek that create not only the highest staff to visitor employment ratios but also the most skilled and better paid employment that has a multiplier effect in the local economy.

The installation and maintenance of public facilities and infrastructure to appropriately high standards are essential and integral to the maintenance and continued evolution of Franschhoek as a high end destination and the better jobs that it creates.

The ***Franschhoek* Interest Group** looks forward to seeing these priority items incorporated in the next IDP for implementation in Year 1.

Regards

Barry Phillips
***Franschhoek* Interest Group**
The Garden House
29 De Wet Street
Franschhoek 7690
+27 (0)83 441 8280
www.figfranschhoek.co.za



Susan Huxter

Ward 1 resident

Nwabisa Jozana

From: Susan H <susan@bestlittlecompany.com>
Sent: Tuesday, 13 October 2026 15:40
To: idp
Cc: figfranschhoek@gmail.com; files@fhrpa.co.za; traceykirsten@saol.com
Subject: [EX] Engagement for work projects

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Please see my input on what Franschhoek requires over the next five years to retain it's position as a leading tourism town, destination and place to live:

1. The main road and pavements
The pavements along Huguenot Road, the main road through Franschhoek, are badly broken. Lifted and uneven surfaces put residents, the elderly and visitors at real risk of serious injury, and they expose the Municipality to liability. I ask that the Municipality do three things: commission an urgent safety audit of the main road and its pavements, repair the most hazardous sections immediately, and commit to a funded, scheduled upgrade with a published timeline.

2. Paid parking
The current paid parking system is not working for Franschhoek. We are a village, not Stellenbosch central, and a model designed for a busy university town does not suit our residents, local businesses or visitors. I ask that the Municipality review the system together with residents and the business community. Alternatives worth considering include a resident permit scheme, free short-stay parking, a well-signposted parking area on the edge of town, or a model managed in partnership with local stakeholders.

3. Beautification and proper use of allocated funds
As a tourist town, Franschhoek's appearance is directly tied to its economy and to local jobs, so beautification must be taken seriously. I ask that the budget allocated to Franschhoek's upkeep and beautification be published with a clear breakdown of how it is spent. Spending should be prioritised together with local bodies such as the Franschhoek Valley Tourism Association and residents' groups. Regular maintenance of verges, landscaping, signage, street furniture and public spaces should be scheduled and visibly carried out.

4. The Planning Department
Delays in plan approvals hold back investment, building work and local employment. I ask that the Planning Department be given additional resources and that a strict three-week turnaround time be introduced for approving building plans, with progress reported continuously. The planning department advises residents that they will get to it when they go to it. This is unacceptable. A new, modern online system needs to be implemented and monitored and timelines must be strictly adhered to.

5. Accountability, responsiveness and a dedicated Franschhoek official Residents too often feel that Franschhoek's issues get lost in a municipality centred on Stellenbosch. Accountability

needs to improve across every department of the Municipality, not only in one area. When residents attend public meetings and raise concerns, there is currently no feedback afterwards, and that has to change. I ask the Municipality for four commitments:

- **Prompt responses:** acknowledge every resident query or complaint within 48 hours, and give a full response within 7 days.
- **Feedback after public meetings:** publish written feedback after each public meeting, setting out the issues raised, the action to be taken and who is responsible.
- **Progress tracking:** track and report on progress against these commitments, so that residents can see whether they are being met.
- **A dedicated Franschhoek official:** appoint an official based in Franschhoek to deal with local issues. This person would be the single point of contact for residents and businesses and would report back regularly.

6. Further matters
I also ask the Municipality to address the following:

- **Traffic and congestion:** Franschhoek needs a traffic management plan for the main road especially concerning heavy vehicle movement through the village.
- **Infrastructure capacity:** Residents need assurance that water, sewage and stormwater infrastructure can support current and planned development in the valley.
- **Cleanliness and refuse:** The town centre needs more consistent refuse collection, better litter control and more public bins.
- **Safety:** Law enforcement should be more visible in the town and surrounding areas, this has now become another service that has to be funded over and above our rates
- **The proposed Franschhoek Cableway:** Because municipal land is involved,full transparency on any lease or agreement needs to be made public All leases of any municipal properties should follow the correct procedures, which does not seem to be the case.
- **Fair investment across the valley:** Improvements in services and infrastructure should benefit all of Franschhoek’s communities, including Groendal, Langrug and Mooiwater.

Thank you

Susan Huxter

--



Frans Jefthas

Ward 1 resident

Nwabisa Jozana

From: Frans Jefthas <jefthasfrans553@gmail.com>
Sent: Tuesday, 13 October 2026 20:41
To: idp
Subject: [EX] Written Input of IDP 08 September 2026 : Groendal Community Hall: REF:Sept26/A1/98

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Name: Frans Jefthas
56 Boonzaaierweg
Groendal
FRANSCHHOEK
7690
Cell no.0786642061

Im a member of of Franschhoek Sports Council.
Request for outdoor Gym at Groendal Sports Grounds.

FRANSCHHOEK Rugby club play 2026 season in Western Province Super League A.
FRANSCHHOEK FC played in Stellebosch LFA.
U can see these players was not in a good condition. Players cant afford private Gym facilities.

A outdoor Gym is a needfull for sportmen and women in Franschhoek to compete on the highest level.

Frans Jefthas

Ruth McCourt

Franschhoek Wine Valley

Nwabisa Jozana

From: Ruth McCourt <destination.manager@franschhoek.org.za>
Sent: Tuesday, 13 October 2026 18:43
To: idp; Reginald Pheiffer
Subject: [EX] Re: FWV IDP 2026 Submission
Attachments: FWV IDP Submission 2026.pdf

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Dear IDP and Reggie

Please see FWV's 2026 IDP submission for your records from tourism's perspective in the valley and our community.

Best regards
Ruth

FRANSCHHOEK

Ruth McCourt
destination.manager - FRANSCHHOEK

+27 (0)78 990 5810
+27 (0)21 870 1408
ceo@franschhoek.org.za
www.franschhoek.org.za

Tel. +27 (0)66 224 6360
+27 (0)21 250 1607/8/9
email info@franschhoek.org.za
www.franschhoek.org.za
66b Huguenot Road,
Franschhoek, 7690

13 October 2026

To: Stellenbosch Municipality
Attention: Executive Mayor, Municipal Manager and IDP Committee

Franschhoek Wine Valley Submission on the Stellenbosch Municipality Integrated Development Plan (IDP)

Continuation and Implementation of Priority Projects from the 2022–2027 IDP

Dear Sir/Madam,

On behalf of Franschhoek Wine Valley (FWV), we appreciate the opportunity to provide input into the Integrated Development Plan (IDP) review process. We respectfully request that the Municipality continue prioritising and implementing key projects identified in the 2022–2027 IDP, while addressing several additional matters that are critical to the sustainable growth, safety, and economic prosperity of Franschhoek and its communities.

As a globally recognised tourism destination and an important contributor to the Stellenbosch regional economy, Franschhoek requires ongoing investment in governance, infrastructure, community development, heritage preservation, safety, and service delivery.

1. Governance and Service Delivery

We recommend the following priorities:

- Appoint a senior Mayoral or Municipal representative based at the Franschhoek Municipal Building to improve accessibility, stakeholder engagement, and responsiveness to local issues.
- Develop municipal-owned land for the benefit of local residents and economic development initiatives, including Erf 412 and other identified municipal properties.
- Implement and enforce the proposed Short-Term Rental Policy to balance tourism growth with community wellbeing and residential sustainability.
- Develop and implement a Franschhoek-specific Disaster Management Plan, addressing the area's heightened risks of wildfires and flooding, both of which have recently impacted the community.
- Implement an effective management and maintenance system for public toilets, public spaces, and street cleanliness.
- Strengthen visible law enforcement and municipal security presence throughout the village and surrounding communities.

2. Housing and Community Development

Social Housing

- Identify, preserve, and allocate suitable public land for social and affordable housing development.
- Establish measurable housing delivery targets and implementation timelines.
- Investigate suitable land for the development of a community swimming pool in Groendal, including consideration of Erf 412.

Community Wellbeing

- Implement the Short-Term Rental Policy to protect the character, heritage, and residential fabric of Franschhoek.
- Improve community facilities and public amenities that enhance quality of life for residents.

3. Heritage, Tourism and Environmental Protection

Franschhoek's heritage, landscape, and agricultural character are key drivers of its tourism economy and must be protected. We therefore recommend:

- Mapping, preserving, and protecting heritage buildings, cultural landscapes, scenic routes, and agricultural land.
- Protecting agricultural land use and limiting inappropriate departures from zoning schemes that may compromise Franschhoek's unique character.
- Implementing a tree-planting programme along the R45 and selected residential streets.
- Replacing trees removed during the R45 upgrade project and expanding urban greening initiatives.

Cleanliness and Environmental Management

- Provide additional refuse skips and increase collection frequency in areas along the Stiebeuel River to combat pollution.
- Maintain and clean the pedestrian route between Groendal and the village on a regular basis.
- Increase the cleaning of streets, public areas, and stormwater drainage systems throughout Franschhoek.

4. Infrastructure and Public Facilities

Flood Management and Emergency Response

- Implement a comprehensive flood mitigation and emergency response programme.
- Prioritise the rebuilding and upgrading of culverts along the R45 and Dirkie Uys Street to improve stormwater management and resilience.

Sidewalks and Pedestrian Safety

- Lift and relay uneven sidewalks along the main road.
- Replace damaged paving, kerbstones, and pedestrian infrastructure.
- Improve universal accessibility through additional wheelchair-friendly access points.
- Remove unnecessary signage and obstructions that impede pedestrian movement.
- Widen the eastern sidewalk between Terbodore and the Dutch Reformed Church to improve pedestrian safety and accommodate visitor volumes.

Signage

- Replace damaged, faded, and illegible street-name signs throughout Franschhoek.

Traffic Calming

- Complete the traffic-calming projects identified in previous IDP commitments.
- Review additional traffic-calming measures in high pedestrian and residential areas.

Public Lighting

- Repair the electrical substation supporting R45 street lighting.
- Install additional security lighting at public facilities, including the Langrug public toilets.

Public Toilets

- Ensure well-managed, clean, and accessible public toilet facilities within the village.
- Consider opening Town Hall toilet facilities to the public during operating hours.

R45 Road Safety

- Undertake a comprehensive road safety audit of the R45 corridor.
- Implement recommendations arising from the audit to improve pedestrian and vehicular safety.

5. Safety and Security

CCTV and Security Infrastructure

- Repair or replace the Town Hall CCTV camera.
- Install additional security cameras in Groendal and at the Wemmershoek intersection.
- Accelerate implementation of the CCTV Master Plan referenced in the current IDP in partnership with the private security sector.

Visible Law Enforcement

- Increase the deployment of law enforcement officers throughout Franschhoek, Groendal, Langrug, and surrounding areas.
- Enhance visible policing and traffic enforcement to improve public safety, visitor confidence, and crime prevention.

Conclusion

Franschhoek remains one of South Africa's premier tourism destinations and a significant contributor to the local and regional economy. Continued investment in infrastructure, community development, heritage conservation, safety, and effective municipal service delivery is essential to ensure sustainable growth and shared prosperity for all residents.

Franschhoek Wine Valley appreciates the opportunity to contribute to the IDP process and looks forward to continued collaboration with Stellenbosch Municipality in advancing these priorities.

Yours faithfully,

Ruth McCourt

Ruth McCourt
CEO: FRANSCHHOEK WINE VALLEY

John van Zyl

Franschhoek resident

Nwabisa Jozana

From: John van Zyl <jafvanzylmail@gmail.com>
Sent: Tuesday, 13 October 2026 17:09
To: idp
Subject: [EX] Idp issue

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I am a Franschhoek resident and ratepayer.
I am seriously concerned about the state of the pavements in Franschhoek. A few months ago a friend visiting from Holland tripped over a broken gutter in Reservoir street in front of The Hoek coffeehouse. She broke her leg in two places resulting in surgery and hospitalisation. She decided not to sue the municipality. But it is a serious issue. The pavement on the corner of Kruger Street and Main Road, opposite Cocacchio is a similar hazard. As is the pavement on main road in front of Terbodore cafe.
I could go on, but I rest my case.
All the pavements need attention and an upgrade.
Prof John van Zyl
5 Marie Christine St
Sent from my iPhone

Charlotte Michielsen / Van Zyl

Franschhoek resident

Nwabisa Jozana

From: Charlotte Michielsen <charlotte.michielsen@gmail.com>
Sent: Tuesday, 13 October 2026 17:02
To: idp
Subject: [EX] IDP issue

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I am a Franschhoek resident. I would be grateful if the sidewalks would be repaired, levelled and renewed. Too many people (especially the elderly) get hurt by stumbling and falling. This goes for residents as well as tourists. Many end up in hospital with broken bones, while all of them end up with sustained trauma. Thank you. Regards, Charlotte van Zyl

Charlotte Human

Franschhoek resident

Nwabisa Jozana

From: Charlotte Human <fillahuman@gmail.com>
Sent: Wednesday, 14 October 2026 08:19
To: idp
Subject: [EX] Persistent brown water

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FORMAL COMPLAINT AND REQUEST FOR URGENT ACTION: PERSISTENT DISCOLOURED AND CONTAMINATED-LOOKING WATER IN FRANSCHHOEK
To: The Municipal Manager, Relevant Ward Councillor and Department of Water Services
Subject: Urgent intervention required regarding persistently discoloured water in parts of Franschhoek

Dear Municipal Manager and Councillors,

I am writing to express my serious concern and growing frustration regarding the persistent problem of discoloured water affecting certain residential areas of Franschhoek since I moved here in 2023.

Since 2024, I have repeatedly raised complaints about the quality and appearance of our water. Unfortunately, despite assurances that steps would be taken to resolve the problem, we continue to experience water ranging from light brown to extremely dirty, at times containing visible particles resembling soil and pieces of blue plastic.

This is not a minor inconvenience. It affects our daily lives, our confidence in the water supplied to our homes, and the reputation of Franschhoek as a major tourist destination. Guests are understandably reluctant to drink water that looks dirty, and residents are left questioning whether the water is suitable for drinking, cooking and everyday household use.

The problem also has practical consequences. White linen and clothing cannot be washed with confidence because the water leaves them yellow or discoloured. This is particularly problematic for households and accommodation establishments that depend on clean, white linen for their guests.

My understanding is that the municipality previously issued a tender for the necessary work, that the budget was approved at the end of the financial year, and that filters were purchased. However, I have subsequently been informed that the work cannot proceed because there is apparently nobody available to carry it out.

If this understanding is correct, it is deeply concerning. How can funds be approved and equipment purchased, yet the necessary work remain outstanding while residents continue to bear the consequences?

I am particularly concerned that the problem appears to be concentrated in a specific part of Franschhoek, including Delarey Street, Van Wijk Street, Gabriëre Street and the surrounding areas. Other parts of the town, as well as neighbouring towns and townships, appear to receive clear water. I therefore request that the municipality investigate whether a localised problem with the water supply or distribution infrastructure is responsible.

I respectfully request written answers to the following questions:

1. **What is causing the discolouration and visible particles in our water?**
2. **Is the water safe for drinking, cooking and other domestic uses?**

3. **What progress has been made with the tender, approved budget and purchase of filters?** If the work has stalled because of a shortage of personnel or other capacity constraints, what is being done to resolve this?
4. **What is the municipality's concrete plan and time frame** for resolving the problem permanently?
5. **Will the municipality investigate the affected streets specifically** and provide residents with regular updates until the matter has been resolved?

I have continued to raise this matter since 2024, yet there has been no satisfactory resolution.

Franschhoek deserves reliable municipal services. Clean, safe water, not brown, is a basic necessity, not a luxury, and it is essential for the wellbeing of residents, the operation of local businesses and the confidence of visitors to our town.

I ask that this complaint be treated with the urgency it warrants and that I receive a written response addressing the questions above, together with a realistic deadline for corrective action.

I would further appreciate confirmation of a municipal reference number for this complaint so that its progress can be monitored.

I trust that the municipality will recognise the seriousness of this matter and take the necessary steps to restore residents' confidence in their water supply.

Yours faithfully,

A concerned resident of Franschhoek

C Human

2 Delarey street

12 October 2026

Matthew Cyster

Resident

Nwabisa Jozana

From: Matthew Cyster <matthewcyster@gmail.com>
Sent: Wednesday, 14 October 2026 14:23
To: idp; mm
Cc: 'petercyster7679'; Bernabe De La Bat
Subject: [EX] Reclassification of certain portions of Farm 1331 , Johannesdal from Green area to Residential.

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The IDP Office

Stellenbosch Municipality

IDP@Stellenbosch.gov.za

Dear Sir/Madam,
I refer to correspondence from Mr De La Bat and Mr Jeremy Benjamin and advice received today regarding amendment of the MSDF. Email received
is included for your convenience.

I hereby submit a formal input for the IDP 2026/2027 process on behalf of owners and beneficiaries on the 8-mangronde, portions 11, 12, 13.14, 17 , 18 and 19 of the
Farm 1331, Johannesdal.

- PROPOSAL: That the approved MSDF be amended to reclassify Portions mentioned above, from "Green / Open Space" to "Residential" within the Urban Edge.

- MOTIVATION:
  1.The properties are within the approved Urban Edge with houses all around and are suitable for residential development.
  2. No notice was received by the affected people of the green declaration . In terms of existing regulations, the process was therefore not fair. SPLUMA Sec 28:
  3. There was no participation by the affected people, their voices not heard. We therefore kindly request written reasons for the decision taken by the Municipality - PAJA:
  4.The current green zoning prevents housing and is contrary to IDP objectives for integrated human settlements. The undeveloped area because of restrictions thereon also pose a constant threat for Mountain fires.

- Special Circumstances: We request that the property referred to above be considered for departure due to special circumstances - the land is historically part of Johannesdals expansion and cannot be replicated elsewhere.

I attach a letter from Mr De La Bat and previous reference to the matter to the IDP team below..

Kindly acknowledge receipt.

Yours faithfully,

Matthew Cyster on behalf of others.

Date : 22 April 2026 – REQUEST TO IDP

RE: REQUEST FOR INCLUSION OF INFRASTRUCTURE FOR 8-MANGRONDE JOHANNESDAL IN THE INTEGRATED DEVELOPMENT PLAN (IDP)

Dear MS Mettler

This matter has been the subject of many, many discussions, email submissions, and numerous representations to senior personnel in the Planning and Development Department, as well as the office of the Municipal Manager and previous Mayors of Stellenbosch Municipality. The letter attached, dated 19th April 2024, was a formal request to construct a basic road into the area to enable landowners to access their properties. We have received no response to this request.

Access to and into the 8-mangronde has become increasingly urgent and we therefore request that the provision of basic infrastructure, specifically an access road, be included in the IDP for implementation. Our motivation is as follows:

1. APPROVED LAND USE AND EXISTING PRECEDENT:
The piece of land in question consists of 8 portions of approximately 1.2 hectares each. A road layout for the area has already been formally planned and approved by the Municipality. The subdivision of one portion, portion 11, was approved and a house, that of Mr Lotter Lackay, was constructed several years ago. Why then this reluctance and apparent negative response to further request for development. Land has become an increasingly scarce resource in the Dwarsriver Valley, and this beautiful piece of land could make a huge contribution housing needs if made accessible.

2. DISASTER RISK - FIRE
Mountain fires pose a constant threat, not only to the people of the Johannesdal and Pniel, but also to farms on the other side of Simonsberg.
Despite repeated discussion and request for a road into the area to allow people to access and clear and/or start utilising the properties for housing, little progress has been made. And importantly, this prevents emergency responses access when needed.

3.SAFETY AND SECURITY
The absence of access and occupation has led to an increase in unauthorised occupation (squatters) on the land with an increase in burglaries in Pniel and Johannesdal, a trend we are not accustomed to and not properly prepared for.

4. FINANCIAL BURDEN AND GENTRIFICATION RISK Municipal property rates on the properties have increased steadily over the past years, despite people being unable to utilise their land due to lack of access. This financial burden has already forced four families to sell their land to eager developers. The continued inaccessibility contributes directly to the loss of our heritage and accelerates the unwanted spiral of gentrification in the valley.

REQUEST
WE HEREBY FORMALLY REQUEST THAT THE CONSTRUCTION OF AT LEAST AN ACCESS ROAD TO SERVICE THE 8-MANGRONDE , JOHANNESDAL, BE PRIORITISED AND INCLUDED IN TE
2026/2027 INTEGRATED DEVELOPMENT PLAN AND CAPITAL UDGET FOR IMPLIMENTATION.
We further please request written acknowledgement of this submission and an indication of the process and timeframes for further consideration.

This request is undersigned by representatives of affected parties of the different portions and is in full support hereof.

Uhlan Lackay - 0844284620; A P Williams - 0799022017; A R Williams - 0832907080; G Williams - 0832948301;
M Hendricks - 0783566447; P de Wet - 082306386; M Hendricks - 0735843267; Donovan Davids - 0716897163 ;
Hilliard Myburgh - 0823018792; Peter Cyster - 0828501598; Gelian Davids - 0609693076; Wilma Cyster - 0723055468;
H A Cyster - 0735010410; Tanya Cyster - 0836564461; Lauren Cyster- 0662433265; Amdrew Cyster - 0839443530.

This then for your serious attention.
Yours truly
Matthew Cyster - 0833247691

LETTER FROM Mr. De La Bat

Beste Mr Cyster

Ek verwys na onderstaande epos van Mr. Jeremy Benjamin aan u rakende ‘n voorstel om wysigings aan die goedgekeurde MSDF aan te bring.

Daar bestaan nie ‘n proses in terme van wetgewing ingevolge waarvan u aansoek kan doen vir die wysiging van die MSDF nie. Die opsies tot u beskikking is om insette, met sodanige voorstelle en gepaardgaande motivering, gedurende die IDP proses in te dien welke voorstel oorweeg sal word die die munisipaliteit as deel van die IDP proses. Sou daar meriete wees om die MSDF te wysig, sal die voorstel aan die Raad voorgelê word en kan die raad besluit om die proses te volg om die MSDF te wysig. Hierdie is egter ‘n ingewikkelde en lang proses. Geleentheid vir insette in die IPD sluit reed**15 Oktober 2026** (môre dus) en u insette moet na **IDP@ Stellenbosch.gov.za** gestuur word en kan nie aan individuele persone gestuur word nie.

Alternatiewelik maak wetgewing voorsiening daarvoor dat die besluitnemer mag afwyk van die MSDF slegs indien daar spesiale omstandighede is wat die betrokke eiendom uniek maak en dat die ontwikkeling daarvan gevolglik ook uniek is en nie elders in die munisipale gebied kan plaasvind nie. Dit behels wel ‘n aansoek waarin die spesiale omstandighede motiveer moet. Dit is egter ‘n ingewikkelde proses en een waarvan die sukses afhanklik is van spesiale omstandighede. Ek sal u aanraai om van ‘n kundige konsultant gebruik te maak sou u hierdie opsie verkies.

Intussen is my advies dat u die versoek wat aan Mr Benjamin gestuur het, aan die IDP kantoor rig voor die sluitingsdatum môre.

Ek vertrou dat u beter ingelig is om ‘n besluit te neem.

Kind regards
Bernabé de la Bat (Pr.Pln)
A/696/1992
Manager: Spatial Planning

Susan Thompson

Franschhoek Ratepayers

Nwabisa Jozana

From: Sue Thompson <sue@thompsonsgallery.co.uk>
Sent: Wednesday, 14 October 2026 11:01
To: idp
Cc: reginalpheiffer@gmail.com; files@fhrpa.co.za
Subject: [EX] Franschhoek Ratepayers - Guest House rates

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

RE: Increased number of Airbnb properties in residential Franschhoek and the effect on rates payers.

Having owned a property in Franschhoek for 10 years we have seen a huge increase in homes turned over to Airbnb and while visitors are important to the economy of the town I do wonder how many are registered and paying the appropriate level of rates.

In my own street Van Wijk, Camphor House is used extensively as an airbnb and I understand Kruger House next door (same ownership) is also going to start operating as a four suite airbnb even though a recent planning permission was only granted for a family home.

These two houses offering nine rooms at several thousand rand a night are quite simply, along side many others in the village, a business and while these two houses may have applied for change of use and are paying business rates, I feel sure many don't costing the ratepayers a great deal of money.

They also represent a problem to local residents with parking and noise issues, which are an added administrative cost to the Municipality.

I would therefore suggest that the municipality are missing out on a considerable amount of income from these properties, particularly those renting out whole houses over the summer months from overseas platforms. At the end of the day if Franschhoek
residential areas are going to continue losing full time residents who are invested in the town, at least the town should receive the same level of rates from these properties that bonafide businesses are presently paying.

Yours sincerely

Susan Thompson
48 Van Wijk Street
Franschhoek
0673669852

Paul Eccles

Franschhoek Business Association

Nwabisa Jozana

From: P A Eccles <paeccles@me.com>
Sent: Wednesday, 14 October 2026 14:58
To: idp
Subject: [EX] Franschhoek Toilets

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to you on behalf of the Franschhoek Business Association.

As you know Franschhoek is one of the most visited destinations in South Africa for both domestic and international visitors. It has a global reputation for fine wine and restaurants, 5 star accommodation, high end retail, and many international festivals and events, including the Montreaux Jazz Festival, Bastille,The Literary Festival, Chamber Music, Cap Clasique, and a Classic Car Weekend.

It is unacceptable that it does not have any public conveniences built to a specification and operated to a standard commensurate with its reputation. The installation and maintenance of such facilities must be treated as a number 1 priority for year 1 of the next 5 years.

The cost of maintaining such toilets to the highest standards should easily be covered by use charges . Payment could be made using the same system as for the parking attendants.

~Paul Eccles
\Chairman FBA
Sent from my iPad

Vernon Visser

Centre for Statistics in Ecology, Environment and Conservation

Nwabisa Jozana

From: Vernon Visser <vernon.visser@uct.ac.za>
Sent: Wednesday, 14 October 2026 09:30
To: idp
Subject: [EX] Submission for the Stellenbosch IDP 2027–2032

CAUTION:

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Dear IDP team,

I am concerned about seemingly unchecked development in Stellenbosch, insufficient coordination between development and conservation planning, and whether the responsible municipal teams have adequate staff and funding. The next IDP should translate its environmental commitments into funded actions with clear accountability.

I would like the IDP to prioritise the following:

- **Integrate biodiversity into planning**. Apply the 2023 Western Cape Biodiversity Spatial Plan, including Critical Biodiversity Areas (CBAs), Ecological Support Areas (ESAs) and their management objectives, consistently across land-use and infrastructure decisions. Avoid irreversible losses of irreplaceable biodiversity.
- **Make development decisions transparent**. Publish urban-edge boundaries, delineation criteria and amendments. Require early biodiversity screening and publish reasons for departures, approval conditions and compliance findings. Commission an independently reviewed audit of the past five years of relevant decisions against the maps and policies applicable at the time.
- **Fund implementation and enforcement**. Provide sustained funding for ecological and GIS expertise, compliance inspections, invasive-plant follow-up, appropriate fire management and habitat restoration. Prioritise catchments, rivers and wetlands alongside sewer and stormwater improvements.
- **Protect connected habitats and improve access to nature.** Secure threatened habitat remnants and ecological connections through partnerships with CapeNature, landowners and neighbouring municipalities. Improve access to safe, locally appropriate natural spaces in underserved communities.
- **Report ecological outcomes**. Establish a fixed baseline and publish annual results on habitat extent and condition, CBA/ESA habitat loss, freshwater health, restoration recovery and compliance, alongside expenditure and corrective actions.

Please record this submission and indicate which proposals will be incorporated into the IDP, with responsible departments, budgets and first-year targets.

Kind regards,
Vernon Visser

--

Vernon Visser
Research Fellow
SEEC (Centre for Statistics in Ecology, Environment and Conservation)
Room 6.75. PD Hahn building
Department of Statistical Sciences
University of Cape Town
Rondebosch 7701
South Africa
Personal website
Google Scholar
ORCID
http://seec.uct.ac.za/



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Franschhoek Heritage and Ratepayers Committee (FHRPA)

Nwabisa Jozana

From: files@fhrpa.co.za
Sent: Wednesday, 14 October 2026 15:33
To: idp
Cc: Brian Howard; Lizl Sheridan; Migo Manz; 'Sally Burningham'; Siegfried Schafer; Denver Adonis; Pat Jacobs; Alastair Thorns; Kari Vemer; Reginald Pheiffer
Subject: [EX] 6th Generation IDP 2027 – 2032 - FHRPA Submission
Attachments: FHRPA IDP INPUT.pdf

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Good Day

I attach the formal submission to the **6th Generation IDP 2027 – 2032** on behalf of Franschhoek Heritage and Ratepayers Committee (FHRPA).

Thank you

Best regards

FHRPA

14 October 2026

6th Generation IDP 2027 – 2032

Input from Franschhoek Heritage and Ratepayers Committee (FHRPA)

Overall continue with implementation of priority items from the 2022-2027 IDP

1 Governance

1.1. Appoint a senior Mayors representative based in Franschhoek Municipal Building and ensure Franschhoek gets its fair share from its rates
1.2. Develop municipal land for the benefit of local residents, to support business and economic upliftment such as ERF412, 217 and 284
1.3. Implement policy on Short Term rentals in the village
1.4. Introduce a strategy particular to Franschhoek to manage the high fire risk as well as high flood risks both recently seen in Franschhoek
1.5. Implement management system for clean public toilets and clean streets
1.6. Upgrade security and visible law enforcement

2. **Housing and community** (Community Services portfolio)
2.1. Identify and preserve unused government land for social housing and implement x housing units
2.1. Implement Groendal swimming pool - identify land consider ERF 412, 217 and 284
2.2. Implement ***Short Term Rental policy to pr***otect community and heritage. The permanent residential population is critical to health of the village and has been decimated by short term rental housing. STRs are also not paying the correct commercial taxes. Rather encourage small, registered hotels.
2.3. ***Heritage and Tourism***—Protect heritage buildings and cultural landscapes and scenic heritage (scenic route R45) (Planning portfolio) to preserve major driver of tourism economy. Protect land use and agriculture coverage. Limit departures from zoning by-laws.
2.4. Implement tree planting program along R45 main road and selected neighbourhood streets (Community Services portfolio) as well as trees lost during R45 construction outside the village
2.5. ***Cleanliness*** Provide additional skips and more frequent collection for residents along the Stiebeuel River (pollution control) and implement river litter trap.

2.6. Clean the pedestrian walkway between Groendal and the village regularly and remove waste.
2.7. Clean streets and stormwater drains regularly and implement regular bin cleaning schedule on public streets especially R45 main road.
2.8. Maintain parks.

3. **Infrastructure**
   3.1. ***Flood responsiveness and Emergency Response program***
      3.1.1. Rebuilding of culvert at R45 main road; and at Dirkie Uys street at Varkblaardrif
   3.2. ***Sidewalks (main road, village)***
      3.2.1. implement sidewalk plan for main road including widening pavements for pedestrian safety.
      3.2.2. Implement municipalities Universal Access Policy. Make sidewalks accessible for people with disabilities, with more entry and exit points.
      3.2.3. Lift and re-lay the sidewalks in the main road to create an even surface. Replace all broken tiles and kerbstones.
      3.2.4. Remove excess signs and obstructions that block pedestrian flow.
   3.3. ***Signage***
      3.3.1. Replace or repair damaged or illegible street-name signs, as most are difficult to see and read, remove illegal signage.
   3.4. ***Traffic calming***
      3.4.1. Complete the project set out in the previous IDP priorities, including one way streets and speed tables
      3.4.2. Implement traffic circle at Uitkyk street and R45
   3.5. ***Electricity and Lighting***
      3.5.1. Investigate why Franschhoek has unreliable electricity and high number of outage days and implement measures to improve reliability
      3.5.2. Repair the substation that powers the R45 streetlights.
      3.5.3. Install security lights at the Langrug public toilets for residents' safety at night.
      3.5.4. Implement better Christmas street lighting project
   3.6. ***Public toilets***
      3.6.1. Provide well managed public toilets in the village, for example by opening the Town Hall toilets to the public and circus grounds toilets
      3.6.2. Enforce by-laws requiring toilets by commercial businesses for public use
   3.7. ***Road Safety on R45***
      3.7.1. Undertake and implement road safety audit on R45
      3.7.2. Lower speed limit on R45

4. Safety and Security

4.1. ***Visible policing***

4.1.1. Deploy additional law enforcement officers in all areas. Specifically in residential streets.

4.2. ***Violence and gender based violence.***

4.2.1. Enhance services

4.3. ***Security cameras (linked to Law Enforcement and private Alarms control)***

4.3.1. Repair or replace the Town Hall camera, which has never worked.

4.3.2. Install additional cameras in Groendal and at the Wemmershoek intersection.

4.3.3. Implement the CCTV Master Plan listed in the current IDP, with security sector participation.

- END -

Alta Malherbe

Franschhoek resident

Nwabisa Jozana

From: Alta Malherbe <toalta@tiscali.co.za>
Sent: Wednesday, 14 October 2026 21:13
To: idp
Subject: [EX] RE: Parking for IDP Stakeholder Engagement

CAUTION:

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Dear IDP Team,

Thank you so much for a very enlightening and good workshop at your offices today.

As I spent a whole day away from my business and raised all the important points I could remember, I trust that it now rests with the IDP Team so see that all the problems are sent to the various departments.

I really do not have the time to re-do today's meeting to contact all the different departments again.

Please see that all resolutions are passed on on behalf of Franschhoek – especially:

The Bowling Club – Fencing and Lease Agreement.

The Guesthouse parking problem in our town.

The Traffic flow problem though the town. Please do a test run with very large cones at the intersections of the Monument, Crossing of Hugenot Street and Reservoir Street and UItkyk and Main Road near Pick and Pay.

Municipal problems:

The telephone system (not only the music)
Staff who simply cannot be reached by phone.
The 3-month waiting period before a staff members needs to attend to a problem on their desk.
All praise to Mr James Kene who is always at his desk, prepared to help with any problem. He should be commended.

Thank you once again.

Regards,

Alta Malherbe
Franschhoek
082 338 5873

From: idp <idp@stellenbosch.gov.za>
Sent: Tuesday, 13 October 2026 16:15
Subject: Parking for IDP Stakeholder Engagement

Dear Stakeholders

14 parking bays will be made available at Lutz Building on a first-come, first-served basis.

There will be a marshal on duty for the vehicles coming in.

Kind regards,
IDP Team.

STELLENBOS
STELLENBOSCH • PNIEL • FRANSC
MUNISIPALITEIT • UMASIPALA • MU

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

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Carol Thorns

Alastair Thorns professional architect

Nwabisa Jozana

From: Alastair Thorns <alastair@atarchitects.co.za>
Sent: Wednesday, 14 October 2026 15:54
To: idp
Cc: files@fhrpa.co.za
Subject: [EX] IDP 2027 - 2032 commentary - Carol Thorns
Attachments: 6th Generation IDP Response 2027 - 2032 Carol Thorns.pdf

CAUTION:

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Dear Sir / Madam,

Please Find attached response and commentary on the 6th generation IDP process 2027 - 2032
Commentary in the form of attached PDF document.

Thank you.

Yours sincerely,



Alastair Thorns professional architect
BAS & Barch UCT MSACAP 6532

 Virus-free.www.avast.com

14 October 2026

6th Generation IDP 2027 – 2032 Input from Franschhoek Resident - Carol Thorns.

To whom it may concern: Via email: idp@stellenbosch.gov.za

Property Owner: Ms Carol Thorns
Property Address: 1 Paris Crescent, Franschhoek, 7690
Property no: 1439

Cc: Files@fhrpa.co.za

Overall continue with implementation of priority items from the 2022-2027 IDP

1. **Governance:**

1.1 Appoint a senior Mayors representative based in Franschhoek Municipal Building.
1.2 Develop municipal land for the benefit of local residents, to support business and economic upliftment notably erf 412 Groendal.
1.3 Implement strict policy on Short Term Rentals (STRs) in the village.
1.4 Introduce a strategic Disaster Management Plan particular to Franschhoek given high fire risk as well as high flood risks both recently seen in Franschhoek.
1.5 Implement management system for clean public toilets and clean streets.
1.6 Upgrade and increase visible law enforcement in the residential areas.

2. **Housing and community (Community Services portfolio):**

2.1 Identify and preserve public / goverment land for social housing.
2.2 Implement Groendal swimming pool.
2.3 Erf 412 to be utilsied for residents in business and recreational.
2.4 Implement Short Term Rental policy to protect community and heritage.

3. **Heritage and Tourism:**

3.1 Protect Heritage buildings and Cultural Landscape patterns and Scenic Route heritage to facilitate the preservation of contextual heritage as a major driver of the tourism economy.
3.2 Protect land use and agriculture coverage.
3.3 Limit departures from zoning by-laws and enforce building compliance on “As Built” buildings.
3.4 Maintain heritage by Implementing tree planting program along R45 main road and selected neighborhood streets (Community Services portfolio).

3.5 Replant trees lost along the R45 due to roadway improvements and construction outside the village.

4. Cleanliness

4.1 Provide additional skips and more frequent collection for residents along the Stiebeuel River (pollution control).

4.2 Install a “River Litter Trap” on the Stiebeuel river below the informal settlement to help control pollution.

4.3 Clean the pedestrian walkway between Groendal and the village regularly and remove waste.

4.4 Clean streets and stormwater drains regularly.

4.5 Clear and clean pedestrian rubbish bins – waste control – on a regular / two daily basis.

5. Infrastructure

5.1 Lift and re-lay uneven sidewalks / pavements in the main road to create an even surface.

5.2 Replace all broken tiles and kerbstones.

5.3 Repair dangerously damaged road drainage culverts and install or repair missing gratings.

5.4 Make sidewalks / pavements accessible to all – implement the Univeral Access Policy thus making sidewalks accessible for people with disabilities, with more entry and exit points.

5.5 Relay and level consistently the sloping pavement sidewalk from Terbadore to the NG Church. This is a public safety risk.

5.6 Remove excess signage and obstructions which impedes pedestrian flow.

5.7 Water pumpstation (on public open space): remove dangerous exposed electrical boards to the water pump point at top of Van Riebeek and bottom of Heide Streets. Close access to public to stop people sleeping in the building.

6. Signage

6.1 Replace or repair damaged or illegible street-name signs, as most are difficult to see and read.

6.2 Remove illegal signage.

7. Traffic calming

7.1 Complete the project set out in the previous IDP priorities.

7.2 Implement a Traffic circle at the intersection of R45 & Uitkyk streets. This is a dangerous intersection.

7.3 Introduce one way streets to residential areas including speed bumps / tables to roads running parallel near / adjacent to R45.

8. Lighting

8.1 Repair the substation that powers the R45 street lights.

8.2 Install security lights at the Langrug public toilets for residents' safety at night.

8.3 Improve the Christmas lighting on the high street R 45.

9. Public toilets

9.1 Provide well managed public toilets in the village, for example by opening the Town Hall toilets to the public.

9.2 Enforce the Zoning Scheme development parameters on commercial building to provide public toilets. Note Woolworths and Checkers has public toilets which subsequently have been removed from public use.

9.3 Maintain the existing public toilets at the Municipality which are in an currently not fir for purpose.

10. Road Safety on R45

10.1 Undertake and implement road safety audit on R45.

10.2 Introduce an 80km/h speed limit from La Motte to Franschhoek.

11. Safety and Security

11.1 Security cameras (linked to Law Enforcement and Pepler Alarms control).

11.2 Repair or replace the Town Hall camera, which has never worked.

11.3 Install additional cameras in Groendal and at the Wemmershoek intersection.

11.4 Implement the CCTV Master Plan listed in the current IDP, with security sector participation.

12. Visible policing

12.1 Deploy additional SAP police officers in all residential areas beyond the R45 High Street. SAPS to focus on residential.

Thank you for the opportunity to comment. All in the interests of a better built environment for all South Africans.

Yours sincerely,
Carol Thorns.

Shannon Claassen

Ward 19 resident

Nwabisa Jozana

From: Shannon Claassen
Sent: Thursday, 15 October 2026 10:50
To: idp
Cc: Nwabisa Jozana; Gurswin Cain
Subject: Submission of IDP Proposal – Ward 19
Attachments: WARD 19 PROPOSALS.pdf

Good day,

Please find attached my IDP proposal for Ward 19 for your consideration.

Kindly confirm whether a reference number will be allocated to the submission, or alternatively, advise how the proposal will be recorded and tracked throughout the IDP process.

Thank you for your assistance. I look forward to your feedback.

Kind regards,

Groete | Kind regards,
Shannon Claassen
Executive Secretary
Mayoral Office

T: +27 21 808 8042
Plein Street, Stellenbosch, 7600
www.stellenbosch.gov.za

"Please note that all invitations and meeting requests are accepted on the basis that they could be cancelled due to emergencies which may arise and require the Mayor's attention." / "Let asseblief daarop dat alle uitnodigings en vergadering versoeke aanvaar word op die basis dat dit gekanselleer mag word as gevolg van noodgevalle wat mag ontstaan en die Burgemeester se aandag vereis."

PROPOSAL FOR THE UPGRADE OF WAAIERPALM STREET PARK, CLOETESVILLE

Submitted to: Integrated Development Plan (IDP) Department
Project: Waaierpalm Street Park Upgrade
Location: Waaierpalm Street, Cloetesville, Stellenbosch
Subject: Request for Consideration and Inclusion in the Integrated Development Plan (IDP)

1. PURPOSE OF THE PROPOSAL

The purpose of this proposal is to request that the upgrade and improvement of Waaierpalm Street Park in Cloetesville be considered for inclusion in the Stellenbosch Municipality's Integrated Development Plan (IDP).

The park serves as a valuable public open space for children, families and the surrounding community. However, as far as can be established, the park has not undergone a significant upgrade for many years. While the replacement of the existing fence is acknowledged as a positive step towards improving the facility, further improvements are needed to make the park a safer, more attractive and functional recreational space for the community.

The proposed upgrades aim to promote outdoor activities, encourage healthy lifestyles and provide a welcoming environment where children and families can spend quality time together.

2. PROPOSED UPGRADES

The following improvements are proposed for consideration:

2.1 Multi-Purpose Sports Court

The construction of a small, multi-purpose sports court that can accommodate activities such as mini soccer, netball and tennis. The facility should be designed to suit the available space and provide opportunities for children and young people to participate in sport and recreational activities.

2.2 Toddler Play Area (Ages 0–3)

The establishment of a dedicated play area for toddlers between the ages of zero and three years. This area should include age-appropriate play equipment, safe ground surfaces and suitable protective measures to ensure a safe play environment for younger children.

2.3 Upgrade of Existing Play Equipment

The assessment, repair and upgrading of existing playground equipment, where necessary, to ensure that the equipment is safe, functional and suitable for children of different age groups.

2.4 Shaded Seating and Family Recreation

The installation of benches and shaded seating areas where parents, caregivers and other community members can sit comfortably while supervising children or enjoying the park.

2.5 Landscaping and Greening

The improvement of the park's landscaping through the planting of suitable trees, grass and other greenery. This would enhance the appearance of the park, provide natural shade and create a more pleasant outdoor environment.

2.6 General Park Improvements

Additional improvements could include waste bins, appropriate lighting, clear signage, safe pathways and ongoing maintenance measures to ensure that the park remains clean, accessible and well maintained.

3. MOTIVATION AND COMMUNITY BENEFITS

The proposed upgrade would contribute positively to the social and recreational development of Cloetesville by providing residents with an improved public facility.

The anticipated benefits include:

- **Child development:** Providing children with a safe space to play, socialise and develop physical and social skills.
- **Youth development:** Creating opportunities for young people to participate in sport and constructive outdoor activities.
- **Family engagement:** Encouraging families and caregivers to spend quality time together in a welcoming public space.
- **Health and well-being:** Promoting physical activity, outdoor recreation and healthier lifestyles.
- **Community pride:** Improving the appearance of the neighbourhood and encouraging residents to take ownership of their public spaces.
- **Inclusive recreation:** Providing recreational opportunities for children of different ages and residents from various backgrounds.
- **Positive use of public space:** Encouraging the use of the park for constructive activities and community interaction.

Investing in the improvement of existing public parks can make a meaningful contribution to the quality of life of residents, particularly in communities where accessible recreational facilities are important.

REQUEST TO THE IDP DEPARTMENT

It is respectfully requested that the IDP Department consider the proposed upgrade of Waaierpalm Street Park during the IDP planning and prioritisation process.

The request includes consideration of the following:

1. Conducting a site assessment to determine the current condition of the park and identify the most urgent improvements.
2. Evaluating the feasibility of the proposed recreational facilities within the available space.
3. Considering the project for inclusion in the relevant IDP planning cycle and future municipal budget allocations.
4. Identifying the relevant municipal departments that could assist with planning, implementation and ongoing maintenance.
5. Exploring opportunities for a phased implementation approach should the full upgrade not be feasible within a single financial year.

Community input and consultation should also be considered to ensure that the proposed improvements

Submitted for consideration and further action.

Concept for the Park.



Current State







PROPOSAL FOR THE BEAUTIFICATION AND DEVELOPMENT OF OPEN SPACE OPPOSITE WAAIERPALM, KIAAT AND ESSENHOUD STREETS, CLOETESVILLE

Submitted to: Integrated Development Planning (IDP) Department

Project Location: Open space opposite Waaierpalm, Kiaat and Essenhoud Streets, Cloetesville
Project Proposal: Community Open Space Beautification and Outdoor Exercise Area

1. Introduction

This proposal seeks to request the consideration and inclusion of the beautification and development of the open space opposite Waaierpalm, Kiaat and Essenhoud Streets in Cloetesville as part of the Municipality's Integrated Development Plan (IDP).

The proposed project aims to transform the existing open space into a clean, attractive and functional community area that promotes outdoor recreation, physical activity, social interaction and the general well-being of residents.

The development of this space would provide a valuable opportunity to improve the surrounding environment while creating a welcoming area for teenagers, adults and older residents.

2. Project Motivation

Open spaces play an important role in creating healthy, attractive and inclusive communities. However, without proper landscaping, maintenance and suitable facilities, these areas may not reach their full potential.

The proposed beautification of this open space would contribute to improving the appearance of the neighbourhood and encouraging residents to use the area positively.

The introduction of a small outdoor exercise area would provide residents with an accessible opportunity to engage in physical activity close to their homes. This would be particularly beneficial for residents who may not have access to gyms, sports facilities or other recreational amenities.

The project would also encourage community pride, promote healthier lifestyles and contribute to the responsible use of public open spaces.

3. Proposed Improvements

The following improvements are proposed for consideration, subject to a site assessment and available funding:

3.1 Beautification and Landscaping

- General cleaning and clearing of the open space.
- Landscaping and the planting of suitable trees, shrubs and indigenous plants.
- Installation of benches and seating areas for residents.
- Provision of suitable waste bins to encourage cleanliness.
- Improvement of pathways and pedestrian access where feasible.
- Installation of appropriate lighting to improve visibility and usability, subject to technical assessment.

3.2 Small Outdoor Exercise Area

A compact outdoor exercise area is proposed to cater to teenagers, adults and older residents. The area could include accessible, low-maintenance outdoor fitness equipment, such as:

- Exercise bikes or seated pedal equipment.
- Walking and stretching stations.
- Balance and mobility equipment suitable for older residents.
- Basic body-weight exercise stations for teenagers and adults.
- A small, open, level area for stretching and light exercise.

The exercise area should be designed to accommodate different fitness levels and abilities, with appropriate safety surfacing, clear spacing between equipment and suitable signage.

3.3 Community Recreation and Social Interaction

In addition to the exercise facilities, the open space could incorporate a small seating and relaxation area where residents can meet, socialise and enjoy the outdoor environment.

The development should be designed to remain open and accessible to the wider community, with consideration given to universal access, safety and ease of maintenance.

4. Target Beneficiaries

The proposed development would benefit:

- **Teenagers:** By providing a positive outdoor recreational space and encouraging healthy habits.
- **Adults:** By creating an accessible area for exercise and relaxation.
- **Older residents:** By offering opportunities for gentle exercise, mobility activities and social interaction.
- **The broader community:** By improving the neighbourhood's appearance and encouraging the responsible use of public spaces.

5. Expected Benefits

The proposed project is expected to deliver the following benefits:

1. Improve the appearance and cleanliness of the surrounding neighbourhood.
2. Promote physical activity and healthier lifestyles.
3. Provide accessible recreational opportunities for different age groups.
4. Encourage social interaction and community participation.

5. Support the positive use of public open spaces.
6. Strengthen community pride and contribute to an improved living environment.
7. Create opportunities for future community-led beautification and maintenance initiatives.

6. Implementation Considerations

It is recommended that the relevant municipal departments conduct a site assessment to determine the feasibility, scope and estimated cost of the proposed improvements.

The assessment should consider the size and condition of the open space, existing infrastructure, safety requirements, accessibility, suitable exercise equipment, landscaping needs and ongoing maintenance responsibilities.

Where possible, the project could be implemented in phases, beginning with cleaning, basic landscaping and seating, followed by the installation of exercise equipment and additional amenities as funding becomes available.

Community input should also be encouraged to ensure that the final design responds to the needs and priorities of local residents.

7. Request to the IDP Department

It is respectfully requested that the beautification and development of the open space opposite Waaierpalm, Kiaat and Essenhoud Streets in Cloetesville be considered for inclusion in the Municipality's IDP priorities, as many motorist travel through Cloetesville from Cape Town / Kuilsriver and Brackenfell

The proposed project represents an opportunity to transform an existing open space into a welcoming, inclusive and functional community asset that supports recreation, exercise, social interaction and environmental improvement.

8. Conclusion

As many motorists travel through Cloetesville from Cape Town, Kuils River and Brackenfell en route to Stellenbosch, Cloetesville serves as one of the first points of entry into the Stellenbosch area for these commuters. The beautification and upgrading of the open space opposite Waaierpalm, Kiaat and Essenhoud Streets would therefore provide an opportunity to create a positive first impression of our town.

A well-maintained, attractive and functional public space would not only enhance the visual appeal of the area but also demonstrate the Municipality's commitment to community development, public recreation and the improvement of public spaces. By incorporating landscaping, indigenous plants, seating and a small outdoor exercise area, the space could become a welcoming environment for residents and visitors alike.

Current Space



Concept of new Space







Submitted for consideration.

15/10/2026
Shannon. Claassen

Coenraad van Schalkwyk
Arra Vineyards – Klapmuts

Nwabisa Jozana

From: Coenraad van Schalkwyk <admin@arrawines.com>
Sent: Thursday, 15 October 2026 10:46
To: idp
Cc: 'Paul Novak (ARRA)'
Subject: [EX] Formal Representation - Stellenbosch MSDF 2026 - Urban Edge Inclusion - Arra Vineyards (Portion 7, Farm 744)
Attachments: Arra_Vineyards_MSDF_Urban_Edge_Inclusion_2026.pdf; 1st Draft Stellenbosch MSDF Comment Por 7 of Farm 744 Klapmuts - 30 May 2023 .pdf

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Dear Sir/Madam,

On behalf of Arra Vineyards (Pty) Ltd, please find attached our formal representation requesting the reconsideration of the existing urban edge and the proposed inclusion of approximately 30 hectares of Portion 7 of Farm 744, Klapmuts, within the Klapmuts urban edge.

Our submission forms part of the public participation process associated with the Stellenbosch Municipality's sixth-generation Integrated Development Plan (2027–2032) and the relevant Municipal Spatial Development Framework planning processes.

The representation outlines the historical planning background, changing development circumstances, agricultural considerations, dam safety concerns, infrastructure opportunities and potential community benefits supporting the proposed urban-edge adjustment.

We respectfully request that the Municipality consider our representation during the relevant spatial planning review processes.

Kindly acknowledge receipt of this submission and confirm that it has been registered for consideration.

We remain available should any additional information or clarification be required.

Warm Regards

arra
VINEYARDS

COENIE VAN SCHALKWYK

General Manager

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Arra Vineyards, R44, Klapmuts

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ARRA VINEYARDS

REPRESENTATION REGARDING THE STELLENBOSCH MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF)

Proposed inclusion of approximately 30 hectares of Portion 7 of Farm 744, Klapmuts, within the urban edge.

15 October 2026 | For submission to Stellenbosch Municipality

1. Purpose of this representation

We refer to the Municipality's invitation for written input in connection with its sixth-generation Integrated Development Plan (IDP) for 2027–2032, with a stated closing date of 15 October 2026. Arra Vineyards (Pty) Ltd submits this representation for consideration in the relevant municipal spatial-planning and MSDF processes.

Arra respectfully requests reconsideration of the existing urban-edge alignment in southern Klapmuts and the inclusion of approximately 30 hectares of Portion 7 of Farm 744 within the Klapmuts urban edge, as indicated on the accompanying revised 2026 plan (Annexure A). The revised 2026 map identifies an indicative core area of approximately 24 hectares; the broader request of approximately 30 hectares allows the Municipality to consider an appropriate additional area associated with the adjoining dam and its safety interface, subject to technical assessment and boundary delineation.

This is a strategic spatial-planning request only. It is not an application for rezoning, subdivision, development rights or approval of any particular density or land-use mix. Any future development would remain subject to applicable planning, environmental, engineering, agricultural and other statutory approvals.

The revised 2026 plan supersedes earlier indicative boundaries in previous submissions. Those earlier submissions remain relevant as historical planning motivations, but do not define the area now requested.

2. Long-standing planning history

The potential inclusion of part of Portion 7 in the Klapmuts urban edge has been raised through successive municipal planning processes. The attached TV3 Projects representation dated 30 May 2023 (Annexure C), together with the historical submissions reproduced in it, records the planning history and the reasons previously advanced.

The Klapmuts Special Development Area economic feasibility work commissioned by the Municipality in 2017–2018 contemplated future urban growth in this broader area, including consideration of land on Portion 7.

This work was not itself an approval or amendment of the adopted urban edge. Arra asks the Municipality to reconsider the proposal in light of both that history and materially changed circumstances.

The Municipality's earlier response, reproduced in TV3's 2023 submission, raised concerns regarding the absence of new studies or market support and the medium- to long-term development horizon associated with Stellenbosch Bridge. This representation responds at the strategic level by identifying changed site conditions and proposing a revised, more specifically delineated boundary. Arra is willing to engage on proportionate supporting studies.

3. Earlier technical and departmental consideration

Portion 7 has been the subject of planning and technical consideration for more than two decades. Historical correspondence dated 23 April 2004 from the Western Cape Department of Agriculture recorded no agricultural objection to the particular rezoning proposal then under consideration. Correspondence dated 10 May 2004 from the Department of Transport and Public Works similarly addressed a specific commercial proposal of approximately 1,600 m².

These letters are relied upon only as evidence of historical consideration; they are not represented as current approvals for the proposed ±30-hectare request. TV3's supporting material also refers to further planning and environmental work undertaken in 2017.

4. Agricultural potential and the proposed boundary

Arra recognises the need to protect productive agricultural land and prevent unjustified urban sprawl. The agricultural potential and present use of Portion 7 are not uniform. The October 2008 soil survey identified varying soil characteristics and constraints, including drainage, effective depth and subsoil conditions. It does not establish that the whole farm is unsuitable for agriculture.

Arra reports that approximately 11 hectares in the northern part of the farm have been affected by historical sand extraction and that a further approximately 20 hectares have not been under agricultural production for more than ten years, in part because of urban-edge pressures. These land-use history figures should be assessed alongside the historical soil report and, where required, verified by updated agricultural mapping or an independent assessment.

The proposed boundary seeks to distinguish land suitable for a future urban interface from the land Arra intends to retain for agricultural and wine-producing activities. This is consistent with the spatial-planning objective of establishing a deliberate and manageable transition between settlement and surrounding agriculture.

5. Material changes in the surrounding spatial context

5.1 Adjoining settlement and dam safety interface

The adjoining Mandela Estate settlement has expanded towards the farm and its agricultural dam. Arra reports that some structures are situated approximately five metres from the dam wall. The proximity of residential occupation to a substantial water-retaining structure warrants careful consideration of safety setbacks, emergency access, drainage, stormwater, sanitation and long-term management of the interface.

Arra requests that the Municipality consider this interface within a coordinated spatial framework. Inclusion of the relevant land within the urban edge could enable Arra, in consultation with the competent authorities, to investigate reducing the dam's exposure to adjoining settlement by redirecting agricultural water requirements and catchment arrangements to other parts of the farm, consistent with applicable requirements of the Western Cape Department of Agriculture. This is a potential mitigation measure, not an approved engineering solution: dam safety, water-use rights, catchment impacts and any required authorisations would need independent assessment.

5.2 Stellenbosch Bridge and adjoining urban growth

The approved Stellenbosch Bridge development and growth of adjoining settlement have altered the planning context around Portion 7. Arra is increasingly situated at the meeting point of formal urban development, established residential communities and retained agricultural land. A reconsidered boundary may offer a more coherent long-term urban-rural transition than continued reliance on the earlier alignment without reassessment.

5.3 Future transport and infrastructure

Previous planning work identifies potential road links between Stellenbosch Bridge and the R44 that may affect Portion 7. Their precise status and alignment must be confirmed with the authorities responsible. The revised proposal is intended to accommodate, rather than prejudge, future transport and municipal infrastructure planning.

6. Reconsideration of the existing urban edge

The purpose of an urban edge is to establish a rational, sustainable and defensible boundary between urban and rural land. Arra requests that the Municipality consider whether the present southern Klapmuts alignment, including the historically referenced 200-metre contour, continues to serve that purpose in the changed circumstances.

The strategic question is not whether the entire farm should be released for development. It is which portions should reasonably form part of Klapmuts' future urban structure and which should remain in productive agricultural use.

7. Opportunity for an integrated planning structure

Arra proposes that the Municipality assess Portion 7 in conjunction with existing Klapmuts, the adjoining community, the dam safety and open-space interface, Stellenbosch Bridge, potential movement connections and the retained agricultural land. The resulting framework could integrate public safety, service corridors, appropriate future urban uses and a clearly defined agricultural transition.

8. Potential public and community benefits

The proposed inclusion could offer wider public benefits, subject to municipal planning, feasibility and future statutory processes:

- Spatial integration between existing Klapmuts, adjoining communities and Stellenbosch Bridge.
- Coordinated assessment of the dam safety interface, stormwater management, drainage and emergency access.
- Consideration of road links, bulk services, sanitation and other infrastructure requirements.
- Long-term opportunities for housing, community amenities and local economic activity.
- A clearer boundary protecting the agricultural land retained outside the proposed urban area.

As a specific opportunity, Arra has identified an indicative area of approximately five hectares along the northern boundary of Portion 7, adjoining existing and future Klapmuts development and east of the dam (Annexure B). Arra understands that existing road infrastructure provides two potential access connection points abutting this boundary, which may facilitate efficient integration. Arra further reports that Stellenbosch University has previously assessed this land as having limited or no agricultural value; the underlying assessment and its scope should be provided or verified before this is treated as an established technical finding. Arra is willing to engage with the Municipality about making this area available for appropriate community facilities, subject to mutually agreed terms, technical feasibility and all necessary approvals. This does not constitute an unconditional offer to donate or transfer land.

Arra also draws attention to stormwater-retention and runoff-corridor proposals referred to in the September 2007 Klapmuts spatial development framework, which Arra understands have not yet been fully implemented along the southern edge of Klapmuts. Arra reports flooding during heavy rainfall and submits that the proposed northern land interface may offer opportunities for stormwater attenuation, drainage corridors and a bulk water line.

These possibilities require confirmation against current municipal plans, hydrological investigations, infrastructure capacity and flood-risk assessments; no reduction in flooding is guaranteed by urban-edge inclusion alone.

The proximity of this land to Mandela Estate could also allow the Municipality to investigate cost-effective provision of additional ablution and sanitation facilities. Other reported Ward 18 priorities, including sports grounds and a public swimming pool, could be evaluated on the same land, alongside recreation and open space, subject to verification of current ward priorities, community consultation, municipal budgets and operating requirements. Such facilities could complement longer-term residential opportunities, but the suitability and scale of any housing would require separate assessment.

Arra sees this as an opportunity for constructive cooperation between the Municipality, the adjoining community, and the agricultural landowner, consistent with the 2019 MSDF objective of retaining and improving the relationship between Klapmuts and surrounding agricultural land.

9. Retention of agricultural operations

Arra does not request the inclusion of the whole farm. It proposes a strategic urban-edge adjustment for the approximately 30 hectares, comprising the indicative ±24-hectare mapped core and a potential additional area associated with the dam and its safety interface while retaining the balance of the property for agricultural and wine-producing purposes. A deliberate boundary could provide greater certainty both for future municipal planning and for the continued agricultural operation of Arra Vineyards.

10. Supporting information and further engagement

Arra acknowledges the importance of credible supporting information. Relevant material includes the revised 2026 plans, the historical TV3 submissions and planning work, the 2008 soil survey, updated aerial, and cadastral information, and—if required—proportionate agricultural, dam-safety, environmental, transport and engineering assessments. The attached plans are indicative, and their areas and boundaries should be verified before any formal land-use application.

11. Request to Stellenbosch Municipality

1. Reconsider the existing urban-edge alignment as it affects Portion 7 of Farm 744 in southern Klapmuts.
2. Consider the inclusion of approximately 30 hectares of Portion 7 within the Klapmuts urban edge, using the revised 2026 ±24-hectare indicative core-area plan (Annexure A) as the basis for delineation and considering whether adjoining land associated with the dam and its safety interface should form part of the final boundary, subject to technical assessment.

3. Assess the proposal in the context of adjoining settlement, Stellenbosch Bridge, potential transport and infrastructure corridors, the dam safety interface, and the retained agricultural land.
4. Consider the indicative ±5-hectare community-facilities opportunity (Annexure B) as a potential public benefit, without treating it as a binding land offer.
5. Engage with Arra and its professional team on the preferred delineation and advise what further high-level information is required for consideration of the MSDF request.

Arra Vineyards respectfully states that the revised, carefully delineated boundary could improve the long-term relationship between Klapmuts, its adjoining communities and the remaining agricultural landscape. We welcome constructive engagement with the Municipality.

Yours faithfully,

For and on behalf of ARRA VINEYARDS (PTY) LTD

Authorised signatory: _____

Annexure A – Revised 2026 indicative ±24-hectare indicative core-area plan supporting the broader ±30-hectare request.

Annexure B – Revised 2026 indicative ±5-hectare community-facilities opportunity.

Annexure C – TV3 Projects representation dated 30 May 2023 (attached separately).

ANNEXURE A | INDICATIVE ±24-HECTARE CORE AREA (BROADER REQUEST: ±30 HECTARES)



Indicative aerial delineation supplied by Arra Vineyards. Not a cadastral survey; boundaries and areas subject to verification.

ANNEXURE B | INDICATIVE ±5-HECTARE COMMUNITY AREA



Indicative aerial delineation supplied by Arra Vineyards. Not a cadastral survey; boundaries and areas subject to verification.

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Date: 30 May 2023
Our ref: Ptn 7 of Farm 744 Klapmuts

Stellenbosch Municipality
Municipal Manager
PO Box 17
STELLENBOSCH
7600

For attention: Municipal Manager

PUBLIC COMMENT ON FIRST DRAFT AMENDED STELLENBOSCH MSDF - 2023

PROPOSED AMENDMENT OF KLAPMUTS TOWN URBAN EDGE – INCLUSION OF A PORTION (±30ha)OF PORTION 7 OF FARM 744 (ARRA) FOR URBAN DEVELOPMENT PURPOSES.

We refer to your Notice Number 37/2023 calling for public comment on the First Draft Amended Stellenbosch MSDF to be submitted by no later than 30 May 2023.

We confirm that we act on behalf of registered owner of Portion 7 of the Farm, 744 Arra Vineyards (Pty) Ltd equating to approximately 70ha, in the submission of this comment.

We specifically refer to Notice (No. 114/2022) as published in the Eikestad News dated 01 September 2022, regarding the process of amending the Stellenbosch Municipal Spatial Development Framework (2019) as approved by the Stellenbosch Council on 11 November 2019 and our comment submitted in this regard, dated 29 September 2022.

We in turn refer to the specific Municipal response included in the MSDF in response to the above 29 September 2022 submission as abstracted below.

- *No new studies, market support or a formal application has been received with regard to the Arra development as previously commented on the public participation response table in the MSDF 2019.*

- *The Klapmuts urban edge has been considerably adjusted in 2019 to accommodate the Stellenbosch Bridge development and the timeframe for development falls within the medium to long term (10-20 years) with no visible progress at this stage. Accordingly, the southern urban expansion into agricultural land is not supported.*

As a general assessment the above response seem to be very limited in relation to the extent and detail of the submission made in this regard and creates the impression that the previous submission was not considered in detail. In addition, any interim Site-Specific Application approach is not supported from an applicant risk and cost perspective in so far as such application will only serve to present all of the already known detail site considerations and constraints highlighted in previous MSDF submissions to date. This statement position is based on the question why the latter considerations, which have also been duly presented in the various MSDF submissions to date but at no point in time received favorably consideration, could or should result in a different evaluation outcome merely because it is presented as an individual application outside of the MSDF process itself

Accordingly, the land owner in question requested that the previous submission be re-submitted for further consideration and more specific detailed input comment be provided and be duly motivated by the Municipality as to why the inclusion of the property in question within the urban edge is still not supported given its directly abutting and surrounding development context limitations.

In this regard the proposed area for inclusion within the Urban Edge for Urban development purposes is located between the proposed road link with Groenefontein Road and existing Klapmuts residential area, equating to ±30ha as indicated on the MSDF Input Plan attached hereto.

Summary conclusion

Notwithstanding the wide ranging motivated and detailed MSDF inputs referred to in our previous submissions, the portion of the subject property, effectively remains outside the adopted November 2019 and Urban Edge alignment and now again with reference to the 1st Draft Amended 2023 MSDF proposal.

Accordingly, this further submission again serves as a duly motivated request for the reconsideration of the inclusion of a portion (±30ha) of Portion 7 of Farm 744 within the Klapmuts Town Urban Edge for Urban Development purposes as depicted on the **Plan No. 1** attached hereto.

It is our opinion that the continued exclusion of the application property from the current proposed amended 1st Draft 2023 MSDF Urban Edge will result in:

- Effectively any new formal application submission(s) being delayed until 2029 for consideration of the then MSDF Revisions cycle for possible inclusion of the application properties within the MSDF urban edge, before any formal applications can be proceeded with on the basis of being aligned with the MSDF;

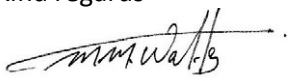
- Any interim so-called Site-Specific Application approach is not supported from an applicant risk and cost perspective in so far as such application will only serve to present all of the already known detail site considerations and constraints submitted as part of previous MSDF input submissions.

- Accordingly, the effectively the owner will at best only be able to duly proceed with formal applications some-time after 2029. Based on current practice a complete application will require an approximate further five-year time frame to complete which effectively implies that the application property will remain vacant and derelict until at least 2034. It is our opinion that the latter scenario will present the land owner with a significant challenge to secure and protect the land for at least another ten years from potential vandalism and illegal settlement given that the confirmed agriculture potential of the application properties does not justify any future ongoing agricultural investment in the properties per se. Failure in this regard in turn will clearly be to the detriment of the surrounding abutting development context.

Please note that the above further comment should be considered in conjunction with our comprehensive submission of 29 September 2022 as the latter remains valid in all regards, of which a copy is attached hereto.

We trust that you will find the above input will have your favorable consideration. Should you have any inquiries in the above regard you are welcome to contact Mr. T. Walters.

Kind regards

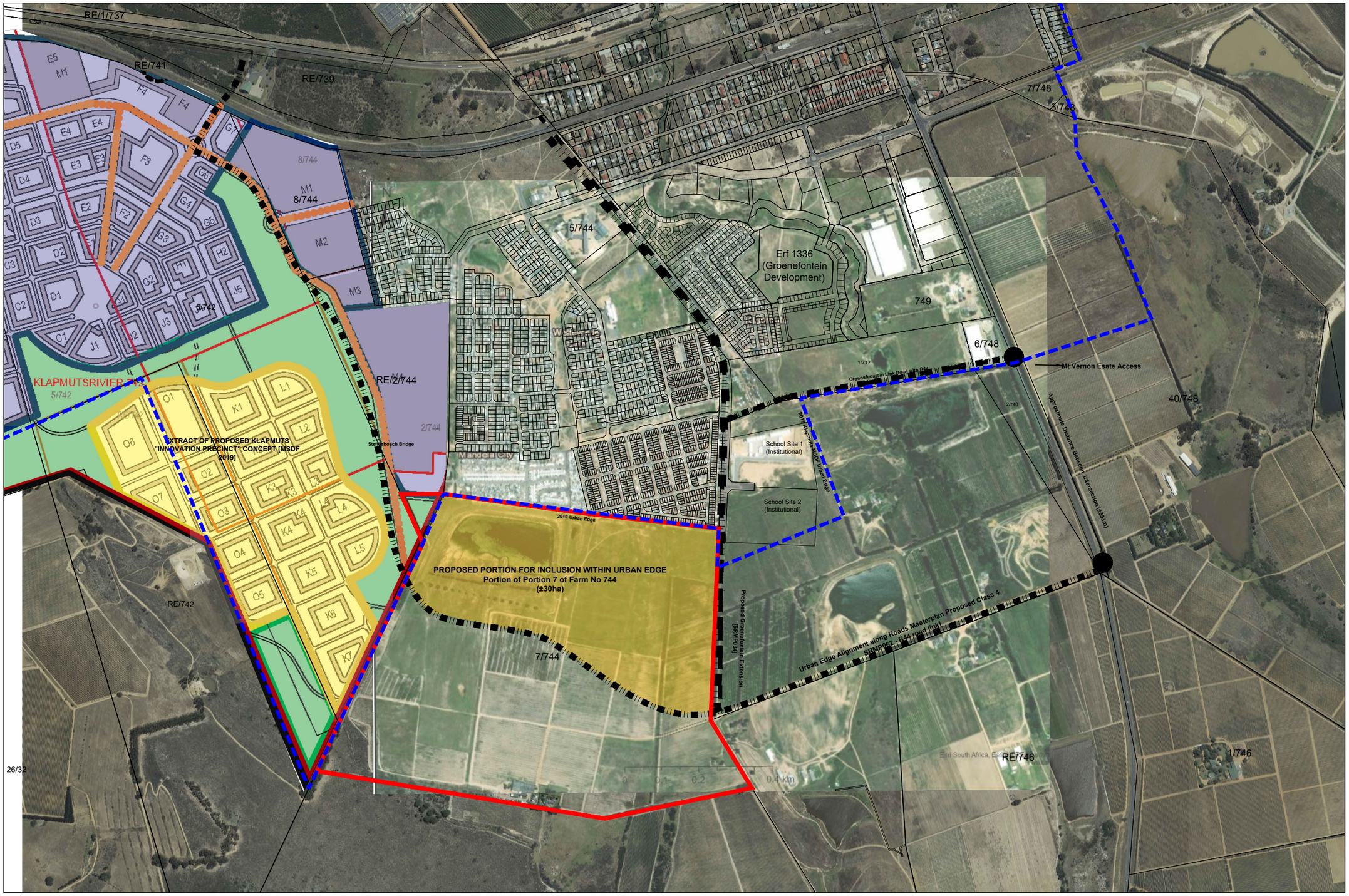


TV3 PROJECTS (PTY) LTD

PLAN NO. 1

1ST DRAFT AMENDED STELLENBOSCH MSDF INPUT

PORTION 7 OF FARM ARRA 744 KLAPMUTS



Notation:

Notation:

2019 Urban Edge

Schematic representation of the Municipal Roads Master Plan linkage with the R44 Access Management Plan.

Proposed Intersection positions on the R44 in line with the R44 Access Management Plan

N

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MSDF COMMENT PLAN

Proposed Inclusion of a portion of Portion 7 of Farm No. 744 within the Urban Edge for Urban Development Purposes (Schematic).

Drawn:	Checked:	Date:	Scale:
WH	MW	30/05/2023	NTS
Project no.:		Revision no.:	
P3193		1	
Drawing:			Plan no.:
MSDF INPUT			1

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Date: 30 September 2022
Our ref: Ptn 7 of Farm 744 Klapmuts

Stellenbosch Municipality
Municipal Manager
PO Box 17
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7600

For attention: Municipal Manager

PROPOSED AMENDMENT OF KLAPMUTS TOWN URBAN EDGE – INCLUSION OF A PORTION OF PORTION 7 OF FARM 744 (ARRA).

Reference is made to Notice (No. 114/2022) as published in the Eikestad News dated 01 September 2022, regarding the process of amending the Stellenbosch Municipal Spatial Development Framework (2019) as approved by the Stellenbosch Council on 11 November 2019.

With regard to the above, this company has been requested by the registered owner of Portion 7 of the Farm 744 (Arra Vineyards Pty ltd) to prepare the comments below, and to duly be registered as a Registered and Affected Party (Potion 7 of Farm 744).

Regarding the above herewith a summary compilation of all historical written inputs and motivations submitted to the Stellenbosch Municipality, with specific reference to the proposed inclusion of a portion of Portion 7 of Farm 744 within the proposed Urban Edge of Klapmuts Town for urban development purposes as depicted on **Plan No. 3** attached hereto as **Section A.**

Reference is also made to the submission documentation submitted on 11 January 2022 with the Stellenbosch Municipality for the consideration of the amendment of the Stellenbosch MSDF Urban Edge in respect of Klapmuts Town, as part of the Amended SDF/IDP/ Budget time schedule / Process Plan 2022/23 as requested by the Notice that was published in the Eikestad News dated 02 December 2021.

A. Record of historical Stellenbosch MSDF submission and inputs

The proposed inclusion of a portion of Portion 7 of Farm 744 has to date been the subject of written inputs and motivations in response to formal rounds of drafting and amendments to Stellenbosch Municipal Spatial Development Framework over a period of approximately 12-years, effectively between 2008 and 2019.

The following documents were submitted on behalf of the property owners [and other abutting land owners], with reference amongst others to the inclusion Portion 7 of Farm 744 within the Klapmuts Town Urban Edge:

1. MSDF - 12 May 2008 (on behalf of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 as well as, Portion 1 of Farm 744;
2. MSDF - 23 April 2019 (collective input on behalf of various land owners including Portion 7 of Farm 744);

A chronological record of all of the relevant inputs as listed above and copies of the relevant correspondence are attached hereto as **Section B**.

B. Further motivation / submission for the inclusion of a portion of Portion 7 of Farm 744 within the Klapmuts Town Urban Edge.

This further request / motivation for the inclusion of a portion of Portion 7 of Farm 744 within the Klapmuts Town Urban Edge for urban development purposes, is amongst others based on the following broader Spatial Planning premises:

- Klapmuts has over an extended period of time been designated as a primary / regional growth node with its regional context.

- The Municipal approval for the subdivision of Erf 2181, bordering the property to the north, has resulted in the theft and vandalism of ±5ha of vines that is used for fire wood. Access to the property is gained through parts of the vandalised boundary wall between these properties (extract of Cluver Markotter letter dated 14 September 2017).

- From a spatial planning perspective the aesthetic appearance of the property has been negatively impacted on, and by means of an urban rural transition zone as indicated on the Contextual Urban Edge plan attached hereto and duly reflected on the SDA Plan prepared by BEAL Consultants, the above could be mitigated to the benefit of Klapmuts at large. This could mitigate an appropriate urban – rural interface zone.

- A Notice of intent to Develop was submitted to Heritage Western Cape for the urban development of a portion of the property located to the north of the proposed link road with the Stellenbosch Bridge development that is aligned towards the R44 Route.

- Cornerstone Environmental Consultants prepared and submitted a Background Information Document as part of a Basic Assessment process that was initiated for the Arra Residential Development on the subject property during 2017 [copy attached hereto as Section D]

    - The development proposed the development of a portion of the property between the proposed extension road between Stellenbosch Hills and the Farm Braemar (to the east) consisting of a secure residential estate consisting of a mix of affordable and market related housing units.

- A detailed soil survey was completed by Mr B Schloms in 2008, and was indicated that the soil potential on the property was / is predominantly medium-low to medium, with a very low clay content, which is considered as a limitation for plant growth.

- The Western Cape Department of Agriculture had no objection against the proposed development, as reflected in their letter dated 26 June 2017 [copy attached hereto as Section D]
- In support of the above vision a detailed Klapmuts Special Development Area Economic Feasibility Study (SDA) was drafted by BEAL Africa on behalf of the Stellenbosch Municipality (2018) which study arguable should have formed the basis for the drafting of the November 2019 MSDF with specific reference to Klapmuts Town. The

latter study amongst others provided for the inclusion of a portion of Portion 7 of Farm No 744 within the urban edge and duly designated the properties in question for future urban development purposes. A copy of the Klapmuts SDA Plan referred to is attached hereto as **Section C.**

- The adopted Stellenbosch Municipal Spatial Development Framework of November 2019 however effectively discarded the findings and recommendations of the abovementioned Klapmuts SDA Study, resulting in a scenario where the current adopted urban edge alignment (with specific reference to the subject property) accordingly does not afford Klapmuts-South the opportunity to be developed as contemplated in the abovementioned Klapmuts SDA Study. In this regard specific reference is made to the detailed collective MSDF input submission dated 23 April 2019, a copy of which is included as hereto as part of **Section B**.

In addition to the above, the following general planning considerations served to confirm the current development dynamics in the immediate surrounding environment which potentially impacts on the future development context of the subject property in question:

- Three potential future links roads as depicted on attached **Plan No 3**, as included in the Draft Klapmuts Road network Plan prepared by ICE (now UDSA) Consulting Engineers which include the following proposals:

  - Groenefontein / R44(Bot Belly) Link Road which proposed link road runs directly North of Portion 2 of Farm 742;
  - Stellenbosch Bridge / R44 **Alternative 1** Link Road which effectively dissects Portion 7 of the Farm No 744 and Portion 2 of Farm 742 in a northern and southern portion; and
  - Stellenbosch Bridge / R44 **Alternative 2** Link Road which effectively traverses across Portion 7 of Farm 744, whereafter it is aligned along the southern cadastral boundary of Portion 2 of Farm 742.

Summary conclusion

Notwithstanding the motivated MSDF inputs and submissions referred to above, which submissions spans a timeframe of approximately 12-years, the subject properties, effectively remains outside the adopted November 2019 Urban Edge alignment.

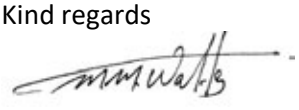
Accordingly this further submission again serves as a duly motivated request for the consideration of the inclusion of a portion of Portion 7 of Farm 744 within the Klapmuts Town Urban Edge for urban development purposes on the following proposed phased basis:

- As a Phase 2 approach, the further general inclusion of the remaining property (or part thereof) located to the north of the **Alternative 1** proposed alignment of the future Stellenbosch Bridge / R44 link road; and

- As a Phase 3 approach, in the event that Alternative 2 becomes the adopted preferred link road, then the future general inclusion of the properties (or part thereof) located to the north of the proposed **Alternative 2** alignment of the future Stellenbosch Bridge / R44 link road.

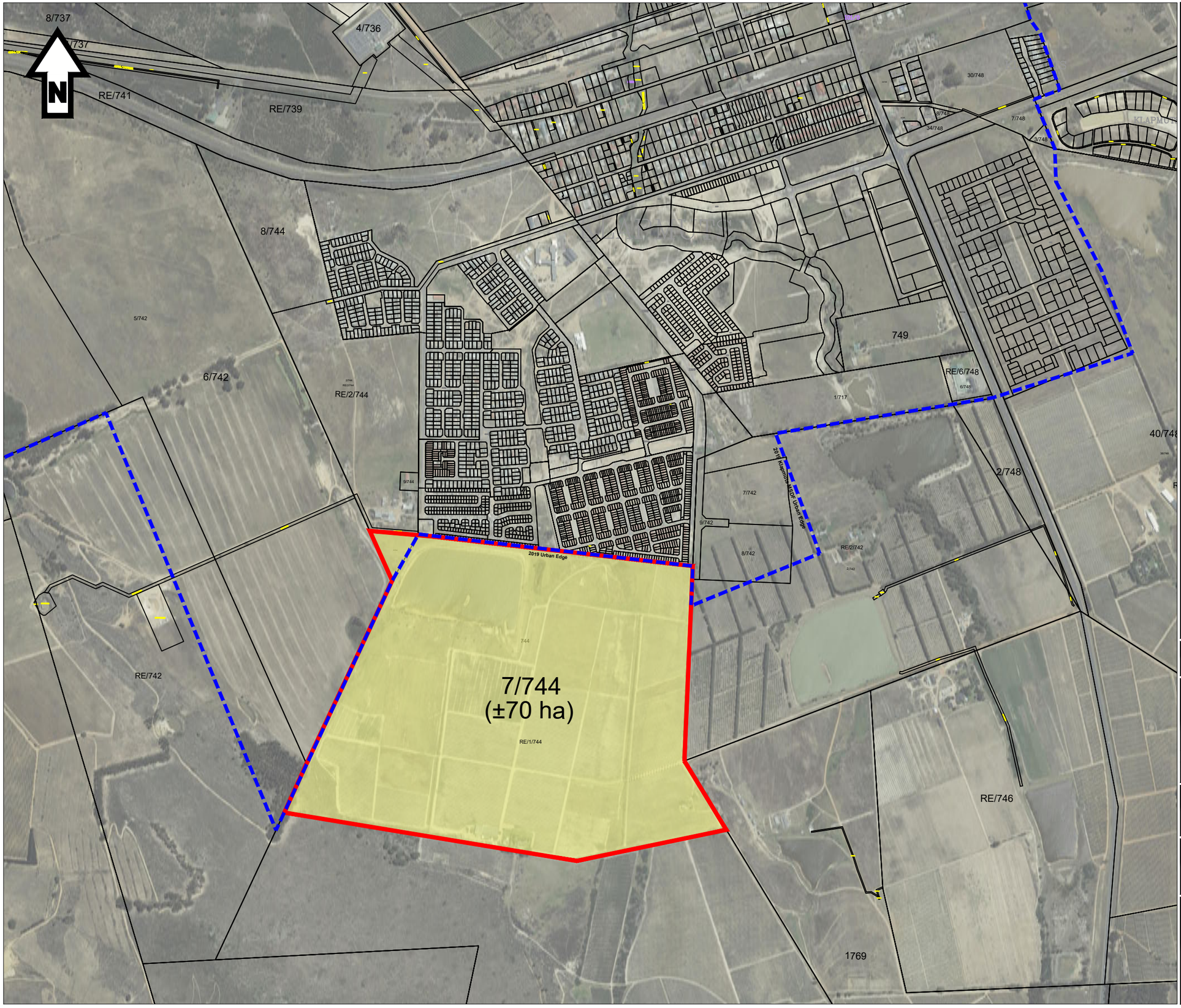
We trust that you will find the above in order. Should you have any inquiries in the above regard you are welcome to contact Mr. T. Walters.

Kind regards



SECTION A

- **LOCALITY PLAN**
- **SDA OVERLAY PLAN (BEAL)**
- **CONTEXTUAL PLAN NO 3 [Portion 7 of Farm 744]**
- **MSDF (2019) CONTEXT PLAN**



Notation:

- 2019 Urban Edge
  *All areas and dimensions are approximate and must be verified by a Professional Land Surveyor.
  *Cadastral information obtained from SG Office.

All areas and dimensions are approximate and should be verified by a professional land surveyor.

Drawing:		Plan no.:
Locality		1
Date:	Scale:	
27/09/2022	1:###	
Project no.:	Drawn:	Checked:
Ptn 7/ 744	AP	#####

Property Description:
Portion 7 of Farm 744 (ARRA), KLAPMUTS

MSDF

tv3
ARCHITECTS
TOWN PLANNERS
URBAN DESIGNERS
FIRST FLOOR LA GRATITUDE OFFICE BUILDING | 97 DORP STREET
STELLENBOSCH 7600 | TEL +27 (21) 861 3800 | www.tv3.co.za

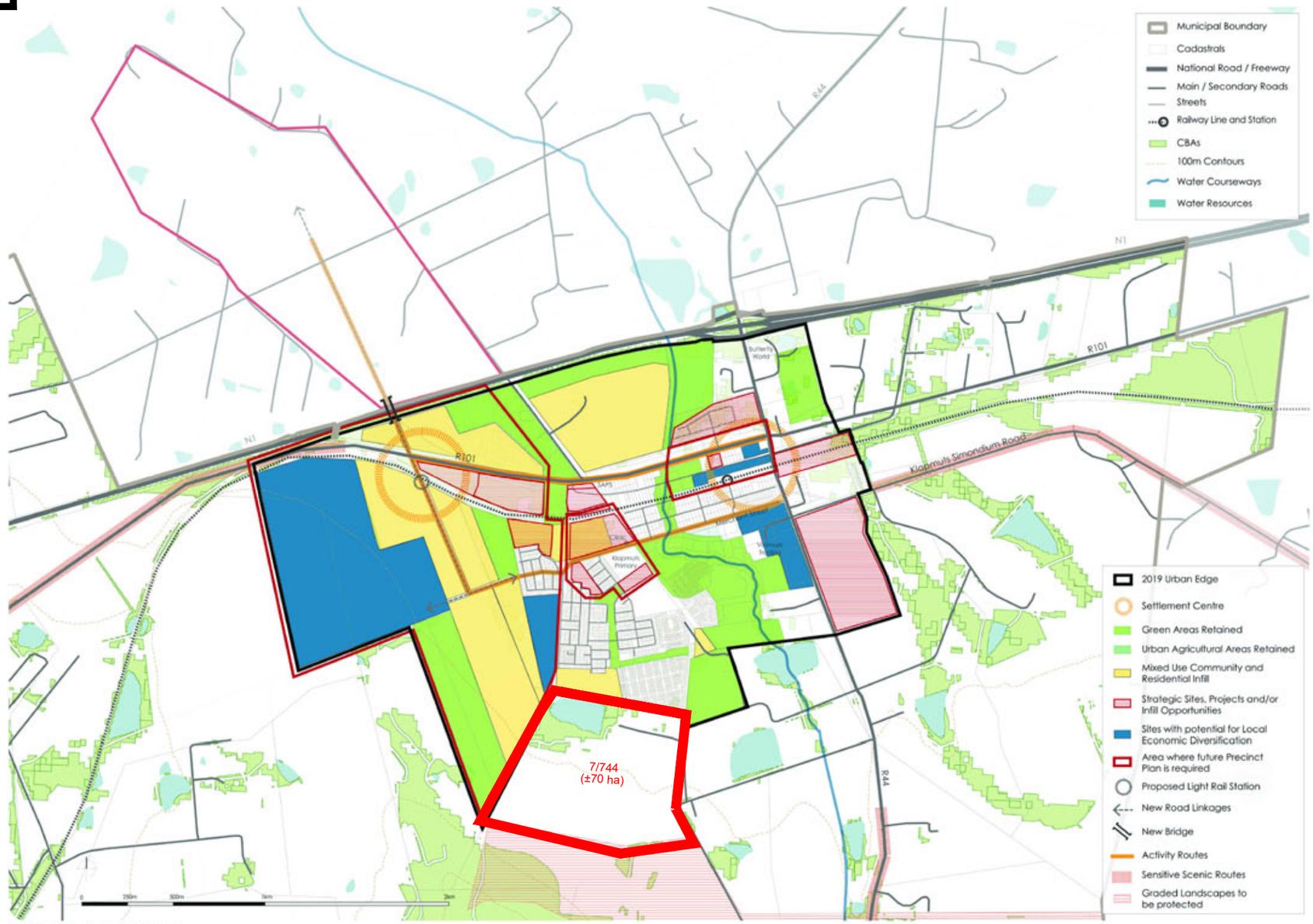


Figure 30. Klapmuts Plan

Notation:

Extract of adopted MSDF 2019, Klapmuts

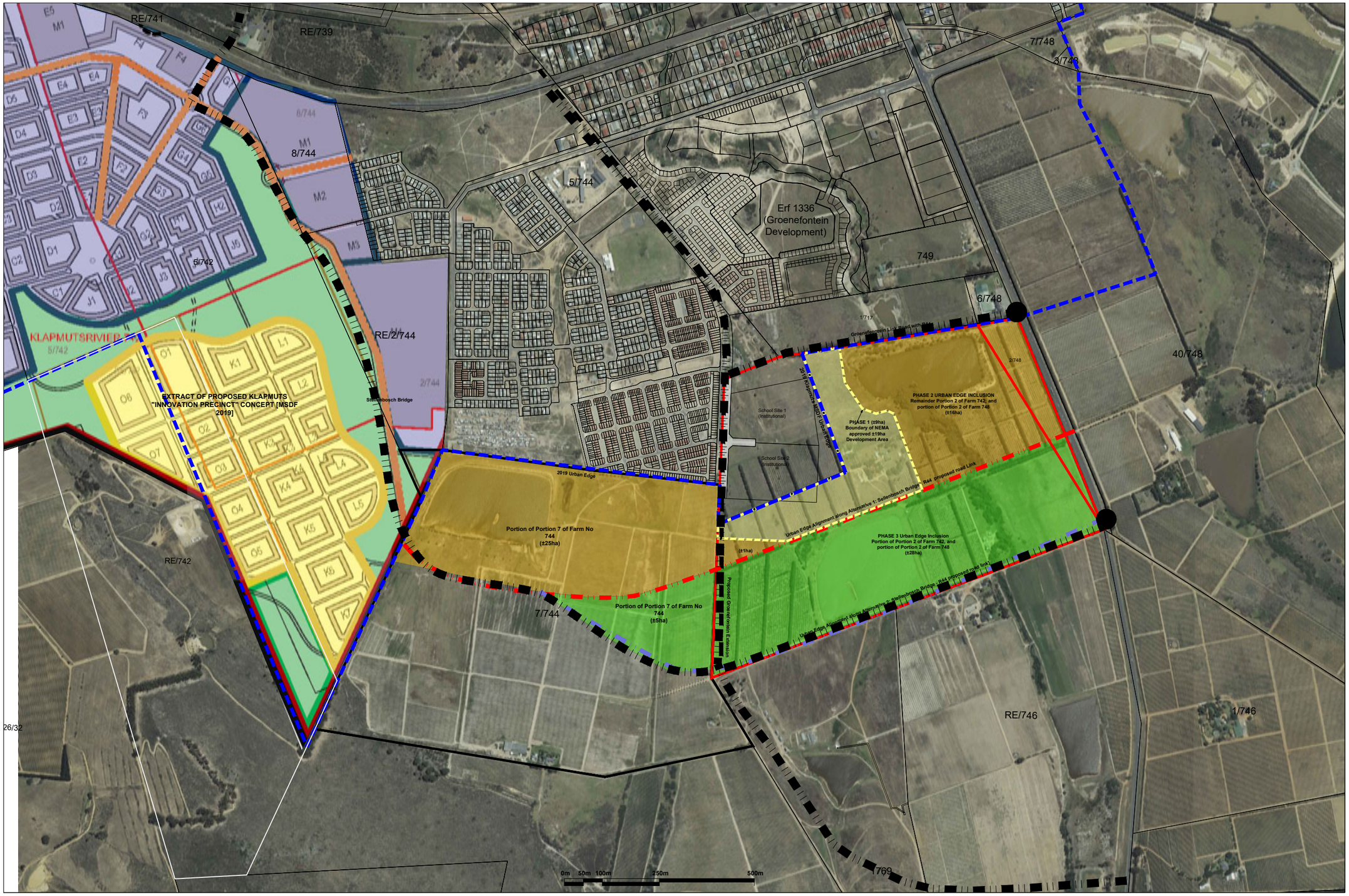
All areas and dimensions are approximate and should be verified by a professional land surveyor.

Drawing:		Plan no.:
SDF -KLAPMUTS		2
Date:	Scale:	
27/09/2022	1:###	
Project no.:	Drawn:	Checked:
Ptn 7/ 744	AP	#####

Property Description:
Portion 7 of Farm 744 (ARRA), KLAPMUTS

MSDF

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STELLENBOSCH 7600 | TEL +27 (21) 861 3800 | www.tv3.co.za



Notation:

Notation:

2019 Urban Edge

Schematic representation of the Municipal Roads Master Plan linkage with the R44 Access Management Plan.

Proposed Intersection positions on the R44 in line with the R44 Access Management Plan

N

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MSDF COMMENT PLAN

Proposed Inclusion of a portion of Portion 7 of Farm No. 744 within the Urban Edge for Urban Development Purposes (Schematic).

Drawn:	Checked:	Date:	Scale:
WH	MW	26/09/2022	NTS
Project no.:		Revision no.:	
P3193		1	
Drawing:			Plan no.:
Draft			3

SECTION B

RECORD OF HISTORICAL STELLENBOSCH MSDF SUBMISSION AND INPUTS

Municipal Manager
Stellenbosch Municipality
Town Hall
STELLENBOSCH
7600

TV3
Van der Bijlhuis
37 Market Street
Stellenbosch 7600
Tel (021) 887 1321
Fax (021) 883 2150
e-mail: stel@tv3.co.za

Your Ref.: Our Ref: E262 Enquiries: A Prinsloo Date: 12 May 2008

For Attention: Mr J.C Anthony

Re: PROPOSED INCLUSION OF PORTION 2 OF THE FARM KLAPMUTS RIVER NO. 742, PORTION 2 OF THE FARM BRONKHORST NO. 748 (BRAEMAR), AND A PORTION OF PORTION 1 OF THE FARM 744, PAARL DIVISION, KLAPMUTS

The owners of the abovementioned properties located to the south of Klapmuts are currently in process of preparing a development application on the said properties (portion 2 of the farm 742 and portion 2 of the farm 748), as indicated on the attached plan.

Applications for the establishment of development rights have already been submitted to the Department of Agriculture.
The application area is located within the southern area of Klapmuts, and is bordered by the R44 to the east. The property is bordered by a low cost housing development to the north-west and the Potbelly Pantry (butchery, restaurant etc.) to the north.

The application area is located in an area with a mixed use consisting of residential, commercial and agriculture. Thus it is deemed that the inclusion of these properties within the proposed urban edge of Klapmuts is appropriate, thus formalising the existing settlement of Klapmuts in this manner.

The suitability of the soils of the application area for agriculture i.t.o a soil potential survey report are low -very low and therefore not recommended for successful economic growing of vineyards. Current crop-production (lemon trees) on the Farm BRAEMAR has very low economical advantages due its low yield. This is due to the lower soil potential of the property.

TV3 GROUP
TRUSTEES JH Janse van Rensburg B Sc M (T&RP) TRP (SA) MSAPI HK van der Spuy B Sc (Build) B Arch Dip Arb Pr Arch MIArch E Swanepoel B Build B Arch Pr Arch MIArch JG Brink B Arch Dip Proj Man Pr Arch MIArch J de M Ehlers B Hons (Publ Adm) M (T&RP) TRP (SA) MSAPI LR Heunes B Arch Pr Arch NJ Smit B Arch Pr Arch MM Walters Hons (Geogr) M (T&RP) TRP (SA) MSAPI
ASSOCIATES CR Heys B Econ M (T & RP) TRP (SA) MSAPI J Breuninger N Dip Arch
ARCHITECTS AND PLANNERS I ARGITEKTE EN BEPLANNERS • TAYLOR I VAN RENSBURG I VAN DER SPUY TRUST REG. NR. IT/2948/99

***Reasons for the inclusion of the properties indicated above are, inter alia, as follow (and indicated on the attached Plan)*:**

i. the **inclusion of the properties,** the urban edge alignment would form a **geometrical, natural- and manageable outer edge border of the town** of Klapmuts, taking into account the existing low cost housing initiative as well as proposed expansion thereof bordering the property to the north,versus that of a jagged edge that could be subject to developmental pressure in the future.

ii. **The proposed inclusion** of the properties in concern has the potential to **rehabilitate the riverine that crosses** the property in a sustainable manner. This riverine feeds both the waterbodies located on farm 717 and the properties located further north. The sustainable rehabilitation of the riverine corridor would be to the benefit of the immediate surrounding area as well as to the broader Klapmuts community.

iii. **The properties in concern displays a lower order soil potential** as indicated in a soil potential study that was undertaken for the property. Current crop harvesting on the property has indicated that the yield on the property is poor.

iv. **The properties have low economical value from agricultural crop production,** due its agricultural potential.

v. **Protection of agricultural areas to the south of the Farm Braemar and Portion 1 of Farm 744.**

As an objective of urban edges are to protect larger agricultural entities on the urban fringes of urban areas, the inclusion of the properties would therefore contribute towards the protecting of the larger agricultural (higher potential areas) farmlands located further south of the properties. This is based on the locality of the properties being located between the high density low cost housing initiative (and extension thereof) and the mixed land use area known as the Potbelly Pantry as well as the proposed development on Farm 717.

Additionally the inclusion of the property could contribute towards the **implementation of a sustainable urban – rural interface, with the provision of a transition area** between the higher urban densities of the low cost housing and the farmlands to the south of the properties in concern.

vi. **No heritage resources** of value are to be found on the property.

vii. As part of the current initiative (i.e Spatial Development Framework) in Klapmuts, **the extension of the Groenefontein Minor Road is being investigated. It is proposed that this road forms a North-South** link between the northern and southern parts of Klapmuts, in alleviating the traffic congestion as well as for sustainable urban management. The proposed extension of the Groenefontein link road, could cross the properties in concern connecting to the R44.

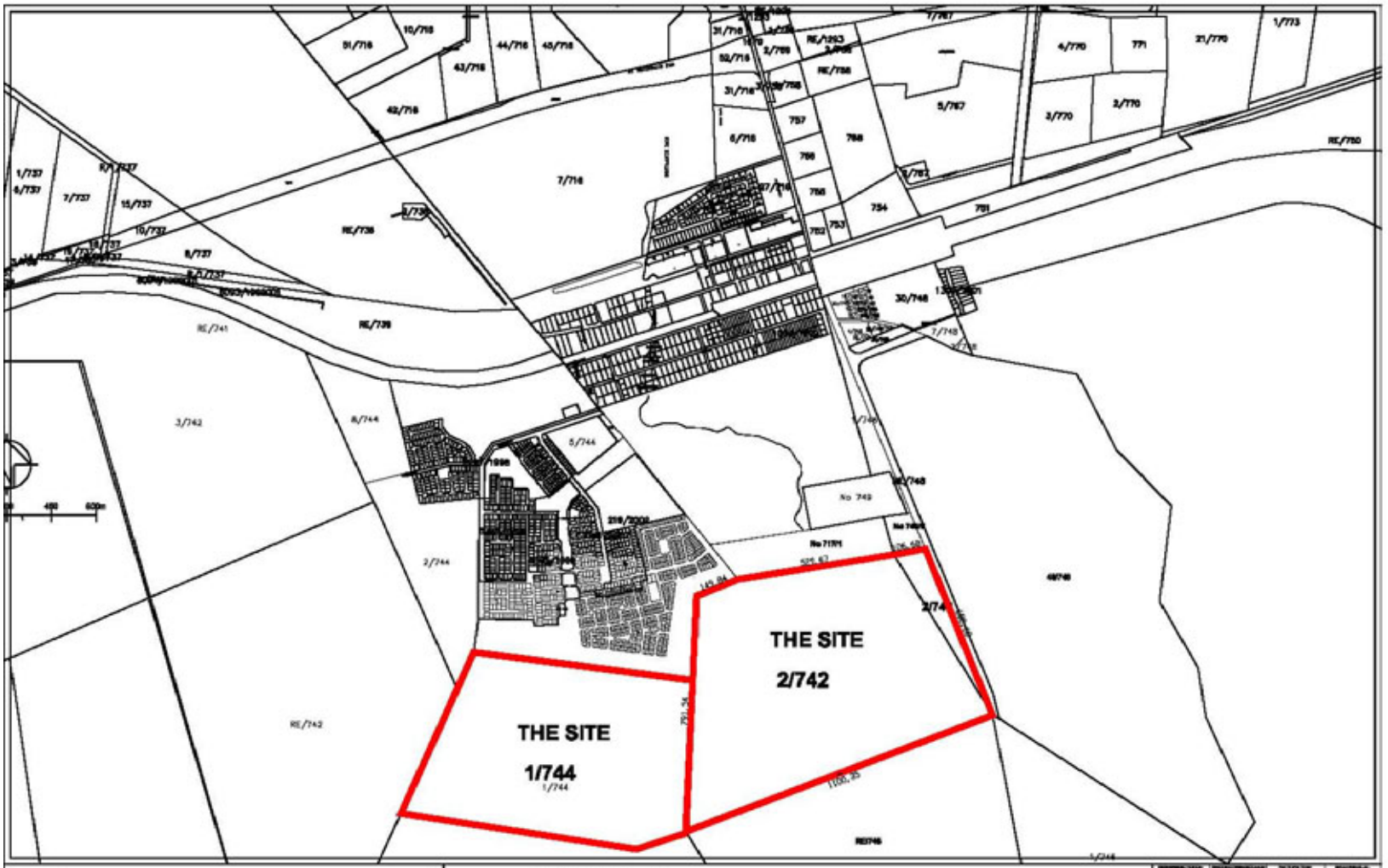
This would have the effect that Klapmuts is accessible from more than one access road, and would dramatically decrease the traffic congestion evident at the main intersection at the centre of town.

viii. **The 2001 Structure Plan included proposals for waterside- and village housing**. The properties have the potential to comply with this proposal, as a large dam is located in the site. The development waterside housing would contribute towards the 'Greening' of Klapmuts, and to make it an urban place of environmental sustainability with appropriate scaling between the urban and rural fabric.

ix. **Inclusion of the properties in concern would support the longterm economical growth** and prosperity of Klapmuts.

In lieu of the abovementioned, we believe that the inclusion of the properties within the urban edge would lead to the positive formalisation of Klapmuts, from which other valuable agricultural land would be protected from leapfrog development. Furthermore with the delineation of the urban edge including these properties, an effective and manageable urban edge would be created, by which the larger agricultural farms to the south would be protected.

Kind Regards



TV3
Taylor | van Rensburg | van der Spuy
ARGITEKTE EN BEPLANNERS • ARCHITECTS AND PLANNERS

LOCALITY
FARMS 742/2 & 748/2, KLAPMUTS
and Portion 1 of Farm 744

MW	MW	02 - 09 - 2008	NTS

C1000 KING LOC.DWG

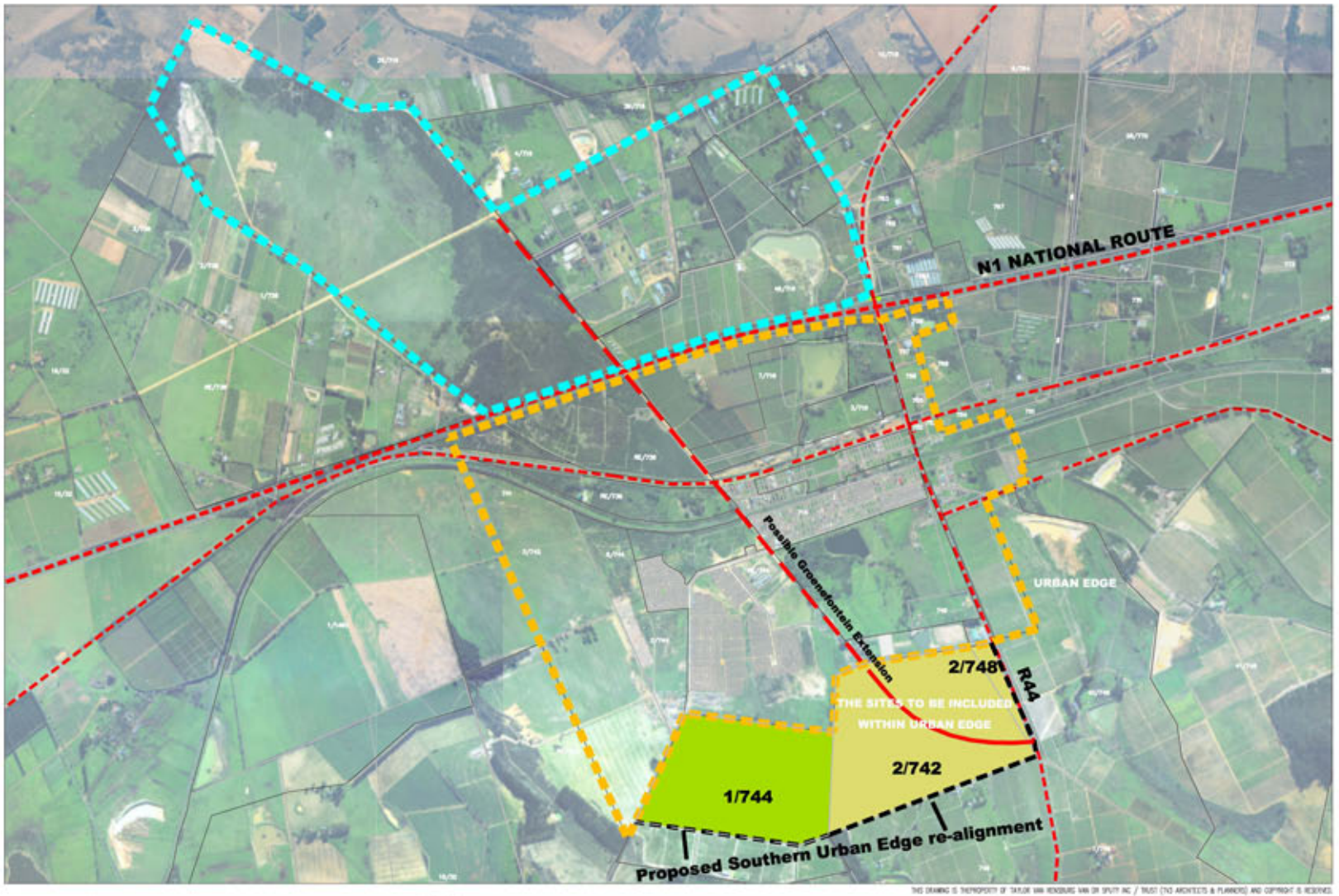
C1000 - KLAPMUTS	1



TV3
Taylor I van Rensburg I van der Spuy

LOCALITY
FARMS 742/2 & 748/2, KLAPMUTS
and Portion 1 of Farm 744

C1000 - KLAPMUTS | 1



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e-mail: ste@tv3.co.za

KLAPMUTS
(2008 - 2027)

PROPOSED URBAN EDGE

DRAWN/TEKEN	DESIGNED/ONTWERP	DATE/DATUM	SCALE/SKAAL
MW	MW	12/05/2008	NTS

KLAPMUTS: PROPOSED URBAN EDGE

Q2645 Growth Model Plan

1

Date: 23 April 2019

The Manager
Spatial Planning, Heritage and Environment
Stellenbosch Municipality
PO Box 17
Stellenbosch
7599

Attention: Mr B. de La Batt / Me B. Henning

Sir / Madam

COMMENT STELLENBOSCH 2019 DRAFT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

We refer to your notice dated 6 March 2018 with reference to the drafting of the Stellenbosch Municipal Spatial Development Framework (MSDF) for the WC024 area in terms of Sections 28(3) and 29 of the Municipal Systems Act, 2000 (Act 32 of 2000), Section 20 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013), Chapter 3 of the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) and Chapter 2 of the Stellenbosch Land Use Planning By-Law (October 2015).

Further to your notice above we confirm that we are submitting the following comment in response to the Draft Stellenbosch MSDF (2019) on behalf of the following parties / land owners:

John Cornelius Anthony – on behalf of Klapmuts Community
Paul Novak - Arra Wines
Tymen Bouma - Anura
Klaus Göbel - Stellenbosch Wine Country Estate
Etienne du Toit - Braemar
Gielie du Toit - Duvelop
Michael Back - Backsberg
J Engelbercht – Klapmuts Small Business

Commenting Premise

The principle premise of our commenting relates to the apparent omission in our view from the Draft Stellenbosch SDF, the findings and recommendations of the **Klapmuts Special Development Area Economic Feasibility Study** as drafted by Beal Africa on behalf of the Stellenbosch Municipality. Accordingly, no or limited alignment exists between the proposed **Klapmuts Zoning Framework** (*copy attached as annexure A*) proposed as part of the Klapmuts Special Development Area Economic Feasibility Study and the Draft Stellenbosch SDF as published for comment. The implication of the above would be that if the Draft Stellenbosch SDF in respect of the Klapmuts node is to be adopted in

its current format, then any number of the provisions / proposals contained in, or as proposed as part of the Klapmuts Special Development Area Economic Feasibility Study, will not be able to be implemented as technically it would be considered to be inconsistent with the Stellenbosch SDF to be adopted in terms of the Municipal Systems Act (Act 32 of 2000).

Background to the drafting Klapmuts Special Development Area Economic Feasibility Study

Beal Africa was appointed by the Stellenbosch Municipality during 2017 to draft an Economic Feasibility Study to underpin the establishment of the Klapmuts Special Development Area with the specific purpose to:

- Firstly, investigate the development of an innovation hub which serves the region (Drakenstein Municipality and City of Cape Town included) and which attracts unique commercial and high technology (clean) industrial development that could in future qualify for the establishment of a SEZ (special economic zone). The Terms of Reference (ToR), highlighted that the focus of the development in the area should consider facilities for agriculture and veterinary research, development and educational facilities on the western side of the area; intensive agriculture activities in the centre, with a long-term reform focus on the eastern side on waste recovery and re-use facilities to complement the Drakenstein initiative and/or agriculture related industry; and

- Secondly, the purpose of the feasibility study was to develop a road map for the development and growth of Klapmuts based on a VISION that would inspire and motivate all role players towards an agreed upon future.

Confirmation of Klapmuts SDA Report Drafting Process

The above appointment and brief resulted in an exhaustive drafting process the key dates (milestones) of which are listed below. These milestones are also reflected in the broader Stellenbosch MSDF Process Plan a copy of which is attached hereto as *annexure B* for your reference.

Inter-Governmental Steering Committee Meetings (IGSC)

- 28th July 2017 - BEAL 1st Presentation of the Klapmuts SDA to the IGSC
- 4th August 2017 - BEAL 2nd Presentation of the Klapmuts SDA to the IGSC

Feedback received during and in response to the above presentations made to the IGSC was positive and in support of the recommendations as contained in the report.

Mayoral Meeting

- 31st July 2017 - BEAL Presentation of the Klapmuts SDA to the Mayor

Feedback received during and in response to the above presentation made to the Mayor was positive and in support of the recommendations as contained in the report.

The above process resulted in a **Klapmuts Status Quo Report** and the **Klapmuts SDA Draft Report** which was published by the Municipality for comment on the 25th August 2017, comments were required before the 25th October 2017.

The subsequent responses received in response to the above publishing for comment of the Draft Report were all in support of the proposals as contained in the report.

In addition to the above the **Klapmuts SDA Draft Report** was the subject of a further round of public participation conducted as part of the Stellenbosch Municipality's broader SDF process as set out below

Public Participation Meetings

- 8th Nov 2017 – Stellenbosch
- 9th Nov 2017 – Klapmuts
- 15th Nov 2017 – Franschhoek
- 16th Nov 2017 – Jamestown

In summary, the above illustrates that the **Klapmuts SDA Draft Report** and the proposed zoning framework proposes as part thereof, was the result of a detailed and exhaustive drafting process which resulted in a 91-page document which, based on the commenting received was generally well received and widely supported.

2019 Draft Stellenbosch Municipal SDF provisions and context

With above mentioned in mind our broad line comment on the current MSDF as it specifically relates to the Klapmuts node is as follows:

- The **Klapmuts Plan** labelled as Figure 30 *(attached hereto as annexure C)* in the MSDF Report clearly contains erroneous allocation of "green areas" to be contained, as it includes land portions with existing approved and established development rights as well as land portions which have in fact been developed.

- The MSDF refers to Klapmuts as a significant new regional economic node yet the land budget consideration only speaks to land required primarily for indigent housing and give no indication of allocation land to actually realise the "vision" for the establishment a significant new regional economic node. In the latter regard the MSDF spatial proposals from an economic perspective seems to focus on Re Farm 736 located to the north of the N1 for the proposed relocation of Distell whilst there is single statement require Klapmuts south of the N1 to provide for a range of housing opportunities. This clearly does not align with stated purpose of, nor the range of alternative land uses proposed with the **Klapmuts SDA Zoning Framework**.

- Following on the above it is noted that one of the Stellenbosch MSDF consultant firms, Built Environment Partnership is also the consultant for the individual development application specifically for the proposed relocation of Distell to Re Farm 736. This does raise the question of a potential conflict of interest that may arise from their involvement in this regard and how it in turn relates to their involvement with the drafting of the Stellenbosch MSDF with specific reference to the Klapmuts node.

- A further significant spatial consideration that is not reflected in the 2019 Stellenbosch Draft MSDF relates to the recent signing of a MOU between the Stellenbosch University and Stellenbosch Wine & Country Estate (Pty) Ltd which allows for the donation of approximately 30ha of land to the University as part of the Stellenbosch Smart City Development initiative. The latter allows for the develop of the donated 30ha for tertiary instruction; facilities supporting tertiary instruction; sports and recreational facilities; facilities supporting the commercialisation of any knowledge and/or know-how owned or co-owned by SU or licensed to SU; arts and culture, such as an amphitheatre; and relevant and appropriate supporting infrastructure. This initiative as amongst others provided for in the **Klapmuts SDA Zoning Framework** referred to above, represents a significant opportunity for the future development of Klapmuts. Due to the lack of integration of the **Klapmuts SDA** proposals within the 2019 Stellenbosch Draft MSDF, this particular initiative is as a result effectively spatially not provided for in the Klapmuts node. This particular consequence further strengthens the argument for duly adopting / integrating the **Klapmuts SDA** proposals within the 2019 Stellenbosch Draft MSDF. A copy of the MOU Public Press Release made by the Stellenbosch University on 25/03/2109 referred to above is attached as annexure D for your information and perusal.

In summary the spatial concept input with specific reference to the Klapmuts node has effectively been reduced to a 4-page section within the MSDF. It should be evident that this input cannot and should for all intents and purposes not replace or supersede the extensive 91-page **Klapmuts SDA Report** as drafted.

<u>Conclusion and recourse sought</u>

Following from the input received at a Klapmuts Ward Councillor Community held on 4 April 2019 as well as the subsequent Stellenbosch IDP Budget input meeting of 11 April 2019, it was decided the following recommendations be put forwarded as part of this comment ins response to the proposed Draft Stellenbosch 2019 MSDF:

- The Klapmuts Broader Community including the business fraternity take note of the proposals as contained in the Draft Stellenbosch 2019 MSDF;
- The Klapmuts SDA Report be adopted as it is considered to be significantly more detailed in content and process than the current Stellenbosch MSDF Report and should accordingly represent the basis for the spatial planning proposals to be contained in and to be approved as part of the 2019 Stellenbosch MSDF;
- Suitable land be identified for a cemetery; and
- In addition to land for subsidy/ indigent housing land should also be identified for affordable and GAP Housing development in the broader Klapmuts area.

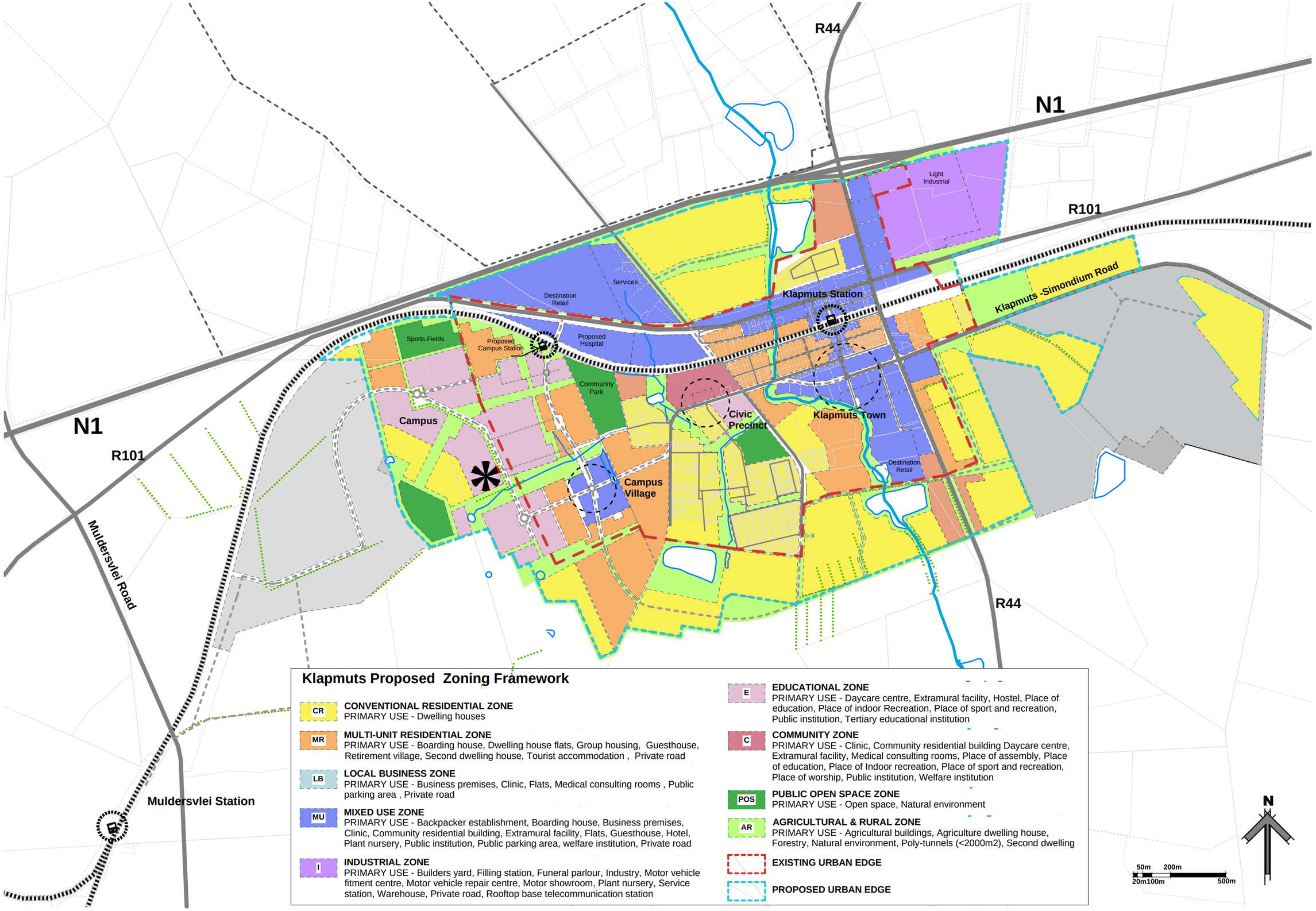
We trust you will give the above comment and input the necessary consideration in the finalisation of the 2019 Stellenbosch MSDF.

Kind regards

.....

Mr. J.C. Anthony
(On behalf of the Klapmuts Community)

ANNEXURE A
KLAPMUTS SDA PROPOSED ZONING FRAMEWORK



Current Urban Edge | Klapmuts Campus

ANNEXURE B
STELLENBOSCH MSDF PROCESS PLAN

PROCESS PLAN		
ACTIVITY	**DEADLINES and TIME FRAMES**	**NOTES**
ANALYSIS PHASE		
Rural Area Plan Inception Report	July 2015	Report submitted
Inception Report for Heritage Inventory and Management Plan (Phase 1)	April 2016	Report submitted
Rural area Plan Status Quo Report (1st draft)	August 2016	Report submitted
Heritage Inventory and Management Plan (Phase 2a)	February 2017	Report submitted
1st Intergovernmental Steering Committee meeting	17 February 2107	Meeting held
Road - Investigation into alternative route alignments with basic input from specialists - *completed*		
Road- - First consultation with the various property owners directly affected - *completed*		
Rural Area Plan Status Quo Report (Final)	May 2017	Report submitted
2nd Intergovernmental Steering Committee meeting	5 May 2017	Meeting held
Urban Development Strategy Status Quo Report	31 May 2017	Report submitted
Klapmuts Economic Development Strategy (draft report)	June 2017	Report submitted
Transit Orientated Development Report	June 2017	Report submitted
Western By-pass	June 2017	Report submitted
Paradyskloof study		Report submitted
Dennesig study		Report submitted

Road - Consultation with various authorities concerned, i.e. PGWC, various departments within municipality, etc.		In process
Traffic modelling based on existing data	14 July 20-17	
Further refinement to the possible route alignment based on the above and investigation into various types of intersection control	1 September 2017	
Submit MSDF Process Plan to Council	31 July 2017	Agenda item
1st Klapmuts Intergovernmental Steering Committee Meeting	28 July 2017	Meeting Scheduled

STRATEGY PHASE		
Rural Area Plan Strategy Meeting	2 August 2017	Meeting scheduled
3rd Intergovernmental Steering Committee Meeting	4 August 2017	Meeting Scheduled
Road - Second PMT-meeting	Week of 11 September 2017	
Road - Third PMT-meeting	Week of 6 November 2017	
Road - Fourth PMT-meeting	Week of 15 January 2017	
Drafting of Heritage Inventory database and report.	29 September 2017	Submit to HWC
Roads- Public Open Day	Week of 5 February 2018	
Heritage Inventory: 4th Public Participation Meeting	2 March 2018	
Preparation of Heritage Management Plan Report	30 April 2018	Submit to HWC
UDS Strategy Formulation	April 2017 - November 2017	
Heritage Inventory Database System Training	25 June 2018	Departmental Training
4th Intergovernmental Steering Committee meeting	1st week of October 2017	
Draft UDS report	November 2017	
Compile Final UDS/MSDF	November 2017 – October 2017	
Submit draft UDS report	November 2017	
Public participation Area 1	1st week of November 2017	
Public participation Area 2	1st November 2017	
Public participation Area 3	2nd November 2017	
Public participation Area 4	2nd November 2017	
5th Intergovernmental Steering Committee Meeting	1st week of February 2018	

MSDF Advertisements	17 November 2017 – 2 February 2018	11 weeks including December holiday
Roads - Fifth PMT-meeting	Week of 5 March 2018	
Public participation for UDS	March 2018 – April 2018	
Roads - Submit final Scoping Report to DEA&DP	Week of 12 March 2018	
Final Intergovernmental Steering Committee Meeting	1st week of April 2018	
Final UDS submission	May 2018	
Final RAP submission	May 2018	
Roads - -Comment from DEA&DP as input into MSDF	Week of 14 May 2018	
Roads - Sixth PMT-meeting	Week of 4 June 2018	
Final Heritage Management Plan and Training submission	June 2018	
MAYCO Meeting	Mei 2018	Tabling of MSDF
COUNCIL Meeting	May 2018	Tabling of MSDF
Roads - Submit Specialist Reports and EIR Report for comment from public	Week of 23 July 2018	
SDF Notice to MEC	14 July 2018	14 days after final adoption
7th PMT-meeting	Week of 3 September 2018	
Roads - Submit final documentation to DEADP	Week of 17 September 2018	
Roads - Submit final documentation to DEADP	Week of 17 September 2018	
Roads - Environmental Authorization	December 2018	

ANNEXURE C
KLAPMUTS MSDF PLAN (FIG 30)

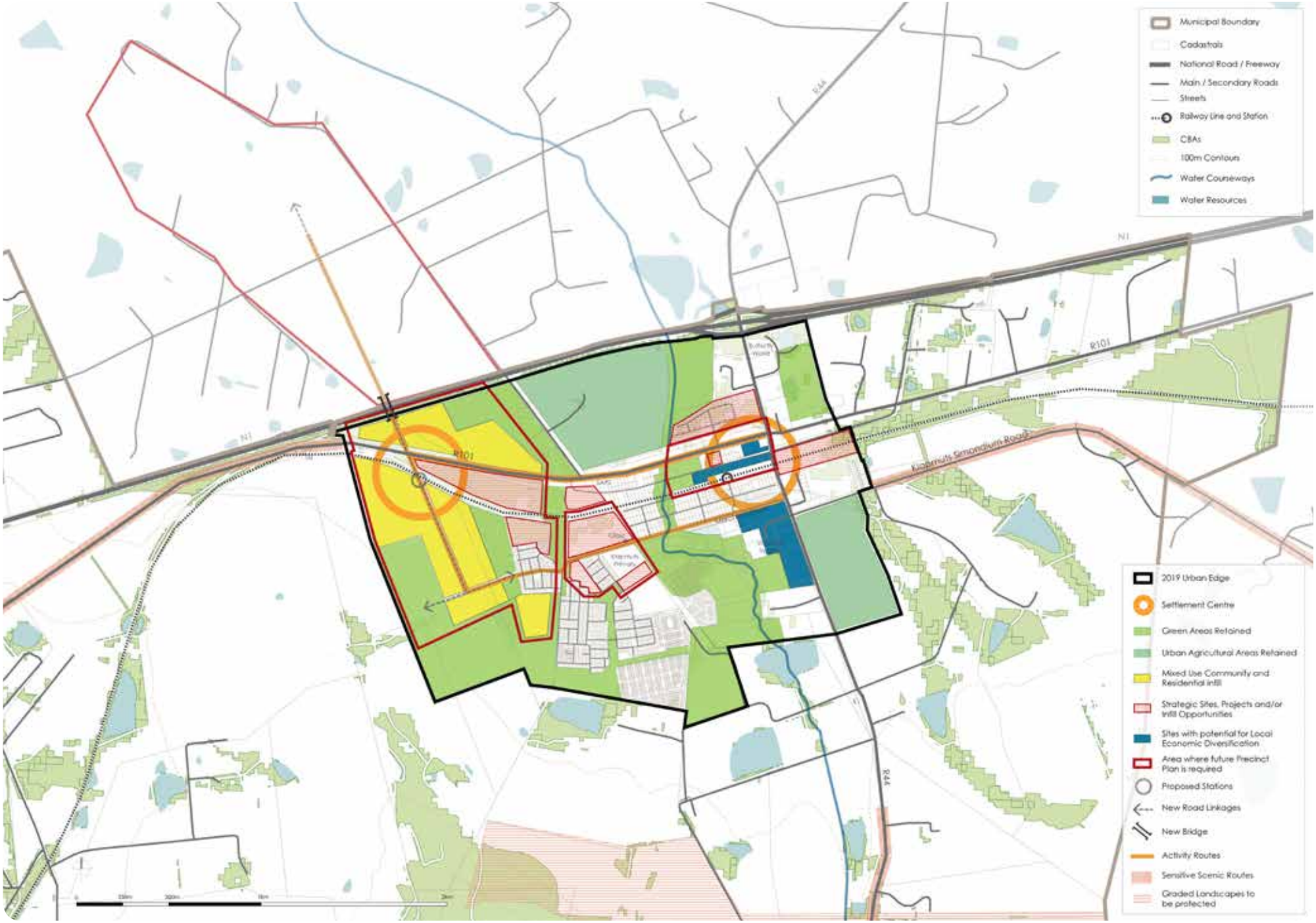


Figure 30. Klapmuts Plan

ANNEXURE D

STELLENBOSCH UNIVERSITY PUBLIC PRESS RELEASE

DATED 25 MARCH 2019

Stellenbosch University plans to expand Innovus within Stellenbosch Smart City

Innovation takes centre stage as Stellenbosch University enters its second century.

Stellenbosch University's vision to be Africa's leading research-intensive university, globally recognised as excellent, inclusive and innovative, a place where knowledge is advanced in service of society, is set to receive a major boost. This is thanks to a new world-class innovation hub to be established on 30 hectares of land that were recently donated to the University by the Stellenbosch Wine and Country Estate (Pty) Ltd.

The land donated is located in the Cape Winelands region of Klapmuts and forms part of 253 hectares of land owned by the Stellenbosch Wine and Country Estate; this land will be the site for the newly planned Stellenbosch Smart City development. Mr Jaap du Toit, in his capacity as chairperson and shareholder of the Stellenbosch Wine and Country Estate (the developer of this Smart City), was instrumental in making this donation possible. Du Toit, who graduated with a BAcc degree from SU in 1976, is also one of the founders of the investment management company the PSG Group and PSG Konsult.

The Stellenbosch Municipality sees the Klapmuts area as an important development node for the region over the next few decades.

"This wonderful gesture by the Stellenbosch Wine and Country Estate is testament to the trust that is placed in the future of Maties as we enter our second century as a university," SU Rector and Vice-Chancellor Prof Wim de Villiers said.

"We are particularly pleased about this donation as it is in line with our recently adopted Strategic Framework. It will help us to build a thriving Stellenbosch University and offer a transformative student experience, among other things.

"Mr Du Toit is a loyal alumnus of the University, and this is both a magnificent and magnanimous gift to his alma mater. We appreciate it deeply and are very excited about the possibilities that it has opened up."

According to a memorandum of understanding between the University and the Stellenbosch Wine and Country Estate, SU may develop the area for tertiary instruction; facilities supporting tertiary instruction; sports and recreational facilities; facilities supporting the commercialisation of any knowledge and/or know-how owned or co-owned by SU or licensed to SU; arts and culture, such as an amphitheatre; and relevant and appropriate supporting infrastructure.

Ms Anita Nel, Chief Director of Innovation at SU and Director of Innovus, said that although projects to utilise this area were still in the planning stages, the first order of business was likely to be to establish an innovation hub with conference facilities. "We aim to offer alternative space on the designated SU land for the startups outgrowing the space within the University's LaunchLab business incubator."

The Nedbank-Stellenbosch University LaunchLab, a subsidiary company of Innovus, is a startup incubator that aims to build a thriving ecosystem for entrepreneurs in Africa.

"Our focus is on the entrepreneurs themselves and helping them to build a viable business through coaching and mentorship programmes. We support new businesses and foster a culture of entrepreneurship to entrepreneurs wishing to grow their businesses," Nel added.

Said Du Toit: "Stellenbosch University started 100 years ago with a donation by Jan H Marais. In line with history, we believe and trust that this donation will give SU the opportunity to grow for the next 100 years and further expand tertiary education.

"The University is bursting at its seams on its Stellenbosch campus, and an innovation satellite node will make a wonderful contribution. We believe that this donation will put the University on a path to establish a world-class node of innovation, which over time will also be able to serve more students."

The Stellenbosch Wine and Country Estate will elaborate and provide more details regarding its vision for the Stellenbosch Smart City in a follow-up media announcement.

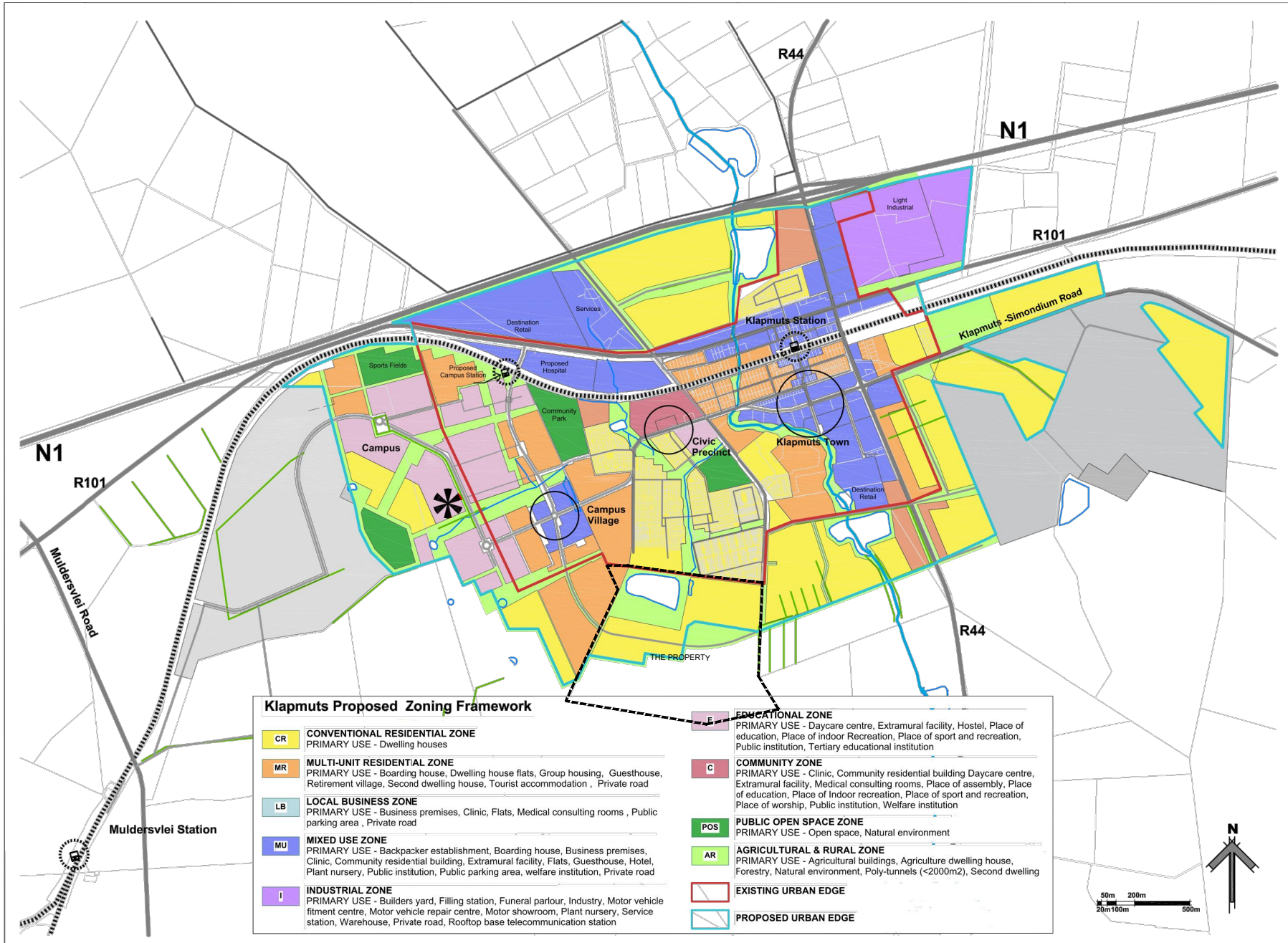
Media enquiries

- Stellenbosch University: Prof Stan du Plessis, Chief Operating Officer (stan@sun.ac.za; 021 808 2600)
- Stellenbosch Wine and Country Estate: Mr Klaus-Gustav Göbel, Chief Executive Officer (082 464 8700)

SECTION C

KLAPMUTS SPECIAL DEVELOPMENT AREA ECONOMIC

FEASIBILITY STUDY (SDA)



Klapmuts Proposed Zoning Framework

CR — **CONVENTIONAL RESIDENTIAL ZONE**
PRIMARY USE - Dwelling houses

MR — **MULTI-UNIT RESIDENTIAL ZONE**
PRIMARY USE - Boarding house, Dwelling house flats, Group housing, Guesthouse, Retirement village, Second dwelling house, Tourist accommodation , Private road

LB — **LOCAL BUSINESS ZONE**
PRIMARY USE - Business premises, Clinic, Flats, Medical consulting rooms , Public parking area , Private road

MU — **MIXED USE ZONE**
PRIMARY USE - Backpacker establishment, Boarding house, Business premises, Clinic, Community residential building, Extramural facility, Flats, Guesthouse, Hotel, Plant nursery, Public institution, Public parking area, welfare institution, Private road

I — **INDUSTRIAL ZONE**
PRIMARY USE - Builders yard, Filling station, Funeral parlour, Industry, Motor vehicle fitment centre, Motor vehicle repair centre, Motor showroom, Plant nursery, Service station, Warehouse, Private road, Rooftop base telecommunication station

E — **EDUCATIONAL ZONE**
PRIMARY USE - Daycare centre, Extramural facility, Hostel, Place of education, Place of indoor Recreation, Place of sport and recreation, Public institution, Tertiary educational institution

C — **COMMUNITY ZONE**
PRIMARY USE - Clinic, Community residential building Daycare centre, Extramural facility, Medical consulting rooms, Place of assembly, Place of education, Place of Indoor recreation, Place of sport and recreation, Place of worship, Public institution, Welfare institution

POS — **PUBLIC OPEN SPACE ZONE**
PRIMARY USE - Open space, Natural environment

AR — **AGRICULTURAL & RURAL ZONE**
PRIMARY USE - Agricultural buildings, Agriculture dwelling house, Forestry, Natural environment, Poly-tunnels (<2000m2), Second dwelling

EXISTING URBAN EDGE

PROPOSED URBAN EDGE

CLIENT: STELLENBOSCH MUNICIPALITY
PROJECT: KLAPMUTS SPECIAL DEVELOPMENT AREA
DRAWING: KLAPMUTS PROPOSED ZONING FRAMEWORK

SCALE: AS SHOWN @ A3 | DESIGNED: JO | CHECKED: LD
DATE: June 2017 | DRAWN: TT | APPROVED: -
DRAWING NR: BL507-103
REVISION: -

BEAL
Telephone: (012) 809 4383
Fax: (012) 809 0248
Website: www.beal.co.za
Address: Tigervalley Office Park, Building 9B Unit 9/10 Silverlakes Road,PTA

SECTION D

- **ENVIRONMENTAL BASIC ASSESSMENT REPORT [BACKGROND INFORMATION DOCUMENT]**
- **WESTERN CAPE GOVERNMENT: AGRICULTURE COMMENT**

Western Cape Government
Agriculture

Cor Van Der Walt
LandUse Management
Email: LandUse.Elsenburg@elsenburg.com
tel: +27 21 808 5099 fax: +27 21 808 5092

OUR REFERENCE : 20/9/2/5/4/589
YOUR REFERENCE : -
ENQUIRIES : Cor van der Walt

Cornerstone Environmental Consultants
PO Box 12606
DIE BOORD
STELLENBOSCH
7613

Att: Pieter de Villiers

PROPOSED ARRA RESIDENTIAL DEVELOPMENT: DIVISION PAARL
PORTION 7 OF THE FARM WELTEVREDEN NO 744, KLAPMUTS

Thank you for the soil report.

The area of concern is situated on borderline marginal land abutting a residential development to the north and agricultural land to the south with preserving.

The Western Cape Department of Agriculture has no objection against the proposed development on condition that:

i. The dam be linked to the agricultural land to the south of this proposed development via servitude.
ii. The development interface be developed in order as not to encourage sprawl or any other pressure on the agricultural land.

Please note that in terms of the Subdivision of Agricultural Land, Act no. 70 of 1970, section 3 (f) states: "no area of jurisdiction, local rea, development area, peri-urban area or other area referred to in paragraph (a) or (b) of the definition of "agricultural land" in section 1, shall be established on, or enlarged so as to include, any land which is agricultural."

In terms of above, the consent of the National Minister of Agricultural, Forestry and Fisheries (DAFF) must also be obtained.

Please note:

- That this is only a recommendation to the relevant deciding Authorities in terms of the Subdivision of Agricultural Land Act 70 of 1970.

- Kindly quote the above-mentioned reference number in any future correspondence in respect of the application.

- The Department reserves the right to revise initial comments and request further information based on the information received.

Yours sincerely

AS ROUX Pr Eng

DIRECTOR: SUSTAINABLE RESOURCE MANAGEMENT

26/6/17

Copies: Directorate Land Use and Sustainable Resource Management National Department of Agriculture Private Bag X 120 PRETORIA 0001	Department of Environmental Affairs 1 Dorp Street Cape Town 8000
Department of Environmental Affairs & Development Planning 1 Dorp Street Cape Town 8000	Stellenbosch Municipality PO Box 17 STELLENBOSCH 7600

CORNERSTONE
ENVIRONMENTAL CONSULTANTS

Postal: PO Box 12606, Die Boord, Stellenbosch, 7613
Cell: 083 243 0994
Tel: 021 887 9099 **Fax:** 086 435 2174
Email: info@cornerstoneenviro.co.za
Web: www.cornerstoneenviro.co.za

BACKGROUND INFORMATION DOCUMENT

Basic Assessment Process for the Proposed Arra Residential Development on Portion 7 of the Farm Weltevreden No. 744, Klapmuts, Paarl Rd, Western Cape

DEA&DP Notice of Intent (Pre-application) Ref. No.: Not yet issued





PURPOSE OF THIS DOCUMENT

The purpose of this Background Information Document (BID) is to inform Interested and/or Affected Parties (I&APs) of the Basic Assessment (BA) process that is being undertaken, to supply information about the project and the BA process, and to provide I&APs with the opportunity to:

- Register as I&APs;
- Raise issues of concern and/or provide suggestions for enhanced benefits; and to
- Contribute local knowledge.

HOW CAN I BE INVOLVED?

Register as an I&AP

You are invited to register as an I&AP by completing and submitting the attached **Registration and Comment Sheet**. Only registered I&APs will receive further project-related correspondence.

Comment on the proposed project:

Copies of the BID will be available for public review at the following public place from **Friday, 7 April 2017 until Wednesday, 10 May 2017**:

- Klapmuts Public Library (Klapmuts Primary School), Merchant Street, Klapmuts (Tel. 021 875 5871).

The BID will also be available for viewing and downloading from Cornerstone Environmental Consultants' website: www.cornerstoneenviro.co.za, under the 'downloads' tab.

Kindly submit your written comments to Pieter de Villiers (see contact details above) by e-mail, fax or mail. Comments should reach us by no later than **Wednesday, 10 May 2017**.

INTRODUCTION AND PROJECT DESCRIPTION

Arra Vineyards (Pty) Ltd. proposes to develop a security residential estate consisting of a mix of affordable and market related housing units on their property south of Klapmuts.

The proposed development area forms a small part of the existing Arra farm. The 18 hectare area proposed to be developed is located to the south of the existing Klapmuts town, to the east of an existing approved development, called Stellenbosch Hills, which is located on Farm 742/5 (this area is incorporated within the urban edge) and to the west of the proposed Braemar Farm Development and the Remainder of the Braemar farm. Access is from the existing Groenfontein road that has access at the R44/ Simondium road signalised traffic intersection. The proposed development is bordered by one existing housing development and two proposed housing developments (**Figure 1**).

Cornerstone Environmental Consultants (Pty) Ltd. has been appointed as independent Environmental Assessment Practitioners (EAPs) to undertake this Basic Assessment (BA) process.

The larger farm is actively farmed, producing mainly grapes which are harvested for wine production and exported to Europe and the USA.

Current infrastructure on the farm include a wine cellar, which is located on the southern portion of the farm. A large dam is located in the north-western corner of the farm.

The area proposed for development is mostly uncultivated due to the lack of topsoil. According to the Applicant, this

portion of the farm has not been used for agricultural purposes in the last 30 years. Soil reports from October 2008 revealed that the soil potential on the farm is predominantly medium-low to medium. A substantial portion of the farm was sand mined in the past, resulting in a disturbance of the topsoil content.

As a result of being on the urban edge, Arra has lost over 6 hectares of grapevines in the last 4 years. The most northern blocks of vines have been vandalised and cut down for firewood as these blocks are the closest to the northern urban edge of Klapmuts (see **Photos 1 and 2** below).

Over the last couple of years crime in this area has escalated to a point where produce and farm infrastructure are badly vandalised and stolen. Although Arra Vineyards (Pty) Ltd. employs full time security personnel on the farm, culprits continuously still manage to vandalise the farm. The farm owners estimated recorded losses in excess of R 2 million. This vandalism of infrastructure impacts negatively on the production, especially on water reticulation to vineyards. **Photos 1 and 2** below indicates the vineyard blocks that were illegally cut down for firewood by vagrants.

Sustainable option

Klapmuts is strategically well located to be developed as a new "node". The town is well linked via transportation routes (roads and rail) to surrounding areas and has the potential to cater for future growth. Klapmuts, however, currently mainly cater for affordable and subsidised housing. As such, Klapmuts is in dire need for additional sustainable land uses, including a mix of residential income groups to sustain the town.

The position of the current undeveloped land to the south of the town is ideally located to cater for housing in this proposed growth pattern. The land owner is well aware of the contribution of the agricultural sector towards the economy and has no intension to release the whole farm for urban development.

Development Proposal

In addition, the context of the development proposal was evaluated in relation to abutting land parcels and possible inclusions of portions thereof into the urban edge. Farm 742/5 (Stellenbosch Hills), located to the west was previously incorporated into the urban edge. It is understood that the owners of the farm Braemar (Farm 742/2), to the east, is also submitting representations for the inclusion of a portion of the farm into the urban edge.

The attached Concept Layout Plan (**Figure 2**) depicts the vision of the land owners, based on the various desirability factors as discussed above. The existing dam is excluded from the development proposal as it will remain the main water source to the remainder of the farm.

The development concept is based on the provision of a security residential estate consisting of a mix of affordable and market related housing units. Access is envisaged from the primary distributer (Groenfontein Road) leading southward from Klapmuts (between the farm and the proposed Braemar Development).

The proposed development will consist of housing, as follow:

- Gap Housing: ~28 units
- Medium Density: ~196 units
- Single residential erven: ~97 units
- **Total:** ~321 units

See the Figures, Photos and Boxes below for more information.



Photo 1: Current Block 3 (2016). Vines on the northern side were cut down for firewood, resulting in a loss of 15% per annum.



Photo 2: Block 4 (2015) losing vines continually. Block 4 has been completely ripped out and along with Blocks 7 and 10 have no more vines.



Figure 1: Locality Plan

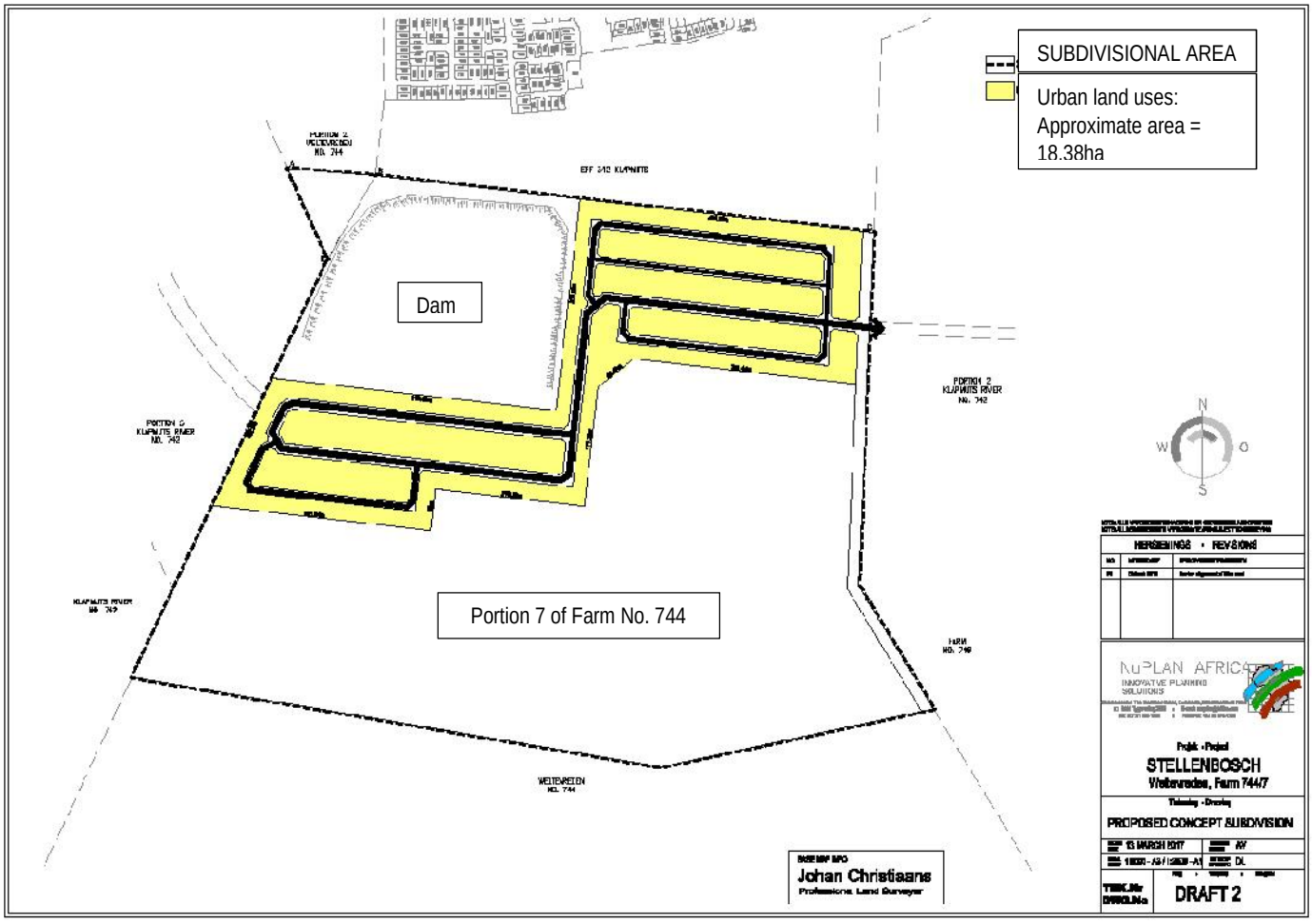


Figure 2: Proposed Concept Layout

ENGINEERING BULK SERVICES

Wec-Consult (Pty) Ltd. was appointed as consulting engineers for the proposed development. Their role is to assess the availability of civil engineering and electrical engineering services for the proposed development.

Existing Link Services on Development area boundaries

Various development projects in the area have brought Municipal bulk (link) infrastructure to the boundaries of the proposed development.

These developments include a newly constructed low income Municipal housing project as well as the proposed phase 1 of the Mandela City development, the new link outfall sewer for the Mandela City development, link water supply pipeline, and existing link 11 KV electrical cables.

The bulk service infrastructure for Klapmuts has recently been upgraded by the Stellenbosch Municipality as well as by the Simonsberg Employees Development Company (here after referred to as "Simonsberg", the developers of larger Erf 1336, Klapmuts). Simonsberg also acts as an implementing agent for certain link infrastructure on behalf of the Municipality as determined in the service agreement between the Municipality and Simonsberg. The Groenfontein road extension falls within the scope of this agreement.

The required infrastructure to be completed for the proposed development is the following:

1. Extension of the Groenfontein road to be undertaken by Simonsberg.
2. Construction of link storm water pipes to take storm water from the proposed development to the existing Mandela City development's drainage channel.
3. Construction of link water and sewer pipelines between existing link services over short distances to link the internal services of the proposed development.
4. A ring feed link 11 KV line that will link to the existing Eskom link lines.

Soil and Geotechnical Conditions

A detailed soil survey report was completed by Mr. B Schloms in October 2008. 51 test holes were dug on the Arra farm and it was indicated that the soil potential on the farm is predominantly medium-low to medium, with a very low clay content (8-10%), which is considered as a limitation for plant growth.

Based on the excavated holes, no geotechnical problems are expected on the site. A follow-up Geotechnical report will be done before the construction of any housing or structures take place. Engineering certificates will be obtained for all house foundations. Proper storm water drainage will be installed for the conveyance of storm water to the drainage channel in the northern centre of the development.

Water Supply

The average daily water demand for the proposed 18 ha development will be 328.8 kl/day. This can be accommodated within Klapmuts' existing reservoir storage capacity.

Sewerage

Total average daily sewage flow

The expected total average daily flow for the development is 263 kl/day. The Klapmuts waste water treatment works (WWTW) was recently completed and has a capacity of 1.99 Ml/day. The works is again being upgraded to 3.5 ML/day and after this upgrade to be completed in 2017, the works will have sufficient capacity for the proposed development.

The upgrade will also ensure further spare capacity for several other developments now in their environmental impact assessment process phases in Klapmuts.

Layout of proposed sewerage network.

The planned sewer network will gravitate to an existing main outfall sewer pipeline. The connection point is on the northern boundary of the development.

Availability of electrical capacity from Groenfontein substation

The Groenfontein substation has been upgraded to a capacity of 4 MVA by Simonsberg (Simonsberg is also acting as implementing agent on behalf of ESKOM). It has been confirmed by Simonsberg that the development will be allocated the required ESKOM power for the development.

Storm water

Current Situation

The storm water drainage of the complete development will be towards the existing storm water system that consist of a groundwater channel that flows from south to north between the low cost housing project and the Mandela City urban development.

Access and Traffic Impact

Proposed Development

Access to the development area will be from the existing Groenfontein road. Sufficient intersection capacity at the R44/Main Road 205 (Simondium/Franschhoek Road) intersection will exist for the proposed development when

BOX 3: Acronyms and Abbreviations

BA	Basic Assessment
EAP	Environmental Assessment Practitioner
DEA&DP	Department of Environmental Affairs and Development Planning
EIA	Environmental Impact Assessment
EMPr	Environmental Management Programme
HWC	Heritage Western Cape
I&AP's	Interested and Affected Parties

the next upgrade for the intersection are completed. This access road was completed in 2013 and replaced the old access to the Klapmuts residential area (via Merchant Street).

PROJECT ALTERNATIVES

Considering the options for sustainable farming and the proximity of the subject property to the town of Klapmuts, the only realistic option is to implement this proposed residential development.

The farm owner has already implemented security measures such as security patrolling and fencing, but with no success. Theft is still prevalent on the property and this factor is the greatest threat towards a sustainable farming practice for Arra Vineyards.

The option of not proceeding with the establishment of the residential development (the No-go option) will be assessed as part of this BA process. This is, however, not the desired alternative as it relates to financial losses to the farm owner and may even manifest in the cessation of the farming activities on this property, which will result in negative socio-economic impacts.

THE BASIC ASSESSMENT PROCESS

An Environmental Impact Assessment (EIA) is a systematic process of identifying, assessing and reporting on environmental impacts associated with an activity. Basic Assessment (BA) and Full Scoping and EIA are two types of EIA processes provided for in the National Environmental Management Act (Act 103 of 1998), as amended (NEMA).

A BA process, and subsequent Environmental Authorisation, is required before construction of the proposed residential development may commence, since activities that are listed in Listing Notice 1 of the NEMA EIA Regulations of 2014 will be triggered by the proposed project. See **Box 1** for the listed activities to be triggered.

A BA process is a similar but shorter process compared to a Full Scoping and Environmental Impact Assessment.

This BA process is currently in the announcement phase. See **Figure 3** for the BA project phases, public participation activities and timeline.

BOX 1: Listed activities triggered

The proposed project will trigger the following listed activities:

EIA Regulations Listing Notice 1 of 2014 (GN No. R. 983):

- **Listed Activity 24:** The development of – (ii) a road with a reserve wider than 13.5 metres, or where no reserve exists where the road is wider than 8 metres;
- **Listed Activity 28:** Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture or afforestation on or after 01 April 1998 and where such development: (ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare;
- **Listed Activity 45:** The expansion of infrastructure for the bulk transportation of water or storm water where the existing infrastructure; (i) has an internal diameter of 0,36 metres or more; or (ii) has a peak throughput of 120 litres per second or more; and (a) where the facility or infrastructure is expanded by more than 1000 metres in length; or (b) where the throughput capacity of the facility or infrastructure will be increased by 10% or more; excluding where such expansion: (aa) relates to transportation of water or storm water within a road reserve; or (bb) will occur within an urban area; and
- **Listed Activity 46:** The expansion and related operation of infrastructure for the bulk transportation of sewage, effluent, process water, waste water, return water, industrial discharge or slimes where the existing infrastructure; (i) has an internal diameter of 0,36 metres or more; or (ii) has a peak throughput of 120 litres per second or more; and a) where the facility or infrastructure is expanded by more than 1000 metres in length; or b) where the throughput capacity of the facility or infrastructure will be increased by 10% or more; excluding where such expansion; (aa) relates to transportation of sewage, effluent, process water, waste water, return water, industrial discharge or slimes within a road reserve; or (bb) will occur within an urban area.

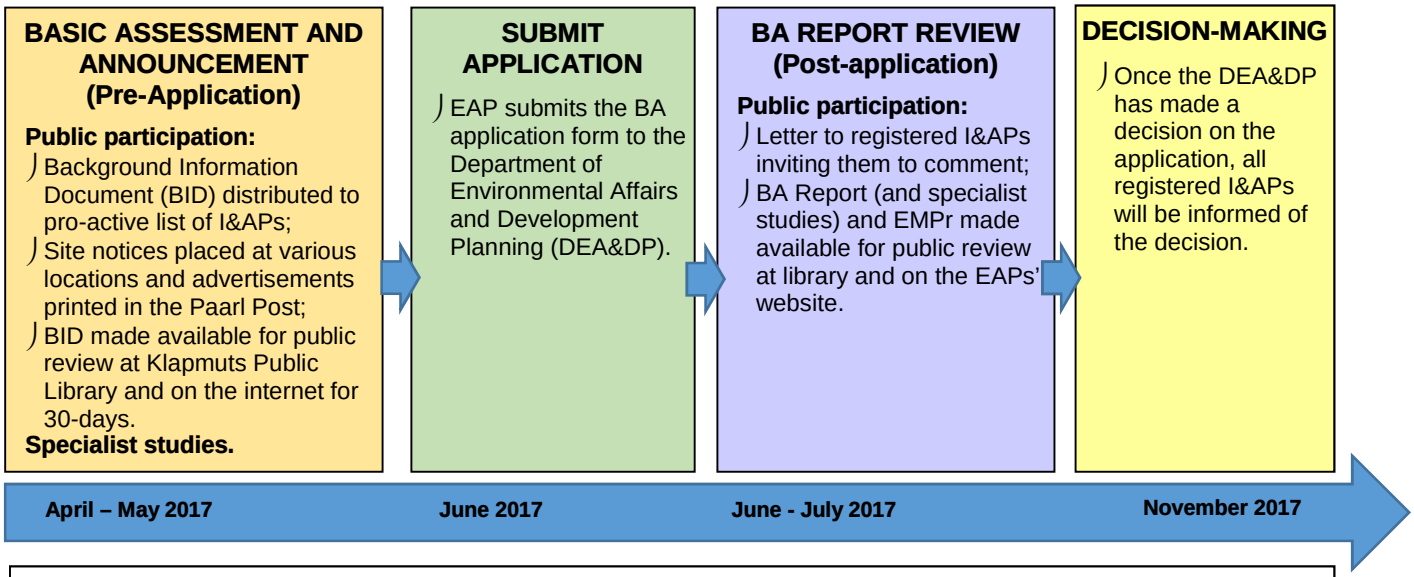


FIGURE 3. Summary of the BA process, public participation activities and the project timeline.

BOX 2: Acronyms and Abbreviations

BA	Basic Assessment
EAP	Environmental Assessment Practitioner
DEA&DP	Department of Environmental Affairs and Development Planning
EIA	Environmental Impact Assessment
EMPr	Environmental Management Programme
HWC	Heritage Western Cape
I&AP's	Interested and Affected Parties

SPECIALIST STUDIES TO BE UNDERTAKEN

Once the announcement phase has ended and comments have been received from I&APs, including the relevant State Departments, relevant specialist studies will be commissioned to assess the potential impacts that the proposed project may have on the environment. These specialist reports will be included in the BA Report for comment by registered I&APs, at a later stage in the BA process.

The following specialist studies are proposed to be undertaken, or have been undertaken in the past:

- **Soil potential study:** A detailed soil survey report was completed by Mr. B Schloms in October 2008. 51 test holes were dug on the Arra farm, with 11 of the test holes occurring on the proposed development area. It was indicated that the soil potential on the farm is predominantly medium-low to medium, with a very low clay content (8-10%), which is considered as a limitation for plant growth.
- **Traffic assessment:** A traffic impact assessment (TIA) will need to be undertaken for the proposed development in order to determine the traffic impact of the Arra residential development. The pre- and post-development traffic volumes will be predicted and the road infrastructure will be planned accordingly. According to WEC-Consult, sufficient intersection capacity at the R44/Main Road 205 (Simondium/Franschhoek Road) intersection will exist for the proposed development after the next upgrade for the intersection has been undertaken.
- **Engineering Services:** An engineering services assessment will be undertaken to cover all technical services aspects for the proposed development. This will include geotechnical assessment, stormwater management, bulk services infrastructure planning etc.

OTHER APPLICABLE LEGISLATION

The proposed project also requires compliance and approval in terms of the following legislation:

- Heritage Western Cape (HWC) were notified of the proposed development. In terms of Section 38(1) of the National Heritage Resources Act (Act 25 of 1999) a Notice of Intent to Develop was submitted to HWC on 3 April 2017.
- Land use planning application, in terms of the Municipal By-Law in terms of the Land Use Planning Act, 2014 (Act 3 of 2014).
- Comment from the Department of Agriculture in terms of the Conservation of Agricultural Resources Act, 1983 (Act 43 of 1983).

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Your comment and contribution is important.

Please complete the **Registration and Comment Sheet** on the following page and return it to the contact details provided before **10 May 2017**.

You are also welcome to contact Pieter de Villiers should you wish to contribute to the process, if you have any questions, or if you require any further information.

REGISTRATION AND COMMENT SHEET

Basic Assessment Process for the Proposed Arra Residential Development on Portion 7 of the Farm Weltevreden No. 744, Klapmuts, Paarl Rd, Western Cape

DEA&DP Notice of Intent (Pre-application) Ref. No.: Not yet issued

Please complete this form and return it to:
Pieter de Villiers, Cornerstone Environmental Consultants
Postal: PO Box 12606, Die Boord, Stellenbosch, 7613
E-mail: info@cornerstoneenviro.co.za | **Fax**: 086 435 2174
Tel: 021 887 9099 | **Cell:** 083 243 0994
Web: www.cornerstoneenviro.co.za

Kindly complete this sheet and return it to us (see contact details above) on or before **Wednesday, 10 May 2017** should you wish to Register as an Interested and/or Affected Party (I&AP) and/or should you wish to comment on the proposed project.

Name and Surname:	
Organisation Represented (if any):	
Tel. number:	**Cell:**
Fax number:	**E-mail:**
Physical address:	
Postal address:	

Please tick the appropriate box:

Please formally register me as an Interested and/or Affected Party so that I may receive further information and notifications during the BA process:	**Yes**	**No**
I would like to receive my notifications by:	**Mail**	**E-mail**

I have the following direct business, financial, personal or other interest(s) in this proposed project:

I have the following comments on this proposed project and/or the Draft Documentation:

Please add the following person(s) who may be interested in and/or affected by the proposed project to the I&AP database (such as neighbours, friends, colleagues, etc.):

Name and Surname:	
Organisation Represented (if any):	
Tel. number:	**Cell:**
Fax number:	**E-mail:**
Physical address:	
Postal address:	

Thank you for your participation in this Basic Assessment process.

Anton Prinsloo

Tv3 Town planners

Nwabisa Jozana

From: Anton Prinsloo <Anton@tv3.co.za>
Sent: Thursday, 15 October 2026 14:53
To: idp
Cc: Chantel Hauptfleisch; JC Anthony; edt; thys@tv3.co.za
Subject: [EX] IDP: COMMENT SUBMISSION
Attachments: IDP_Input_2027-2032_Braemar_Farm[1].pdf

CAUTION:

- **This email originated from outside the organization.**
- **Do not click links or open attachments unless you recognize the sender and know the content is safe.**

We refer to the Stellenbosch Municipality IDP invitation to submit written comment / input for the drafting of the 6th Generation IDP 2027-2032, in terms of the approved SDF/IDP/Budget Time Schedule.

Attached hereto please find the input on behalf of Braemar Farm Developments (Pty)Ltd, for the proposed amendment of the Klapmuts Urban Edge for the inclusion of Portion 2 of Farm No 742 and Portion 2 of Farm No 748, Klapmuts as indicated in the attached Letter of Submission.

Thank you kindly.

Anton Prinsloo
B Tech, Pr Pln (TRP SA), MSAPI
ASSOCIATE • TOWN PLANNING

Cell: +27 (0)83 309 9063
Directions

since 1991 tv3 ARCHITECTS TOWN PLANNERS URBAN DESIGNERS | DIRECTORS: JHJ van Rensburg | E Swanepoel | NJ Smit | LR Heunes | MM Walters ASSOCIATES: J Breuninger | WD Fourie | CR Heys | A Prinsloo | HC Hugo | ML MacIntyre | L Botes

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From: idp <idp@stellenbosch.gov.za>
Sent: Tuesday, 29 September 2026 10:05
To: Anton Prinsloo <Anton@tv3.co.za>; idp <idp@stellenbosch.gov.za>
Subject: RE: Copy of the Draft IDP

Dear Mr Prinsloo

I trust that this email finds you well.

Reference to the subjoined emails.

The approved 4th review of the 5th Generation IDP 2022 – 2027, which is the current IDP, may be consulted for information on implementation progress and projects planned for implementation beyond 30 June 2027.

The September – October public participation process, which is the needs analysis phase for the drafting of the 6th Generation IDP 2027 – 2032, offers community members and stakeholders the opportunity to submit

newly identified community priorities and needs, project proposals and initiatives or to provide input into sector- specific areas.

All the input solicited during the public participation process will be submitted to Council in November / December 2026 for their consideration, and will follow an internal process with all departments in drafting the 6th Generation IDP 2027 – 2032, for implementation from 01 July 2027.

Therefore, if you want to comment on projects/programmes/initiatives/sector plans currently encapsulated in the 5th Generation IDP 2022 – 2027, and also want to submit new priorities or make written proposals to be considered by Council, you are welcome to make a submission by 15 October 2026 at 16:30. Submissions can be made via email: idp@stellenbosch.gov.za.

The draft 6th Generation IDP 2027 – 2032 will be published in April 2027, after Council approval for a period not less than 21 days, for the community and stakeholders to scrutinise and give their input on the draft document.

Please see the link below for the final 4th Review of the 5th Generation IDP 2022 – 2027.

Link: https://stellenbosch.gov.za/idp-budget-2026-2027/

Kind regards,
IDP Team.

Date: 6 October 2026

Our ref: Por 2 of Farm 742 Klapmuts (P3193)

Stellenbosch Municipality
Municipal Manager
PO Box 17
STELLENBOSCH
7600

By e-mail: idp@stellenbosch.gov.za

For attention: The Municipal Manager / IDP Office

WRITTEN INPUT: 6TH GENERATION INTEGRATED DEVELOPMENT PLAN 2027–2032

PROPOSED AMENDMENT OF THE KLAPMUTS TOWN URBAN EDGE – INCLUSION OF PORTION 2 (REMAINING EXTENT) OF FARM KLAPMUTS RIVER NO. 742 AND PORTION 2 OF FARM BRONKHORST NO. 748 (BRAEMAR FARM)

We refer to the Stellenbosch Municipality IDP Public Participation Open Days Schedule (September 2026). It invites written input for the drafting of the 6th Generation IDP 2027–2032, in terms of the approved SDF / IDP / Budget Time Schedule / Process Plan 2027/28. The public participation period runs from 7 September 2026 to 16:30 on 15 October 2026.

TV3 Projects (Pty) Ltd acts on behalf of Braemar Farm Developments (Pty) Ltd. The company is the registered owner of Portion 2 (Remaining Extent) of Farm Klapmuts River No. 742 and Portion 2 of Farm Bronkhorst No. 748, Klapmuts (Ward 18). We request that this input be recorded and that the owner be registered as an interested and affected party in the IDP process and in any related review of the Stellenbosch Municipal Spatial Development Framework (MSDF).

The input requests that the properties be included within the Klapmuts Town Urban Edge for urban development purposes, as depicted on **Plan No. 1** (Annexure A).

A. Relevance of this input to the 6th Generation IDP

The MSDF is a core component of the IDP in terms of section 26(e) of the Municipal Systems Act, 2000 (Act 32 of 2000). The urban edge it sets is therefore carried forward into the 6th Generation IDP 2027–2032.

In terms of section 22 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013), land development decisions must be consistent with the MSDF. Departures are limited to site-specific circumstances. Our previous submission of 30 May 2023 recorded that, without inclusion, any formal application would have to wait for the next MSDF review cycle. The drafting of the 6th Generation IDP, and the MSDF review aligned to it, is that cycle.

This input is therefore submitted now. The owner seeks to have the urban edge matter considered before the new five-year planning period is fixed.

B. Record of previous MSDF submissions

The inclusion of the properties has been put to the Municipality in every MSDF drafting and amendment round since 2007. That is a period of approximately 19 years. Copies are attached as **Annexure C**.

Date	Submission
30 May 2023	Comment on First Draft Amended MSDF 2023
29 September 2022	Comment on MSDF amendment (Notice 114/2022)

Date	Submission
11 January 2022	Submission for amendment of the Klapmuts urban edge (Process Plan 2022/23)
5 July 2019	MSDF input on behalf of the properties
23 April 2019	Collective input on the Draft MSDF 2019 by Klapmuts landowners and community
24 April 2018	MSDF input on behalf of the properties
31 May 2010	MSDF input on behalf of the properties
12 May 2008	MSDF input on behalf of the properties
3 September 2007	MSDF input on behalf of six property owners, including the properties

The Municipality's response in the First Draft Amended MSDF 2023 was, in summary:

- No new studies, market support or formal application had been received. This response referred to the Arra development, not to the Braemar properties.
- The Klapmuts urban edge had been adjusted in 2019 to accommodate Stellenbosch Bridge, with development expected in the medium to long term (10–20 years). Southern urban expansion into agricultural land was therefore not supported.

The properties, apart from the two approved school sites, remain outside the adopted urban edge.

C. Existing approvals and site-specific record

The ±19 ha development area on Portion 2 of Farm 742 is not a new proposal. It holds an environmental authorisation and has the support of every relevant provincial authority. Copies are attached as **Annexure B**.

Authority	Reference / date	Outcome
DEA&DP	16/3/3/1/B4/23/1038/16; 24 April 2017	EA granted for the Braemar Farm mixed-use development on portions of Portion 2 of Farm 742 and Erf 2183
DEA&DP	16/3/3/5/B4/23/1015/22; 7 September 2022	EA amended; valid for five years from the date of issue; about 317 housing units (subsidy, town and group housing), a light industrial area, roads, open space and bulk services
Heritage Western Cape	Case 15032711GT0331E; 27 May 2015	No further section 38 process required
WC Department of Agriculture	20/9/2/5/4/777; 23 May 2016	Supports subdivision and rezoning of the ±19 ha portion; recommends that the urban edge be moved to include it
CapeNature	13 November 2015	No objection from a botanical perspective; site is transformed and outside any CBA or ESA
WC Transport and Public Works (Roads)	16/9/6/1-25/26; 3 November 2015	Not opposed; access via Stellengate Boulevard, with no direct access onto Main Road 27 (R44)
WC Education	8 September 2016	Supports the position of the two school sites fronting Groenfontein Road

The following site-specific facts are also on record:

1. A 278-page rezoning and subdivision application for the ±19 ha portion was lodged on 16 March 2016 under the Stellenbosch Municipal Planning By-Law (2015). It included engineering, traffic, botanical, agricultural soil potential, archaeological, social impact, heritage and NEMA assessments. The Municipality terminated it on the interpretation that a deviation from the MSDF must be dealt with through MSDF amendment.

2. The Agricultural Soil Potential Study (Vinpro, 8 June 2015) rates the soils as medium-low to low potential for perennial crops. The DEA&DP decision records that the Municipality confirmed sufficient electricity, water, solid waste and effluent capacity.
3. Portions 5 and 6 were sold to the Western Cape Government for a primary and a secondary school. They were rezoned and subdivided as Portions 7 and 8 of Portion 2 of Farm 742, approved on 17 September 2020. The 2019 urban edge does not follow these surveyed school boundaries.
4. TV3 was appointed by the Western Cape Government to design the two schools, and site works on one school site had commenced by May 2023.
5. Adjoining land is under active development: a development application for Portion 1 of Farm 717, and the tender for municipal Erf 2183, both directly north of the property.

D. Response to the Municipality's reasons for non-inclusion

"No new studies, market support or formal application." The full specialist record of the 2016 application and the provincial approvals listed above are on the Municipality's file. The Klapmuts Special Development Area Economic Feasibility Study (BEAL Africa, 2018), commissioned by the Municipality, placed the properties within the urban edge for future urban development (Annexure D). A formal application was lodged in 2016 and was terminated by the Municipality, not withdrawn by the owner.

"Klapmuts edge adjusted for Stellenbosch Bridge; 10–20 year timeframe." Braemar does not compete with Stellenbosch Bridge. It is a smaller, authorised, serviceable extension that can deliver housing and support the school sites in the short term. It also responds to the need, raised by the Klapmuts community in 2019, for affordable and GAP housing in addition to subsidy housing.

"Southern expansion into agricultural land not supported." The soils are of low agricultural potential, as the Department of Agriculture itself accepted when it recommended moving the urban edge to the ±19 ha area. Its concern was a defensible interface with the higher-potential farmland further south. The proposed edge provides that interface:

- The Stellenbosch Roads Master Plan Class 4 link (SRMP 062, Stellenbosch Bridge / R44) runs along the southern cadastral boundary of Portion 2 of Farm 742. It forms a fixed, physical urban edge.
- The Groenfontein Road extension (SRMP 034) and the Groenfontein / R44 link north of the property integrate the site with the existing town.
- R44 access is planned at intersections aligned with the R44 Access Management Plan, including the Mt Vernon Estate access.

The current edge, by contrast, cuts across the approved school sites and leaves an unprotected remainder between the town, the schools and the R44.

E. Consequence of continued exclusion

The amended EA requires commencement within five years of 7 September 2022, that is by early September 2027. If the properties are again excluded for the 2027–2032 IDP period:

1. No planning application aligned with the MSDF can be lodged in time, and the EA will lapse.
2. New NEMA, heritage and Planning By-Law processes would then be needed. On current practice these take about five years, which leaves the land undeveloped until well into the next decade.
3. A site-specific departure under section 22(2) of SPLUMA is not a reasonable alternative. It would put before the Municipality the same studies and approvals that have not been accepted through the MSDF process, at the owner's cost and risk.
4. The land cannot sustain viable agriculture. It will stand vacant next to the schools and the existing town, at increasing risk of vandalism and unlawful occupation.

F. Input submitted for the 6th Generation IDP 2027–2032

On behalf of the owner, we request that the Municipality:

1. Record this submission as formal written input to the 6th Generation IDP 2027–2032 for Ward 18 (Klapmuts).
2. Include the remainder of Portion 2 of Farm 742 and the relevant portion of Portion 2 of Farm 748, in total about 53 ha, within the Klapmuts Town Urban Edge in the MSDF that accompanies the IDP, as shown on Plan No. 1. The southern boundary would follow the SRMP 062 link road.
3. If full inclusion is not supported, phase the inclusion:
   (a) **Phase 1 (±9 ha):** the remainder of the EA-authorised ±19 ha area that lies outside the 2019 edge, including correction of the edge to the surveyed school sites (Portions 7 and 8). This is a technical alignment with existing approvals.
   (b) **Phase 2 (±44 ha):** the balance of the properties north of the SRMP 062 alignment, linked to the delivery of that road.
4. Grant the owner and TV3 a meeting with the Spatial Planning department before the draft MSDF and IDP are published for comment.
5. Register Braemar Farm Developments (Pty) Ltd, through TV3, as an interested and affected party in the MSDF review.

All areas are approximate and subject to confirmation by a professional land surveyor.

This input should be read with our submissions of 29 September 2022 and 30 May 2023, which remain valid in all respects.

We trust that the input will receive your favourable consideration. Enquiries may be directed to Mr T. Walters at 021 861 3800.

Kind regards

MM Walters Pr.Pln (A/967/1997)
TV3 PROJECTS (PTY) LTD
On behalf of Braemar Farm Developments (Pty) Ltd

Annexures

Annexure A: Plan No. 1 – MSDF Comment Plan: proposed urban edge inclusion (±53 ha), P3193

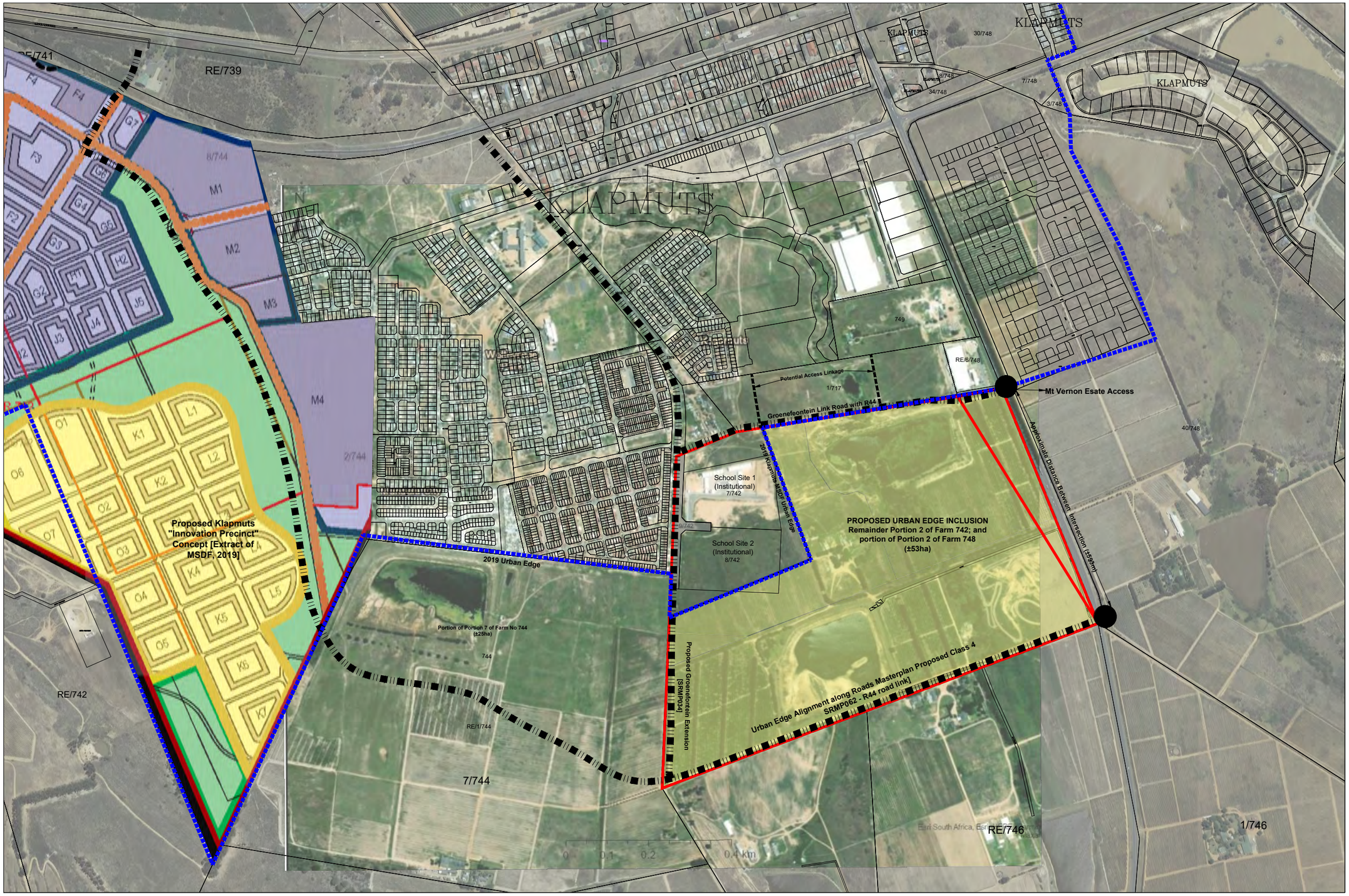
Annexure B: Existing approvals – DEA&DP EA (2017) and amended EA (2022); Heritage Western Cape; WC Department of Agriculture; WC Transport and Public Works; CapeNature; WC Education

Annexure C: Previous MSDF submissions, 2007–2023

Annexure D: Klapmuts SDA Economic Feasibility Study (2018) – proposed zoning framework extract

ANNEXURE A

Plan No. 1 – MSDF Comment Plan: proposed urban edge inclusion (±53 ha), P3193



Notation:

2019 Urban Edge

Schematic representation of the Municipal Roads Master Plan linkage with the R44 Access Management Plan.

Proposed Intersection positions on the R44 in line with the R44 Access Management Plan

N

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tv3 ARCHITECTS TOWN PLANNERS URBAN DESIGNERS
FIRST FLOOR LA GRATITUDE OFFICE BUILDING | 97 DORP STREET
STELLENBOSCH 7600 | TEL +27 (21) 861 3800 | www.tv3.co.za

MSDF COMMENT PLAN

Proposed Inclusion of A Subdivided Portion of Portion 2 of Farm Klapmuts River No 742, and Portion 2 of Farm 748 within the Urban Edge for Urban Development Purposes

Drawn:	Checked:	Date:	Scale:
WH	MW	30/05/2023	NTS
Project no.:		Revision no.:	
P3193		2	
Drawing:			Plan no.:
MSDF MAY 2023			1

ANNEXURE B

Existing approvals – DEA&DP EA (2017) and amended EA (2022); Heritage Western Cape; WC Department of Agriculture; WC Transport and Public Works; CapeNature; WC Education

Western Cape Government

Department of Environmental Affairs and Development Planning
Bernadette Osborne
Development Management: Region 1
Bernadette.Osborne@westerncape.gov.za | Tel: 021 483 3679

REFERENCE: 16/3/3/5/B4/23/1015/22
DATE: 07 September 2022

The Board of Directos
Braemer Farm Developments (Pty) Ltd
Private Bag 12356
DIE BOORD
7613

Attention: Mr Etienne du Toit

Tel: (021) 883 3787
E-mail: edt@vodamail.co.za

Dear Sir

APPLICATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT 107 OF 1998) AND PART 1 OF THE ENVIRONMENTAL IMPACT ASSESSMENT ("EIA") REGULATIONS, 2014 FOR THE AMENDMENT OF THE ENVIRONMENTAL AUTHORISATION ISSUED ON 24 APRIL 2017: THE BRAEMER FARM MIXED USE DEVELOPMENT ON PORTIONS OF PORTION 2 OF THE FARM KLAPMUTS RIVER NO. 742 AND ERF NO. 2183, KLAPMUTS.

1. With reference to the above application, the Department hereby notifies you of its decision to **grant** the Amendment of the Environmental Authorisation ("EA") issued on 24 April 2017 (DEA&DP Ref.: 16/3/3/1/B4/23/1038/16), (hereinafter collectively referred to as "the previous Environmental Authorisation") attached herewith, together with the reasons for the decision.

2. The previous EA for the development of the Braemer farm mixed use development on Portions of Portion 2 of the Farm Klapmuts River No. 742 and Erf No. 2183, Klapmuts is herewith replaced by two separate Amended EA's, referring to the Braemer farm mixed use development on Portions of Portion 2 of the Farm Klapmuts River No. 742 and Erf No. 2183, Klapmuts (this application) and the development of a primary and a secondary school on Portion 7 and 8 of Portion 2 of the Farm Klapmuts River No. 742, Klapmuts (DEA&DP Ref: 16/3/3/5/B4/23/1053/22), respectively.

3. Your attention is drawn to Chapter 2 of the National Appeal Regulations, 2014 (as amended), which prescribes the appeal procedure to be followed. This procedure is summarised in the attached amended EA.

Yours faithfully

Zaahir Toefy
Digitally signed by Zaahir Toefy
Date: 2022.09.07 09:22:58 +02'00'

DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

Cc: (1) Mr Pieter de Villiers (Cornerstone Environmental Consultants (Pty) Ltd) E-mail: pieter@cornerstoneenviro.co.za
(2) Mr Shane Hindley (Department of Transport and Public Works) E-mail: Shane.Hindley@westerncape.gov.za
(3) Mr Schalk van der Merwe (Stellenbosch Municipality) E-mail: Schalk.vandermerwe@stellenbosch.co.za

Department of Environmental Affairs and Development Planning
Bernadette Osborne
Development Management: Region 1
Bernadette.Osborne@westerncape.gov.za | Tel: 021 483 3679

EIA REFERENCE: 16/3/3/5/B4/23/1015/22
NEAS REFERENCE: WCP/EIA/AMEND/0000605/2022
DATE: 07 September 2022

ENVIRONMENTAL AUTHORISATION

APPLICATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT 107 OF 1998) AND PART 1 OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 FOR THE AMENDMENT OF THE ENVIRONMENTAL AUTHORISATION ISSUED ON 24 APRIL 2017: THE BRAEMER FARM MIXED USE DEVELOPMENT ON PORTIONS OF PORTION 2 OF THE FARM KLAPMUTS RIVER NO. 742 AND ERF NO. 2183, KLAPMUTS.

With reference to your application for the abovementioned, find below the outcome with respect to this application.

A. DECISION

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") and the Environmental Impact Assessment ("EIA") Regulations, 2014, the Department herewith **grants** the amendment of the Environmental Authorisation ("EA") issued on 24 April 2017 (DEA&DP Ref.: 16/3/3/1/B4/23/1038/16) in terms of Part 1 of the EIA Regulations, 2014.

The previous EA for the development of the Braemer farm mixed use development on Portions of Portion 2 of the Farm Klapmuts River No. 742 and Erf No. 2183, Klapmuts is herewith replaced by two separate Amended EA's, referring to the Braemer farm mixed use development on Portions of Portion 2 of the Farm Klapmuts River No. 742 and Erf No. 2183, Klapmuts (this application) and the development of a primary and a secondary school on Portion 7 and 8 of Portion 2 of the Farm Klapmuts River No. 742, Klapmuts (DEA&DP Ref: 16/3/3/5/B4/23/1053/22), respectively.

The previous Environmental Authorisation as it pertains to the Braemer farm mixed use development on Portions of Portion of the Farm Kapmuts River No. 742 and Erf No. 2183, Klapmuts is amended as set out below:

1. Section B: List of activities authorised, is amended to read:

The holder is herein authorised to undertake the following development that includes the listed activities as it relates to the development:

- Approximately 317 housing units (subsidy, town and group housing);
- A light industrial area, where a new warehouse facility for storage will be constructed;
- Public and private roads;
- Open space areas;
- Associated bulk infrastructure will be expanded to accommodate the development and a ring feed 11 KV power line will be constructed that will link to the existing municipal infrastructure; and

- Access will be obtained off the R44 via Stellengate Boulevard and the extension of Groenfontein road, which has recently been extended.

2. Section E: Conditions of Authorisation, is amended to read:

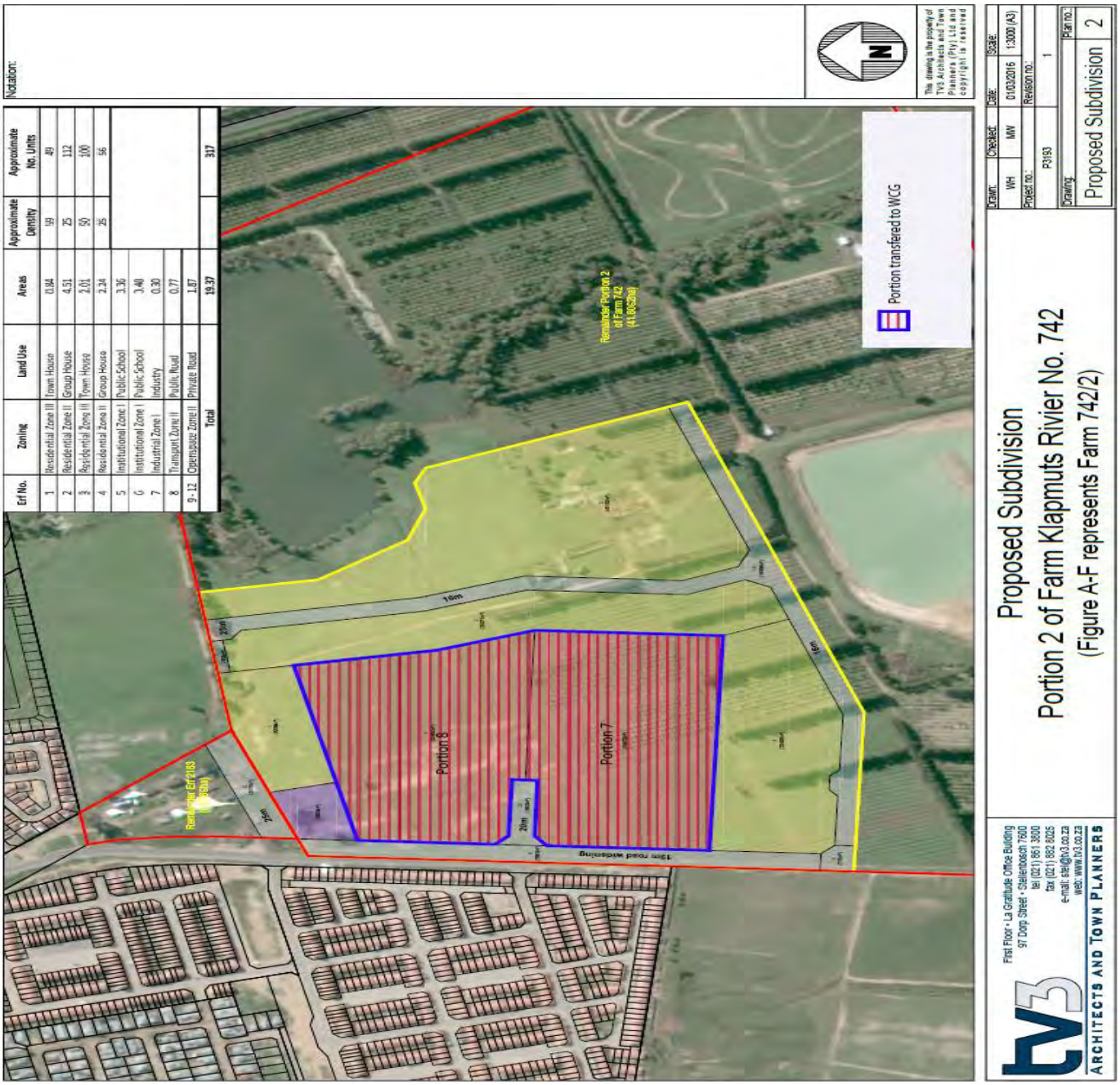
- Condition 2

The Environmental Authorisation is valid for a period of **five years** from the date of issue of this Amended Environmental Authorisation within which commencement must occur.

- Condition 8

The revised draft Environmental Management Programme ("EMPr") submitted as part of the amendment application is hereby approved and must be implemented.

3. Annexure 2: Site Plan is replaced with:



4. "Alternatives" is amended to read:

The following preferred layout of the Klapmuts Mixed-Use development has undergone a few revisions as a result of input from the Western Cape Department of Agriculture and the Western Cape Department of Education:

Layout Alternative 1 (Preferred)

This alternative entails the development of:

- Approximately 317 housing units (social, town and group housing);
- A light industrial area, where a new warehouse facility for storage will be constructed;
- Public and private roads;
- Open space areas;
- Associated bulk infrastructure will be expanded to accommodate the development and a ring feed 11 KV power line will be constructed that will link to the existing municipal infrastructure; and
- Access will be obtained off the R44 via Stellengate Boulevard and the extension of Groenfontein road, which has recently been extended.

This alternative was preferred since it took into consideration comments received from the Western Cape Department of Agriculture and the Western Cape Department of Education by removing the industrial area located to the south of the site for the preservation of agricultural land and by removing the business properties between the schools and the Groenfontein road to suit the needs of the schools. This alternative was also preferred since it incorporates the findings of the specialist studies and takes the environmental constraints of the site into account. A 32m buffer area will be implemented between the development, the two artificial storage dams and the Klapmuts River.

B. REASONS FOR THE DECISION

In reaching its decision, the Department took, inter alia, the following into consideration:

1. Portions 5 and 6 of Portion 2 of the Farm Klapmuts River No. 742, Klapmuts were sold by the Landowner, Braemer Farm Developments (Pty) Ltd to the Western Cape Government: Department of Transport and Public Works for the development of a primary and a secondary school. These two portions have been subdivided and rezoned to Portions 7 and 8 of Portion 2 of the Farm Klapmuts River No. 742, Klapmuts and are in accordance with the area designated in the Site Plan authorised in the EA issued on 24 April 2017.

2. The amendment applied for is in terms of Part 1 of the EIA Regulations, 2014 and will not change the scope of the EA issued on 24 April 2017.

3. The amendment does not trigger any new listed activities in terms of the EIA Regulations, 2014 as defined in Listing Notices 1, 2 and 3 published in Government Gazette No. 40772.

4. The amendment will not result in an increased level or nature of the impacts that were considered and assessed during the initial application for environmental authorisation.

5. The environment and the rights and interests of interested and affected parties ("I&APs") will not be adversely affected by the decision to amend the amended Environmental Authorisation.

C. CONDITIONS

1. All other conditions contained in the EA issued on 24 April 2017 (Attached as Annexure A), remain unchanged and in force.

D. APPEALS

Appeals must comply with the provisions contained in the National Appeal Regulations 2014 (as amended).

1. An appellant (if the holder of the decision) must, within 20 (twenty) calendar days from the date the notification of the decision was sent to the holder by the Competent Authority –

    1.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations 2014 (as amended) to the Appeal Administrator; and
    1.2. Submit a copy of the appeal to any registered I&APs, any Organ of State with interest in the matter and the decision-maker i.e. the Competent Authority that issued the decision. -

2. An appellant (if NOT the holder of the decision) must, within 20 (twenty) calendar days from the date the holder of the decision sent notification of the decision to the registered I&APs–

    2.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations 2014 (as amended) to the Appeal Administrator; and
    2.2 Submit a copy of the appeal to the holder of the decision, any registered I&AP, any Organ of State with interest in the matter and the decision-maker i.e. the Competent Authority that issued the decision.

3. The holder of the decision (if not the appellant), the decision-maker that issued the decision, the registered I&AP and the Organ of State must submit their responding statements, if any, to the appeal authority and the appellant within 20 (twenty) calendar days from the date of receipt of the appeal submission.

4. The appeal and the responding statement must be submitted to the address listed below:

    By post: Western Cape Ministry of Local Government, Environmental Affairs and Development Planning
    Private Bag X9186
    CAPE TOWN
    8000

    By facsimile: (021) 483 4174; or
    By hand: Attention: Mr Marius Venter (Tel: 021 483 3721)
    Room 809
    8th Floor Utilitas Building, 1 Dorp Street, Cape Town, 8001

    Note: For purposes of electronic database management, you are also requested to submit electronic copies (Microsoft Word format) of the appeal, responding statement and any

supporting documents to the Appeal Authority to the address listed above and/ or via e-mail to DEADP.Appeals@westerncape.gov.za.

5. A prescribed appeal form as well as assistance regarding the appeal processes is obtainable from the Appeal Authority at: Tel. (021) 483 3721, E-mail DEADP.Appeals@westerncape.gov.za or URL http://www.westerncape.gov.za/eadp.

E. DISCLAIMER

The Western Cape Government, the Local Authority, committees or any other public authority or organisation appointed in terms of the conditions of this EA shall not be responsible for any damages or losses suffered by the holder, developer or his/her successor in any instance where construction or operation subsequent to construction is temporarily or permanently stopped for reasons of non-compliance with the conditions as set out herein or any other subsequent document or legal action emanating from this decision.

Your interest in the future of our environment is appreciated.

Yours faithfully

Zaahir Toefy

Digitally signed by Zaahir Toefy
Date: 2022.09.07 09:23:50 +02'00'

MR. ZAAHIR TOEFY
DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)
DATE OF DECISION: 07 SEPTEMBER 2022

Cc: (1) Mr Pieter de Villiers (Cornerstone Environmental Consultants (Pty) Ltd) E-mail: pieter@cornerstoneenviro.co.za
(2) Mr Shane Hindley (Department of Transport and Public Works) E-mail: Shane.Hindley@westerncape.gov.za
(3) Mr Schalk van der Merwe (Stellenbosch Municipality) E-mail: Schalk.vandermerwe@stellenbosch.co.za

----------END----------

ANNEXURE A: ENVIRONMENTAL AUTHORISATION ISSUED ON 24 APRIL 2017

Western Cape Government
Environmental Affairs and Development Planning

Directorate: Development Management (Region 2)

REFERENCE: 16/3/3/1/B4/23/1038/16
ENQUIRIES: BERNADETTE OSBORNE
DATE OF ISSUE: 24.04.2017

The Board of Directors
Breamer Farm Development (Pty) Ltd
PO Box 12356
Die Boord
7613

Attention: Mr Etienne du Toit

Tel: (028) 514 3441
Fax: (086) 455 0942

Dear Sir

APPLICATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT 107 OF 1998) THE ENVIRONMENTAL IMPACT ASSESSMENT ("EIA") REGULATIONS, 2014: THE PROPOSED BREAMER FARM MIXED USE DEVELOPMENT ON PORTIONS OF PORTION 2 OF THE FARM KLAPMUTS RIVER NO. 742 AND ERF NO. 2183, KLAPMUTS.

1. With reference to the above application, the Department hereby notifies you of its decision to **grant** Environmental Authorisation, attached herewith, together with the reasons for the decision.

2. In terms of Regulation 4 of the Environmental Impact Assessment Regulations, 2014, you are instructed to ensure, within 14 days of the date of the Environmental Authorisation, that all registered interested and affected parties ("I&APs") are provided with access to and reasons for the decision, and that all registered I&APs are notified of their right to appeal.

3. Your attention is drawn to Chapter 2 of the Appeal Regulations, 2014 (as amended), which prescribes the appeal procedure to be followed. This procedure is summarised in the attached Environmental Authorisation.

Yours faithfully

DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 2)
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

CC: (1) S van der Merwe (Stellenbosch Municipality) Fax: (021) 887 1874
(2) P de Villiers (Cornerstone Environmental Consultants (Pty) Ltd) Fax: (021) 425 2174

2nd Floor, 1 Dorp Street, Cape Town, 8001
Tel: +27 21 483 3679/4349 Fax: +27 21 483 3633
E-mail: Bernadette.Osborne@westerncape.gov.za

Private Bag X9086, Cape Town, 8000
www.westerncape.gov.za/eadp

Western Cape Government
Environmental Affairs and Development Planning

Directorate: Development Management
(Region 2)

REFERENCE: 16/3/3/1/B4/23/1038/16
NEAS REFERENCE: WCP/EIA/0000172/2016
ENQUIRIES: BERNADETTE OSBORNE
DATE OF ISSUE: 24.04.2017

ENVIRONMENTAL AUTHORISATION

APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT 107 OF 1998) AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 (AS AMENDED): THE BREAMER FARM MIXED USE DEVELOPMENT ON PORTIONS OF PORTION 2 OF THE FARM KLAPMUTS NO. 742 AND ERF NO. 2183, KLAPMUTS.

With reference to your application for the abovementioned, find below the outcome with respect to this application.

DECISION

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") and the Environmental Impact Assessment ("EIA") Regulations, 2014 (as amended), the Competent Authority herewith **grants Environmental Authorisation** to the applicant to undertake the listed activities specified in section B below with respect to the preferred Layout Alternative 1, described in the Basic Assessment Report ("BAR"), dated January 2016.

The applicant for this Environmental Authorisation is required to comply with the conditions set out in section E below.

A. DETAILS OF THE APPLICANT FOR THIS ENVIRONMENTAL AUTHORISATION

The Board of Directors
Breamer Farm Development (Pty) Ltd
% Etienne du Toit
PO Box 12356
DIE BOORD
7613

Tel: (028) 514 3441
Fax: (086) 455 0942

The abovementioned applicant is the holder of this Environmental Authorisation and is hereinafter referred to as "**the holder**".

B. LIST OF ACTIVITIES AUTHORISED

Listed Activities	Activity/Project Description
Government Notice No. R. 327 of 7 April 2017 - **Activity Number: 24** ***The development of a road—*** *(i) for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or* ***(ii) with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres;*** *but excluding a road—* *(a) which is identified and included in activity 27 in Listing Notice 2 of 2014;* *(b) where the entire road falls within an urban area; or* *(c) which is 1 kilometre or shorter.*	The development includes the construction of roads which would exceed the threshold.
Government Notice No. R. 327 of 7 April 2017 – **Activity Number: 28** ***Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture, game farming, equestrian purposes or afforestation on or after 01 April 1998 and where such development:*** *(i) will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or* ***(ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare;*** *excluding where such land has already been developed for residential, mixed, retail, commercial, industrial or institutional purposes.*	The site was previously used for agricultural purposes.
Government Notice No. R. 327 of 7 April 2017 – **Activity Number: 45** ***The expansion of infrastructure for the bulk transportation of water or storm water where the existing infrastructure—*** ***(i) has an internal diameter of 0,36 metres or more;*** *or* *(ii) has a peak throughput of 120 litres per second or more; and* ***(a) where the facility or infrastructure is expanded by more than 1000 metres in length; or*** ***(b) where the throughput capacity of the facility or infrastructure will be increased by 10% or more;*** *excluding where such expansion—*	The development includes the expansion of existing bulk infrastructure which would exceed the threshold.

(aa) relates to transportation of water or storm water within a road reserve or railway line reserve; or *(bb) will occur within an urban area.*	
Government Notice No. R. 327 of 7 April 2017 – **Activity Number: 46** ***The expansion and related operation of infrastructure for the bulk transportation of sewage, effluent, process water, waste water, return water, industrial discharge or slimes where the existing infrastructure—*** ***(i) has an internal diameter of 0,36 metres or more;*** *or* *(ii) has a peak throughput of 120 litres per second or more; and* ***(a) where the facility or infrastructure is expanded by more than 1000 metres in length; or*** ***(b) where the throughput capacity of the facility or infrastructure will be increased by 10% or more;*** *excluding where such expansion—* *(aa) relates to the bulk transportation of sewage, effluent, process water, waste water, return water, industrial discharge or slimes within a road reserve or railway line reserve; or* *(bb) will occur within an urban area.*	The development includes the expansion of existing bulk infrastructure which would exceed the threshold.
Government Notice No. R. 324 of 7 April 2017 – **Activity Number: 15** ***The transformation of land bigger than 1000 square metres in size, to residential, retail, commercial, industrial or institutional use, where, such land was zoned open space, conservation or had an equivalent zoning, on or after 02 August 2010.*** ***In the Western Cape:*** ***i. Outside urban areas,*** *or* *ii. Inside urban areas in:* *(aa) Areas zoned for conservation use or equivalent zoning, on or after 02 August 2010;* *(bb) A protected area identified in terms of NEMPAA, excluding conservancies; or* *(cc) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act as adopted by the competent authority.*	Erf No. 2183, undetermined zone, which is municipal land will be transformed and incorporated into the development.

The abovementioned list is hereinafter referred to as "**the listed activities**".

The holder is herein authorised to undertake the following development that includes the listed activities as it relates to the development:

- Approximately 317 housing units (subsidy, town and group housing)
- Two schools, one a primary school and the other a secondary school;
- A light industrial area, where a new warehouse facility for storage will be constructed;

- Public and private roads;
- Open space areas;
- Associated bulk infrastructure will be expanded to accommodate the development and a ring feed 11 KV power line will be constructed that will link to the existing municipal infrastructure; and
- Access will be obtained off the R44 via Stellengate Boulevard and the extension of Groenfontein road, which has recently been extended.

C. SITE DESCRIPTION AND LOCATION

The listed activities will be undertaken on portions of Portion 2 of Farm Klapmuts River No. 742 and Erf No. 2183, Paarl, at the following co-ordinates:

Portion 2 of Farm Klapmuts River No. 742, Paarl:
33° 48' 58.76" South
18° 52' 14.81" East

Erf No. 2183, Paarl:
33° 48' 53.43" South
18° 52' 7.76" East

The SG digit codes are:
Portion 2 of Farm Klapmuts River No. 742, Paarl: C05500000000074200002
Erf No. 2183, Paarl: C05500040000218300000

Refer to Annexure 1: Locality Plan and Annexure 2: Site Plan.

The above is hereinafter referred to as "**the site**".

D. DETAILS OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER

Environmental Assessment Practitioner:

The Board of Directors
Cornerstone Environmental Consultants (Pty) Ltd
% Mr Pieter de Villiers
PO Box 12606
DIE BOORD
7613

Cell: (083) 243 0994
Fax: (086) 435 2174

E. CONDITIONS OF AUTHORISATION

Scope of authorisation

1. The holder is authorised to undertake the listed activities specified in Section B above in accordance with and restricted to Layout Alternative 1 in the BAR dated January 2017 on the site as described in Section C above.

2. The Environmental Authorisation is valid for a period of **five years** from the date of issue within which commencement must occur.

3. The holder shall be responsible for ensuring compliance with the conditions by any person acting on his/her behalf, including an agent, sub-contractor, employee or any person rendering a service to the holder.

4. Any changes to, or deviations from the scope of the alternative described in section B above must be accepted or approved, in writing, by the Competent Authority before such changes or deviations may be implemented. In assessing whether to grant such acceptance/approval or not, the Competent Authority may request information in order to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the holder to apply for further authorisation in terms of the applicable legislation.

Written notice to the Competent Authority

5. Seven calendar days' notice, in writing, must be given to the Competent Authority before commencement of construction activities.

   5.1 The notice must make clear reference to the site details and EIA Reference number given above.

   5.2 The notice must also include proof of compliance with the following conditions described herein:

   Conditions: 6, 10 and 16

Notification and administration of appeal

6. The holder must in writing, within 14 (fourteen) calendar days of the date of this decision–

   6.1 notify all registered Interested and Affected Parties ("I&APs") of –
   6.1.1 the decision reached on the application;
   6.1.2 the reasons for the decision as included in Annexure 3;
   6.1.3 the date of the decision; and
   6.1.4 the date when the decision was issued.

   6.2 draw the attention of all registered I&APs to the fact that an appeal may be lodged against the decision in terms of the National Appeal Regulations, 2014 (as amended) detailed in Section G below;

   6.3 draw the attention of all registered I&APs to the manner in which they may access the decision;

   6.4 provide the registered I&APs with the:
   6.4.1 name of the holder (entity) of this Environmental Authorisation,
   6.4.2 name of the responsible person for this Environmental Authorisation,
   6.4.3 postal address of the holder,
   6.4.4 telephonic and fax details of the holder,
   6.4.5 e-mail address, if any, of the holder,
   6.4.6 contact details (postal and/or physical address, contact number, facsimile and e-mail address) of the decision-maker and all registered I&APs in the

event that an appeal is lodged in terms of the 2014 National Appeals Regulations (as amended).

7. The listed activities, including site preparation, must not commence within 20 (twenty) calendar days from the date of issue of this Environmental Authorisation. In the event that an appeal is lodged with the Appeal Authority, the effect of this Environmental Authorisation is suspended until the appeal is decided i.e. the listed activities, including site preparation, must not commence until the appeal is decided.

Management of activity

8. The draft or Environmental Management Programme ("EMPr") submitted as part of the application for Environmental Authorisation is hereby approved and must be implemented.

9. The EMPr must be included in all contract documentation for all phases of implementation.

Monitoring

10. The holder must appoint a suitably experienced environmental control officer ("ECO"), before commencement of any land clearing or construction activities to ensure compliance with the EMPr and the conditions contained herein.

11. A copy of the Environmental Authorisation, EMPr, audit reports and compliance monitoring reports must be kept at the site of the authorised activities, and must be made available to anyone on request.

12. Access to the site referred to in Section C must be granted, and the environmental reports mentioned above must be produced, to any authorised official representing the Competent Authority who requests to see it for the purposes of assessing and/or monitoring compliance with the conditions contained herein.

Auditing

13. In terms of Regulation 34 of the NEMA EIA Regulations, 2014 (as amended), the holder must conduct environmental audits to determine compliance with the conditions of the Environmental Authorisation, the EMPr and submit Environmental Audit Reports to the Competent Authority. The Audit Report must be prepared by an independent person and must contain all the information required in Appendix 7 of the NEMA EIA Regulations, 2014 (as amended).

    The holder must undertake an environmental audit (quarterly for the duration of the construction phase) and submit Environmental Audit Reports to the Competent Authority (once every six months during the construction phase). The final Environmental Audit Report must be submitted to the Competent Authority (six months after operation commenced).

    The holder must, within 7 days of the submission of the report to the Competent Authority, notify all potential and registered I&APs of the submission and make the report available to anyone on request and on a publicly accessible website (if applicable).

Specific Conditions

14. Should any heritage remains be exposed during excavations or any other actions on the site, these must immediately be reported to the Provincial Heritage Resources Authority of the Western Cape, Heritage Western Cape. Heritage remains uncovered or disturbed during earthworks must not be further disturbed until the necessary approval has been obtained from Heritage Western Cape.

    Heritage remains include: meteorites, archaeological and/or palaeontological remains (including fossil shells and trace fossils); coins; indigenous and/or colonial ceramics; any articles of value or antiquity; marine shell heaps; stone artifacts and bone remains; structures and other built features with heritage significance; rock art and rock engravings; shipwrecks; and/or graves or unmarked human burials including grave goods and/or associated burial material.

15. A qualified archaeologist and/or palaeontologist must be contracted where necessary (at the expense of the holder) to remove any heritage remains. Heritage remains can only be disturbed by a suitably qualified heritage specialist working under a directive from the relevant heritage resources authority.

16. A 32 metre buffer zone must be demarcated between the development, the two artificial storage dams and the Klapmuts River before commencement of construction activities and must be maintained.

F. GENERAL MATTERS

1. Notwithstanding this Environmental Authorisation, the holder must comply with any other statutory requirements that may be applicable when undertaking the listed activities.

2. Non-compliance with a condition of this Environmental Authorisation or EMPr may render the holder liable to criminal prosecution.

3. If the holder does not commence with a listed activity within the period referred to in Condition 2, this Environmental Authorisation shall lapse for that activity, and a new application for Environmental Authorisation must be submitted to the Competent Authority. If the holder wishes to extend the validity period of the Environmental Authorisation, an application for amendment in this regard must be made to the Competent Authority prior to the expiry date of the Environmental Authorisation.

4. The holder must submit an application for amendment of the Environmental Authorisation to the Competent Authority where any detail with respect to the Environmental Authorisation must be amended, added, substituted, corrected, removed or updated. If a new holder is proposed, an application for Amendment in terms of Part 1 of the EIA Regulations, 2014 must be submitted.

    Please note that an amendment is not required if there is a change in the contact details of the holder. In this case, the Competent Authority must only be notified of such changes.

5. The manner and frequency for updating the EMPr is as follows:

Amendments to the EMPr, other than those mentioned above, must be done in accordance with Regulations 35 to 37 of GN No. R. 982 of 4 December 2014 or any relevant legislation that may be applicable at the time.

G. APPEALS

Appeals must comply with the provisions contained in the National Appeal Regulations 2014 (as amended).

1. An appellant (if the holder of the decision) must, within 20 (twenty) calendar days from the date the notification of the decision was sent to the holder by the Competent Authority –

    1.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations 2014 (as amended) to the Appeal Administrator; and
    1.2. Submit a copy of the appeal to any registered I&APs, any Organ of State with interest in the matter and the decision-maker i.e. the Competent Authority that issued the decision. –

2. An appellant (if NOT the holder of the decision) must, within 20 (twenty) calendar days from the date the holder of the decision sent notification of the decision to the registered I&APs–

    2.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations 2014 (as amended) to the Appeal Administrator; and
    2.2 Submit a copy of the appeal to the holder of the decision, any registered I&AP, any Organ of State with interest in the matter and the decision-maker i.e. the Competent Authority that issued the decision.

3. The holder of the decision (if not the appellant), the decision-maker that issued the decision, the registered I&AP and the Organ of State must submit their responding statements, if any, to the appeal authority and the appellant within 20 (twenty) calendar days from the date of receipt of the appeal submission.

4. The appeal and the responding statement must be submitted to the address listed below:

By post:	Western Cape Ministry of Local Government, Environmental Affairs and Development Planning Private Bag X9186 CAPE TOWN 8000
By facsimile:	(021) 483 4174; or
By hand:	Attention: Mr Jaap de Villiers (Tel: 021 483 3721) Room 809 8th Floor Utilitas Building, 1 Dorp Street, Cape Town, 8001

Note: For purposes of electronic database management, you are also requested to submit electronic copies (Microsoft Word format) of the appeal, responding statement and any supporting documents to the Appeal Authority to the address listed above and/ or via e-mail to Jaap.DeVilliers@westerncape.gov.za.

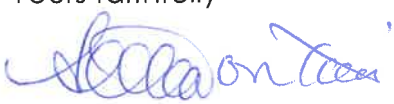
5. A prescribed appeal form as well as assistance regarding the appeal processes is obtainable from Appeal Authority at: Tel. (021) 483 3721, E-mail Jaap.DeVilliers@westerncape.gov.za or URL http://www.westerncape.gov.za/eadp.

H. DISCLAIMER

The Western Cape Government, the Local Authority, committees or any other public authority or organisation appointed in terms of the conditions of this Environmental Authorisation shall not be responsible for any damages or losses suffered by the holder, developer or his/her successor in any instance where construction or operation subsequent to construction is temporarily or permanently stopped for reasons of non-compliance with the conditions as set out herein or any other subsequent document or legal action emanating from this decision.

Your interest in the future of our environment is appreciated.

Yours faithfully



MR. HENRI FORTUIN
DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 2)

DATE OF DECISION: 24-4-17

CC: (1) P. de Villiers (Cornerstone Environmental Consultants) Fax: (086) 435 2174
(2) S. van der Merwe (Stellenbosch Municipality) Fax: (021) 886 6899

ANNEXURE 1: LOCALITY MAP



ANNEXURE 2: SITE PLAN



Erf No.	Zoning	Land Use	Areas	Approximate Density	Approximate No. Units
1	Residential Zone III	Town House	0.84	59	49
2	Residential Zone II	Group House	4.51	25	112
3	Residential Zone III	Town House	2.01	50	100
4	Residential Zone II	Group House	2.24	25	56
5	Institutional Zone I	Public School	3.36		
6	Institutional Zone I	Public School	3.48		
7	Industrial Zone I	Industry	0.30		
8	Transport Zone II	Public Road	0.77		
9 - 12	Openspace Zone II	Private Road	1.87		
Total			19.37		317

Notation:

N

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tv3
ARCHITECTS AND TOWN PLANNERS
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web: www.tv3.co.za

Proposed Subdivision
Portion 2 of Farm Klapmuts Rivier No. 742
(Figure A-F represents Farm 742/2)

Drawn	Checked	Date	Scale
WH	MW	01/03/2016	1:3000 (A3)
Project no.: P3193		Revision no.: 1	
Drawing: Proposed Subdivision		Plan no.: 2	

ANNEXURE 3: REASONS FOR THE DECISION

In reaching its decision, the Competent Authority considered, inter alia, the following:

a) The information contained in the Application Form dated 30 September 2016 and the EMPr submitted together with the BAR dated January 2017;

b) Relevant information contained in the Departmental information base, including the Guidelines on Public Participation and Alternatives (dated March 2013);

c) The objectives and requirements of relevant legislation, policies and guidelines, including section 2 of the National Environmental Management Act, 1998 (Act No. 107 of 1998);

d) The comments received from I&APs and responses to these, included in the BAR dated January 2017; and

e) The balancing of negative and positive impacts and proposed mitigation measures.

No site visits were conducted. The Competent Authority had sufficient information before it to make an informed decision without conducting a site visit.

This application was submitted in terms of the NEMA Environmental Impact Assessment ("EIA") Regulations, 2014. This decision takes into account the relevant amendments to the text of the said regulations promulgated on 7 April 2017.

All information presented to the Competent Authority was taken into account in the consideration of the application for Environmental Authorisation. A summary of the issues that were considered to be the most significant for the decision is set out below.

1. Public Participation

The public participation process included:

- identification of and engagement with I&APs;
- fixing a notice board at the site;
- giving written notice to the owners and occupiers of land adjacent to the site, the municipality and ward councillor, and the various organs of state having jurisdiction in respect of any aspect of the listed activities on 28 and 29 September 2016;
- the placing of a newspaper advertisement in the '*PaarlPost*' on 29 September 2016;
- making the pre-application Draft BAR available to I&APs for a 30 day commenting period from 8 October 2015; and
- making the Draft BAR available to I&APs for a 30 day commenting period from 3 October 2016.

All the concerns raised by I&APs were responded to and adequately addressed during the public participation process. Specific management and mitigation measures have been considered in this Environmental Authorisation and in the EMPr to adequately address the concerns raised.

The Competent Authority concurs with the Environmental Assessment Practitioner's responses to the issues raised during the public participation process and has included appropriate conditions in this Environmental Authorisation and in the EMPr.

2. Alternatives

The following preferred layout of the Klapmuts Mixed-Use development has undergone a few revisions as a result of input from the Western Cape Department of Agriculture and the Western Cape Department of Education:

Layout Alternative 1 (Preferred)

This alternative entails the development of:

- Approximately 317 housing units (social, town and group housing)
- Two schools, one a primary school and the other a secondary school;
- A light industrial area, where a new warehouse facility for storage will be constructed;
- Public and private roads;
- Open space areas;
- Associated bulk infrastructure will be expanded to accommodate the development and a ring feed 11 KV power line will be constructed that will link to the existing municipal infrastructure; and
- Access will be obtained off the R44 via Stellengate Boulevard and the extension of Groenfontein road, which has recently been extended.

This alternative was preferred since it took into consideration comments received from the Western Cape Department of Agriculture and the Western Cape Department of Education by removing the industrial area located to the south of the site for the preservation of agricultural land and by removing the business properties between the schools and the Groenfontein road to suit the needs of the schools. This alternative was also preferred since it incorporates the findings of the specialist studies and takes the environmental constraints of the site into account. A 32m buffer area will implemented between the development, the two artificial storage dams and the Klapmuts River.

No-go Option:

This alternative entails the current status quo, which is vacant land. This alternative is not preferred since the farm has a low agricultural potential and will not create employment opportunities and alleviate the need for schools and housing in the area.

3. Impact Assessment and Mitigation measures

3.1 Activity need and desirability

The development is situated outside the Klapmuts urban edge but inside the future growth corridor of Klapmuts. The Stellenbosch Integrated Development Plan (2014/15 and draft 2015/16) indicates the need for school sites in proximity of the R44 road. The development will facilitate investment into Klapmuts, create employment opportunities and alleviate the need for schools and housing in the area. The development is consistent with the spatial proposals of the Spatial Development Framework, promotes the principles of urban restructuring and is in line with the natural expansion of Klapmuts.

3.2 Biophysical Impacts

According to the Botanical Assessment dated 24 February 2015, the site previously supported *Swartland Alluvium Renosterveld,* which is classified as critically endangered vegetation. The site has however been transformed through previous land uses including mining and agricultural practices and has no remnants of indigenous vegetation remaining on the site. The site is not located in any areas identified as Critical Biodiversity Areas or Ecological Support Areas.

The Klapmuts River and two artificial storage dams are located adjacent to the site. A 32 metre buffer zone between the development, the two artificial storage dams and the

Klapmuts River will be implemented and maintained. This was included in the preferred layout and included as Condition 16 of this Environmental Authorisation.

3.3 Social Impacts

The findings of the Social Impact Assessment dated June 2015 conducted by Environmental Consulting and Research indicates that the construction and operational phase of the development would result in a number of positive social benefits for the local community and the area as a whole. These include provision of gap and middle income housing, the creation of employment and business opportunities, provision for the establishment of a much needed primary and secondary school for Klapmuts and broadening of the rates base.

3.4 Agricultural Impacts

The Agricultural Soil Potential Study dated 8 June 2015 conducted by Vinpro indicates that, dependent on the soil depth, the soil forms have medium-low to low potential for perennial crops, for example olive trees or vineyards. The soils are not suitable for high premium wine grapes because of wetness at shallow depths for most of the winter months, which impedes root growth.

3.5 Services

The Stellenbosch Municipality confirmed that there is sufficient capacity for electricity supply, potable water supply, solid waste removal and effluent discharge services for the development.

The development will result in both negative and positive impacts:

Negative Impacts:

The potential negative impacts during the construction phase of the development, such as dust and noise impacts, will be of low significance after mitigation.

Positive impacts:

The development will create employment opportunities and alleviate the need for schools and affordable housing in the area.

4. National Environmental Management Act Principles

The National Environmental Management Principles (set out in section 2 of the NEMA, which apply to the actions of all organs of state, serve as guidelines by reference to which any organ of state must exercise any function when taking any decision, and which must guide the interpretation, administration and implementation of any other law concerned with the protection or management of the environment), *inter alia*, provides for:

- the effects of decisions on all aspects of the environment to be taken into account;
- the consideration, assessment and evaluation of the social, economic and environmental impacts of activities (disadvantages and benefits), and for decisions to be appropriate in the light of such consideration and assessment;
- the co-ordination and harmonisation of policies, legislation and actions relating to the environment;
- the resolving of actual or potential conflicts of interest between organs of state through conflict resolution procedures; and
- the selection of the best practicable environmental option.

5. Conclusion

In view of the above, the NEMA principles, compliance with the conditions stipulated in this Environmental Authorisation, and compliance with the EMPr, the Competent Authority is satisfied that the proposed listed activities will not conflict with the general objectives of integrated environmental management stipulated in Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and that any potentially detrimental environmental impacts resulting from the listed activities can be mitigated to acceptable levels.

----------END----------

Our Ref: HM\\CAPE WINELANDS\DRAKENSTEIN\KLAPMUTS\PTN 2 FARM 742

iLifa leMveli
Erfenis Wes Kaap
Heritage Western Cape

Enquiries Guy Thomas
Tel: 021 483 9685
Email: guy.thomas@westerncape.gov.z

Date: 27 May 2015
Case No: 15032711GT0331E
Auto IDs: 3337 - 4028

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP
In terms of section 38(8) of the National Heritage Resources Act (Act 25 of 1999)
and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

Attention: Ms Bridget O'Donoghue
4 Oakdale Road
Newlands
Cape Town
7700

CASE NUMBER: 15032711GT0331E
NID:PROPOSED HOUSING DEVELOPMENT ON PORTION 2 OF FARM 742 AND ERF 2183, KLAPMUTS

The matter above has reference.

Your NID received on 31 March 2015 was tabled and the following was discussed:

1. The development will include construction of approximately 400 housing units as well as two schools and a light industrial development.
2. The development will change the character of the site from rural farm land to urban development.
3. No heritage impacts are expected on the site.

Final Comment:

1. You are hereby notified that, since there is no reason to believe that the proposed development will impact on heritage resources, further processes under Section 38 of the National Heritage Resources Act (Act 25 of 1999) do not apply.

Terms and Conditions:

1. This approval does not exonerate the applicant from obtaining local authority approval or any other necessary approval for the proposed work.
2. If any heritage resources, including archaeological material, palaeontological material, graves or human remains, are encountered work must cease and they must be reported to Heritage Western Cape immediately.
3. Heritage Western Cape reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number above.

Yours faithfully

Dr Errol Myburg
Interim Chief Executive Officer
Heritage Western Cape

www.capegateway.gov.za/culture_sport

Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8000 • **Postal Address:** Private Bag X9067, Cape Town, 8001 • **Fax:** +27 (0)21 483 9842 • **E-mail:** hwc@pgwc.gov.za

Straatadres: Protea Assuransie-gebou, Groentemarkplein, Kaapstad, 8000 • **Posadres:** Privaatsak X9067, Kaapstad, 8001 • **Fax:** +27 (0)21 483 9842 • **E-pos:** hwc@pgwc.gov.za

Western Cape Government
Agriculture

Cor Van Der Walt
LandUse Management
Email: LandUse.Elsenburg@elsenburg.com
tel: +27 21 808 5099 fax: +27 21 808 5092

OUR REFERENCE : **20/9/2/5/4/777**
YOUR REFERENCE : -
ENQUIRIES : **Cor van der Walt**

Klomp Group
Posbus 6353
Uniedal
7612

Att: Francois Klomp

PROPOSED DEVELOPMENT: TWO SCHOOLS, RESIDENTIAL
PORTION 2 OF THE FARM KLAPMUTS RIVER NO 742

Your emails of 05 March 2016 for the proposed 19.9 ha development for two school erven and a buffer residential erven area to act as a natural buffer zone between the larger Klapmuts South Farm areas and Klapmuts Town has reference.

After reassessing your application the Western Cape Department of Agriculture (WCDOA) would like to amend the previous letter on non-support dated 15 December 2015 as follows;

a) That Klapmuts should be economically be empowered by allowing a wider range of developments such as schools and industrials. Being said that: It is also important to protect agricultural land as agriculture is one of the drivers for the rural economy.

b) Amending the Urban edge to include this proposed development should consider agricultural practices and future pressure it will create on abutting farmland which will lead to competing rights.

c) The WCDOA is of the opinion that the Urban Edge be moved to the area as proposed of 19 ha abutting the dam to the east and of agricultural land to the south.

d) The area east and south of this proposed development also has higher soil potential and considered non-negotiable for any change of land use and should be statutory protected as agricultural land.

e) It is imperative to ensure an interface that ensures that the transition between this development and agriculture (east and south) is of such a nature that this will not lead to any change of land use as to protect he agricultural land from alienation, urban sprawl or any other non-primary agricultural use or any land use creating competing rights.

f) The WCDOA therefore supports the subdivision of Portion 2 of the Farm no 742 into i) Portion A (±19 ha) and the rezoning of Portion A to Subdivisional Area for Industrial, Institutional and residential development as per application of 8 October 2015 and email correspondence of January 2016.

Please note that in terms of the Subdivision of Agricultural Land, Act no. 70 of 1970, section 3 (f) states: "no area of jurisdiction, local rea, development area, peri-urban area or other area referred to in paragraph (a) or (b) of the definition of "agricultural land" in section 1, shall be established on, or enlarged so as to include, any land which is agricultural."

In terms of above, the consent of the National Minister of Agricultural, Forestry and Fisheries (DAFF) must also be obtained.

Please take note:

- That this is comment to the relevant deciding authorities in terms of the Subdivision of Agricultural Land Act 70 of 1970; Conservation of Agricultural Resources Act 43 of 1983 and the Land Use Planning Ordinance 15 of 1985.

- Kindly quote the above-mentioned reference number in any future correspondence in respect of the application.

- The Department reserves the right to revise initial comments and request further information based on the information received.

Yours sincerely

AS ROUX Pr Eng

DIRECTOR: SUSTAINABLE RESOURCE MANAGEMENT

23/5/16

Copies:	
Directorate Land Use and Sustainable Resource Management National Department of Agriculture Private Bag X 120 PRETORIA 0001	Department of Environmental Affairs (Ms. Marliez Oosthuizen & Ms. Helene Janser) 1 Dorp Street Cape Town 8000
Stellenbosch Municipality (Hedre Dednam & Bernabe de la Bat) PO Box 17 STEELNBOSCH 7599	Cape Winelands District Municipality (Mr. Quinton Balie) PO Box 23 PAARL 7646
Department of Environmental Affairs & Development Planning (Kobus Munro & Tanya de Waal) 1 Dorp Street Cape Town 8000	TV3 97 Dorp Street First Floor La Gratitude Stellenbosch 7600

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: 16/9/6/1-25/26 (Job 23496)
ENQUIRIES: Ms GD Swanepoel
DATE: 3 November 2015

The Director
Cornerstone Environmental Consultants
PO Box 12606
Die Boord
STELLENBOSCH
7613

Attention: Mr P de Villiers

Dear Sir

COMMENTS ON AN ENVIRONMENTAL IMPACT ASSESSMENT ON PORTION OF PORTION 2 OF FARM KLAPMUTS RIVIER 742, DIVISION PAARL AND ERF 2183, KLAPMUTS: STELLENBOSCH MUNICIPAL AREA: MAIN ROAD 27

1. Your correspondence with DEA & DP reference 16/3/3/67/1/84/23/1040/15 dated 8 October 2015, refers.

2. Please register this Branch as an Interested and Affected Party.

3. Comment is required on a Draft Basic Assessment for the proposed Braemar Farm mixed use development on portions of Portion 2 of Farm Klapmuts Rivier 742, division Paarl and Erf 2183, Klapmuts in the Stellenbosch Municipal area. The proposed mixed use area includes:-

3.1 ±354 Housing units (social housing, town and group housing

3.2 2 School sites (1 secondary and 1 primary school)

3.3 A light industrial area for a warehouse storage facility

3.4 Public and private roads and

3.5 Open space areas

4. This Branch, the Road Authority of Main Road 27 in the vicinity of the development, has the following initial comment:-

SCIENTIFIC SERVICES

postal Private Bag X5014 Stellenbosch 7599
physical Assegaaibosch Nature Reserve Jonkershoek
website www.capenature.co.za
enquiries Rhett Smart
telephone +27 21 866 8017 **fax** +27 21 866 1523
email rsmart@capenature.co.za
reference SSD14/2/6/1/9/4/742-2&2183_mixed use_Klapmuts
date **13 November 2015**

Cornerstone Environmental Consultants
P.O. Box 12606
Die Boord
Stellenbosch
7613

Attention: Pieter de Villiers
By email: info@cornerstoneenviro.co.za

Dear Pieter

Draft Basic Assessment Report for the Proposed Braemar Farm Mixed Use Development on Portion 2 of the Farm Klapmuts Rivier 742 and Erf 2183, Klapmuts
(DEA&DP ref. no. 16/3/3/6/7/1/B4/23/1040/15)

CapeNature would like to thank you for the opportunity to comment on the proposed development and would like to make the following comments. Please note that our comments only pertain to the biodiversity related impacts and not to the overall desirability of the proposed development.

The proposed development occupies a portion of Portion 2 of Farm 742, which was subject to a previous application, as referred to in the botanical specialist report. The proposed development footprint is not located in any areas identified as Critical Biodiversity Areas or Ecological Support Areas. A buffer of 32 m has been provided from the two artificial farm dams on site, one of which is instream and the other off-stream.

A botanical specialist study was undertaken which confirmed that the original vegetation that would have occurred on the site is Swartland Alluvium Fynbos (Critically Endangered), however past land uses included mining and cultivation have removed the original natural vegetation from the site such that there is only secondary vegetation that is currently present. The vegetation present on site is considered of low botanical value.

While degraded remnants in the greater vicinity are known to contain highly threatened plant species, these sites were not subject to soil disturbance which allowed the persistence of these species, unlike the subject property which has been subject to soil disturbance (mining and cultivation). CapeNature therefore agrees with the findings of the botanical specialist study that there is no reason to object to the proposed development from a botanical perspective.

One aspect of the proposed development that must be considered further is management of the stormwater. The engineering services report indicates that the stormwater will drain into the existing system to the northwest and the instream dam on to the east. Although the Klapmuts River is currently in a poor condition (although not assessed in this report), it

The Western Cape Nature Conservation Board trading as **CapeNature**
Board Members: Prof Gavin Maneveldt (Chairperson), Mr Carl Lotter (Vice Chairperson), Mr Mervyn Burton, Prof Francois Hanekom, Dr Bruce McKenzie, Ms Merle McOmbring-Hodges, Adv Mandla Mdludlu, Mr Danie Nel, Prof Aubrey Redlinghuis, Mr Paul Slack

should be ensured that the stormwater emanating from the site does not further negatively affect the river, both in terms of water quality and flow.

Previous comments on the development of the broader property refer to remnant patches of vegetation – it is assumed that this was not within the current development footprint. It is noted however, that according to Google Earth imagery, there has been the development of a track or road in the south eastern section of the property. It must be ensured that relevant approvals have been obtained for this activity.

CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.

Yours sincerely



Rhett Smart
For: Manager (Scientific Services)

cc. Bernadette Osborne, Department of Environmental Affairs and Development Planning

4.1 Main Road 27 will be affected at Km50,67 by the proposed development;

- The development area is located ±1400m by municipal road from the Main Road 27/Stellengate Boulevard (and Main Road 205) intersection
- No direct access from Farm 742/2 onto Main Road 27 will be permitted

4.2 The 15 September 2015 Traffic Study by Deca Consulting Engineers has concluded that improvements would need to be made to the Main Road 27/Stellengate Boulevard (and Main Road 205) intersection;

- Details of the proposed improvements would need to be approved by this Branch prior to the commencement of the development

5. As this Branch is not opposed to the proposed development, it will comment in detail during the Land Use Ordinance application stage.

Yours faithfully

ML WATTERS
For CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT

ENDORSEMENTS

1. Stellenbosch Municipality

   Attention: Mr Ulrich Von Molendorff (e-mail)

2. Cornerstone Environmental Consultants

   Attention: Mr Pieter de Villiers (e-mail: info@cornerstoneenviro.co.za)

3. Deca Consulting Engineers

   Attention: Ms Liezl du Plooy (e-mail: liezl@d-e-c-a.co.za)

4. District Roads Engineer
   Paarl

5. Cape Winelands District Municipality

   Attention: Mr Aubrey Stevens (e-mail)

6. The Director
   Directorate: Integrated Environmental Management
   Western Cape Government: Environmental Affairs and Development Planning
   Private Bag X9086
   CAPE TOWN
   8000

7. Mr ML Watters (e-mail)

8. Mr E Burger (e-mail)

9. Mr B duPreez (e-mail)

10. Mr R Boyes (e-mail)

11. Planning Section

Western Cape Government
Education

Directorate: Physical Resource Planning & Property Management

Melodie.Campbell@westerncape.gov.za
tel: +27 21 467 9337 fax: +27 21 467 2565

Reference: 16/3/3/1/B4/23/1018/15
Enquiries: Ms M Campbell

Cornerstone Environmental Consultants
PO Box 12606
Die Boord
Stellenbosch
7613

Per email: pieter@cornerstoneenviro.co.za

Dear Mr de Villiers

REQUEST FOR COMMENT WITH REGARDS TO THE POSITIONS OF SCHOOLS ON THE PROPERTY AND THE SITE DEVELOPMENT PLAN

Thank you for considering the comments of the Western Cape Education Department (WCED) and making the necessary amendments, as presented in the drawing **Proposed Subdivision Plan No. 2**, dated 01 March 2016.

The WCED in principal supports the proposed positioning of the school sites (Erf No. 5 & 6), which now both front onto the Groenfontein Road, as per the abovementioned drawing.

Furthermore, it is advised that consideration should be given to ensure the compatibility of the proposed industrial zoned land (Erf No. 7) - and its intended land use - with that of the adjacent school site.

I trust that you will find this comment in order. Should you require any further information, please do not hesitate to contact this Directorate.

Regards



Gerrit Coetzee
Director: Physical Resource Planning & Property Management

Date: 08 September 2016

ANNEXURE C

Previous MSDF submissions, 2007–2023

since 1991 tv3 ARCHITECTS TOWN PLANNERS URBAN DESIGNERS

FIRST FLOOR
LA GRATITUDE
OFFICE BUILDING
97 DORP STREET
STELLENBOSCH 7600
TEL 021 861 3800

Date: 30 May 2023

Our ref: Por 2 of Farm 742 Klapmuts

Stellenbosch Municipality
Municipal Manager
PO Box 17
STELLENBOSCH
7600

For attention: The Municipal Manager

PUBLIC COMMENT ON FIRST DRAFT AMENDED STELLENBOSCH MSDF - 2023

PROPOSED AMENDMENT OF KLAPMUTS TOWN URBAN EDGE – INCLUSION OF PORTION 2 OF FARM 742 AND PORTION 2 OF FARM BRONKHORST 748 (BRAEMAR FARM)

We refer to your Notice Number 37/2023 calling for public comment on the First Draft Amended Stellenbosch MSDF to be submitted by no later than 30 May 2023.

We confirm that we act on behalf of Braemar Farm Developments (Pty)Ltd the registered owner of Portion 2(remaining extent) of Farm No 742 and Portion 2 of Farm No 748, Klapmuts in the submission of this comment.

We specifically refer to Notice (No. 114/2022) as published in the Eikestad News dated 01 September 2022, regarding the process of amending the Stellenbosch Municipal Spatial Development Framework (2019) as approved by the Stellenbosch Council on 11 November 2019 and our comment submitted in this regard, dated 29 September 2022.

We in turn refer to the specific Municipal response included in the MSDF in response to the above 29 September 2022 submission as abstracted below.

- *No new studies, market support or a formal application has been received with regard to the Arra development as previously commented on the public participation response table in the MSDF 2019.*

- *The Klapmuts urban edge has been considerably adjusted in 2019 to accommodate the Stellenbosch Bridge development and the timeframe for development falls within the medium to long term (10-20 years) with no visible progress at this stage. Accordingly, the southern urban expansion into agricultural land is not supported.*

TV3 response to the March 2023 1st Draft Amended MSDF comment received in in respect Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 (Braemar Farm)

a) As a general assessment the above response to seem to be very limited in relation to the extent and detail of the submission made in this regard and creates the impression that it was in fact cut and pasted as comment in response to another property or submission, as the reference in the comment refers to the Arra development and not Braemar application properties per se. The latter unfortunately raises the question as to whether the previous submission was considered in any detail at all.

b) Notwithstanding, the comment which suggests that no new studies, market support of formal application was received does not align with the history of studies conducted and applications and MSDF submissions made in respect of the application properties. In this regard we again highlight for the record the following planning considerations with specific reference to the approximate 19ha portion of Portion 2 of Farm 742 which constitutes part of the larger Braemar Farm portion extent:

- The subject properties formed part of a comprehensive formal 278-page application for rezoning and subdivision for an approximate 19ha portion of specifically Portion 2 of Farm 742, prepared in terms of the Municipal Planning By-Law (2015), duly submitted to the Stellenbosch Municipality, dated 16 March 2016 which application at the time included the following Specialist Reports:

  Engineering Services
  Traffic Assessment
  Botanical Assessment
  Agricultural Soil Potential Assessment
  Archaeological Assessment
  Social Impact Assessment
  Heritage Impact Assessment
  NEMA Environmental Impact Assessment

- The abovementioned application documentation submitted at the time, provided for a site specific detailed motivation based on amongst others the soil potential and botanical assessments and in addition included for consideration letters of approval / support from Heritage Western Cape, Provincial Departments of Agriculture and Education, Provincial Roads Authority and Cape Nature respectively.

- The above application was after submission administratively processed up to the stage that an Eikestad Public Advertisement was commissioned which then had to be summarily stopped when Stellenbosch Municipality effectively terminated the application on the basis of the SPLUMA and Planning By-Law interpretation at the time which implied that an application could not be made in terms of the Planning By-Law for a deviation from an approved MSDF but rather had to be affected through a process of MSDF amendment as part of the normal cycle of MSDF revision, hence the various MSDF submissions that followed over time and now made again in respect of the application property.

- Notwithstanding the termination of the Planning By-Law Application at the time, the above process in turn concluded in formal Environmental and Heritage Authorisations being issued for the proposed development of approximately 19ha of Portion 2 of the Farm 742 the extent of which is depicted on **Plan No. 1**, attached hereto. The Environmental Authorisation in question was subsequently duly amended so as to allow for an additional 5-year validity period which expires on 2 September 2027.

- With reference to the statement that no new market research was presented in support of the above submission, it is worth noting that a detailed Klapmuts Special Development Area Economic Feasibility Study (SDA) was drafted by BEAL Africa on behalf of the Stellenbosch Municipality (2018) which study arguably should have formed the basis for the drafting of the November 2019 MSDF with specific reference to Klapmuts Town. The latter study amongst others provided for the inclusion of Portion 2 of Farm No 742 and Portion 2 of Farm 748 within the urban edge and duly designated the properties in question for future urban development purposes.

- The adopted Stellenbosch Municipal Spatial Development Framework of November 2019 however effectively discarded the findings and recommendations of the abovementioned Klapmuts SDA Study, resulting in a scenario where the current adopted urban edge alignment (with specific reference to the subject properties) accordingly does not afford Klapmuts-South the opportunity to be developed as contemplated in the abovementioned Klapmuts SDA Study. Based on the above and latter considerations it is not clear what the purpose of any new market research would serves if the recommendations of the Municipal Klapmuts SDA Study was in the first instance not adopted or accommodated.

- With reference to the statement that no “visible” progress was made it should be noted and as stated in the previous submission, the above the landowner entered into an agreement with the Western

Cape Government Department of Education for the acquisition of two school sites which sites constituted part of the NEMA EIA approved 19 ha development on Portion 2 of Farm 742.

- The above agreement resulted in a separate rezoning and subdivision application for the establishment of the two school sites in question, which application was duly approved on 17 September 2020. The context of the two approved school sites, relative to the proposed 19 ha development of Portion 2 of Farm 742, now referenced as subdivided Portions 7 and 8 of Portion 2 of Farm 742, is depicted on **Plan No. 1**. The contextual plan in turn also depicts the current adopted Urban Edge alignment and confirms that the current alignment amongst others does not coincide with the approved surveyed subdivided school sites and has to amended accordingly.

- The Provincial Department of Education subsequently formally appointed TV3 Architects and Townplanners to proceed with the architectural design of the two respective Educational facilities which action is currently in process, with site works having commenced one of the school sites in question.

- Notwithstanding the above background context and actions the reference to lack of "visible" progress is not to be construed as a reflection on the side of the land owner but rather:

  - The direct result of the MSDF alignment and urban edge considerations which have effectively terminated any formal further application process submissions for the last seven years in view of the fact that the application properties notwithstanding all the relevant considerations and submission have to date not been included within the urban edge; and

  - The timeframe for the completion of the application for the development of the two school sites which spanned more than two years.

In addition to the above, the following general planning considerations served to confirm the current development dynamics and potential changes in the immediate surrounding environment which potentially impacts on the future development context of the subject properties in question:

- As mentioned above the formal approval for the rezoning and subdivision of Portion 2 of Farm 742 in order to create Portions 7 and 8 of Farm 742 as future school sites;

- Proposed development application for Portion 1 of Farm 717 which abuts Portion 2 of Farm 742 directly to the North, currently being considered;

- The tender proposal for the development of Erf 2183, a portion of Municipal owned land which abuts Portion 2 of Farm 742 directly to the North;

- Schematic representation of the Stellenbosch Roads Master Plan in relation to the R44 Road Access Management Plan is depicted on Plan No 1 attached hereto; and

- Three potential future link roads as depicted on attached **Plan No 1**, as included in the Draft Klapmuts Road network Plan prepared by ICE (now UDSA) Consulting Engineers which include the following proposals:

  - Groenefontein / R44(Bot Belly) Link Road which proposed link road runs directly North of Portion 2 of Farm 742;
  - Extension of the Groenefontein Road (SRMP 034); and
  - Stellenbosch Bridge / R44 (Class 4 SRMP 062) Link Road which effectively runs along the southern cadastral boundary of Portion 2 of Farm 742.

Summary conclusion

Notwithstanding the wide ranging well motivated and detailed MSDF inputs referred to in our previous submissions which spans a timeframe of approximately 12-years, the subject properties, with the exception of the now approved two school sites, effectively remained outside the adopted November 2019 and Urban Edge alignment and now again with reference to the 1st Draft Amended 2023 MSDF proposal.

Accordingly, this further submission again serves as a duly motivated request for the reconsideration of the inclusion of Portion 2(remaining extent) of Farm 742 and Portion 2 of Farm Bronkhorst 748 within the Klapmuts Town Urban Edge for Urban Development purposes as depicted on the **Plan No. 1** attached hereto.

It is our opinion that the continued exclusion of the application properties from the current proposed amended 1st Draft 2023 MSDF Urban Edge will result in:

- Effectively any new formal application submission(s) being delayed until 2029 for consideration of the then MSDF Revisions cycle for possible inclusion of the application properties within the MSDF urban edge, before any formal applications can be proceeded with on the basis of being aligned with the MSDF;

- Any interim so-called Site-Specific Application approach is not supported from an applicant risk and cost perspective in so far as such application will only serve to present all of the already known detail site considerations captured in the previous / existing specialist studies conducted and approvals granted to date. This statement position is based on the question why the latter considerations, which have also been duly presented in the various MSDF submissions to date but at no point in time received favorably consideration, could or should result in a different evaluation outcome merely because it is presented as an individual application outside of the MSDF process itself; and

- Further it is a given that all of the existing approvals would have lapsed by 2029 which would imply that completely new applications will have to be lodged in terms of NEMA as well as the Heritage Resources Act in addition to a Planning By-Law application. Based on current practice the latter complete application will require an approximate further five-year time frame to complete which effectively implies that the application properties will remain vacant and derelict until at least 2034. It is our opinion that the latter scenario will present the land owner with a significant challenge to secure and protect the land for at least another ten years from potential vandalism and illegal settlement given that the confirmed agriculture potential of the application properties does not justify any future ongoing agricultural investment in the properties per se. Failure in this regard in turn will clearly be to the detriment of the surrounding abutting development context including the two school sites in the process to be developed over the next number of years

Please note that the above further comment should be considered in conjunction with our comprehensive submission of 29 September 2022 as the latter remains valid in all regards.

We trust that you will find the above input will have your favorable consideration. Should you have any inquiries in the above regard you are welcome to contact Mr. T. Walters.

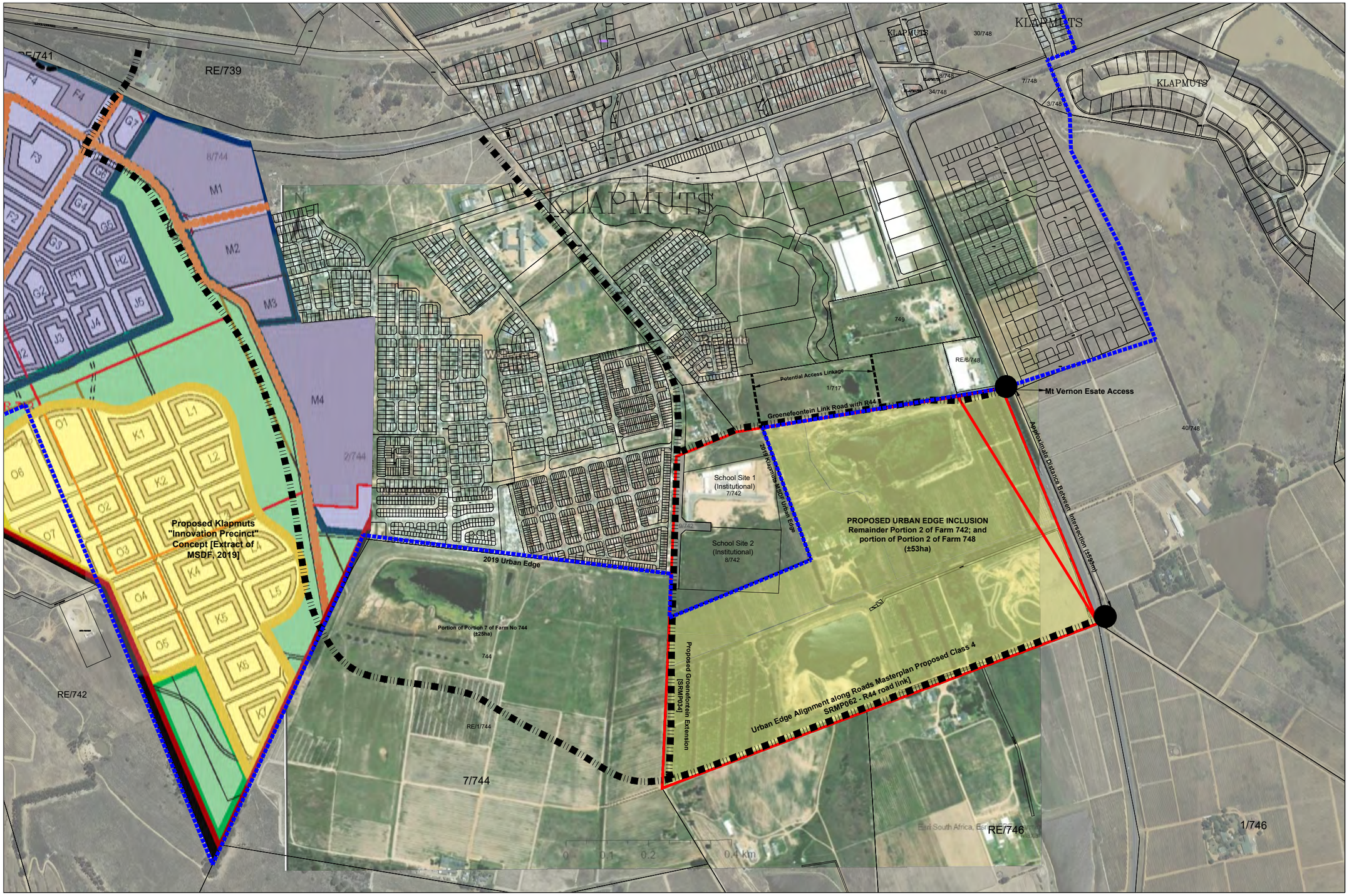
Kind regards

TV3 PROJECTS (PTY) LTD

PLAN NO. 1

1ST DRAFT AMENDED STELLENBOSCH MSDF INPUT

PORTION 2 OF FARM 742 AND PORTION 2 OF FARM BRONKHORST 748 KLAPMUTS



Notation:

2019 Urban Edge

Schematic representation of the Municipal Roads Master Plan linkage with the R44 Access Management Plan.

Proposed Intersection positions on the R44 in line with the R44 Access Management Plan

N

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tv3 ARCHITECTS TOWN PLANNERS URBAN DESIGNERS
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MSDF COMMENT PLAN

Proposed Inclusion of A Subdivided Portion of Portion 2 of Farm Klapmuts River No 742, and Portion 2 of Farm 748 within the Urban Edge for Urban Development Purposes

Drawn:	Checked:	Date:	Scale:
WH	MW	30/05/2023	NTS
Project no.:		Revision no.:	
P3193		2	
Drawing:			Plan no.:
MSDF MAY 2023			1

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TEL 021 861 3800

Date: 29 September 2022

Our ref: Por 2 of Farm 742 Klapmuts

Stellenbosch Municipality
Municipal Manager
PO Box 17
STELLENBOSCH
7600

For attention: Municipal Manager

PROPOSED AMENDMENT OF KLAPMUTS TOWN URBAN EDGE – INCLUSION OF PORTION 2 OF FARM 742 AND PORTION 2 OF FARM BRONKHORST 748 (BRAEMAR FARM)

Reference is made to Notice (No. 114/2022) as published in the Eikestad News dated 01 September 2022, regarding the process of amending the Stellenbosch Municipal Spatial Development Framework (2019) as approved by the Stellenbosch Council on 11 November 2019.

This company has been requested by Braemar Farm Developments (Pty)Ltd [registered owner of Portion 2 of Farm No 742 and Portion 2 of Farm No 748, Klapmuts] to prepare the comments below and to duly be registered as a Registered and Affected Party on their behalf.

With regard to the above, herewith a summary compilation of all historical written inputs and motivations submitted to the Stellenbosch Municipality, with specific reference to the proposed inclusion of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 (Braemar) within the proposed Urban Edge of Klapmuts Town as depicted on **Plan No. 1** attached hereto as **Section C**, as well as a further summary submission for the consideration of the amendment of the Stellenbosch MSDF Urban Edge in respect of Klapmuts Town.

Reference is also made to the submission documentation submitted on 11 January 2022 with the Stellenbosch Municipality for the consideration of the amendment of the Stellenbosch MSDF Urban Edge in respect of Klapmuts Town, as part of the Amended SDF/IDP/ Budget time schedule / Process Plan 2022/23 as requested by the Notice that was published in the Eikestad News dated 02 December 2021.

A. Record of historical Stellenbosch MSDF submission and inputs Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 (Braemar Farm)

The proposed inclusion of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 (Braemar Farm) has to date been the subject of written inputs and motivations in response to formal rounds of drafting and amendments to Stellenbosch Municipal Spatial Development Framework over a period of approximately 12-years, effectively between 2007 and 2019.

The following documents were submitted formally on behalf of Braemar Farm (Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748) and other abutting land owners, with reference amongst others to the inclusion of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 within the Klapmuts Town Urban Edge:

1. MSDF Input - 3 Sept 2007 (on behalf of six property owners, including Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748;

2. MSDF - 12 May 2008 (on behalf of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 as well as, Portion 1 of Farm 744;
3. MSDF - 31 May 2010 (on behalf of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748);
4. MSDF - 24 April 2018 (on behalf of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748);
5. MSDF - 23 April 2019 (collective input on behalf of various land owners including Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748);
6. MSDF - 5 July 2019 (on behalf of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748);

A chronological record of all of the relevant inputs as listed above and copies of the relevant correspondence are attached hereto as **Section A**.

B. Further motivation / submission for the inclusion of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 (Braemar Farm) within the Klapmuts Town Urban Edge.

This further request / motivation for the inclusion of Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 within the Klapmuts Town Urban Edge for Urban Development purposes, is amongst others based on the following broader Spatial Planning premises:

- Klapmuts has over an extended period of time been designated as a primary / regional growth node with its regional context.

- In support of the above vision a detailed Klapmuts Special Development Area Economic Feasibility Study (SDA) was drafted by BEAL Africa on behalf of the Stellenbosch Municipality (2018) which study arguably should have formed the basis for the drafting of the November 2019 MSDF with specific reference to Klapmuts Town. The latter study amongst others provided for the inclusion of Portion 2 of Farm No 742 and Portion 2 of Farm 748 within the urban edge and duly designated the properties in question for future urban development purposes. A copy of the Klapmuts SDA Plan referred to is attached hereto as **Section B.**

- The adopted Stellenbosch Municipal Spatial Development Framework of November 2019 however effectively discarded the findings and recommendations of the abovementioned Klapmuts SDA Study, resulting in a scenario where the current adopted urban edge alignment (with specific reference to the subject properties) accordingly does not afford Klapmuts-South the opportunity to be developed as contemplated in the abovementioned Klapmuts SDA Study. In this regard specific reference is made to the detailed collective MSDF input submission dated 23 April 2019, a copy of which is included as hereto as part of **Section A**.

In addition to the above broader spatial planning considerations, the following site-specific consideration apply to the subject properties in question:

- The subject properties formed part of a formal rezoning and subdivision Municipal Planning By-Law (2015) application, duly submitted to the Stellenbosch Municipality, dated 16 March 2016.

- The abovementioned application documentation that were submitted at the time, provided for a site specific detailed motivation (i.e. soil potential studies, botanical assessment, etc.) for consideration and amongst others includes letters of approval / support from Heritage Western Cape, Provincial Department of Agriculture and Education, Provincial Roads Authority and Cape Nature respectively.

- The above process in turn concluded in a formal Environmental and Heritage Authorisation being issued for the proposed development of approximately 19ha of Portion 2 of the Farm 742 the extent of which is depicted on **Plan No. 1**, attached hereto are as **Section C**. The Environmental Authorisation in question was subsequently duly amended so as to allow for an addition 5-year validity period which expires on 2 September 2027.

- In addition to the above the landowner entered into an agreement with the Western Cape Government Department of Education for the acquisition of two school sites which sites constituted part of the NEMA EIA approved 19 ha development on Portion 2 of Farm 742.

- The above agreement resulted in a separate rezoning and subdivision application for the establishment of the two school sites in question, which application was duly approved on 17 September 2020. The context of the two approved school sites, relative to the proposed 19 ha development of Portion 2 of Farm 742, now referenced as subdivided Portions 7 and 8 of Portion 2 of Farm 742, is depicted on **Plan No. 1**. The contextual plan in turn also depicts the current adopted Urban Edge alignment and confirms that the current alignment amongst others does not coincide with the approved surveyed subdivided school sites and has to amended accordingly.

- The Provincial Department of Education subsequently formally appointed TV3 Architects and Townplanners to proceed with the architectural design of the two respective Educational facilities which action is currently in process.

In addition to the above site-specific considerations, the following general planning considerations served to confirm the current development dynamics in the immediate surrounding environment which potentially impacts on the future development context of the subject properties in question:

- As mentioned above the formal approval for the rezoning and subdivision of Portion 2 of Farm 742 in order to create Portions 7 and 8 of Farm 742 as future school sites;
- Proposed development application for Portion 1 of Farm 717 which abuts Portion 2 of Farm 742 directly to the North, currently being considered;
- The tender proposal for the development of Erf 2183, a portion of Municipal owned land which abuts Portion 2 of Farm 742 directly to the North; and
- Schematic representation of the Stellenbosch Roads Master Plan in relation to the R44 Road Access Management Plan is depicted on Plan No 1 attached hereto; and

- Three potential future link roads as depicted on attached **Plan No 1**, as included in the Draft Klapmuts Road network Plan prepared by ICE (now UDSA) Consulting Engineers which include the following proposals:

    - Groenefontein / R44(Bot Belly) Link Road which proposed link road runs directly North of Portion 2 of Farm 742;
    - Stellenbosch Bridge / R44 **Alternative 1** Link Road which effectively dissects Portion 2 of Farm 742 in a northern and southern portion; and
    - Stellenbosch Bridge / R44 **Alternative 2** Link Road which effectively runs along the southern cadastral boundary of Portion 2 of Farm 742.

Summary conclusion

Notwithstanding the wide ranging well motivated MSDF inputs and submissions referred to above, which submissions spans a timeframe of approximately 12-years, the subject properties, with the exception of the now approved two school sites, effectively remains outside the adopted November 2019 Urban Edge alignment.

Accordingly, this further submission again serves as a duly motivated request for the consideration of the inclusion of amongst others Portion 2 of Farm 742 and Portion 2 of Farm Bronkhorst 748 within the Klapmuts Town Urban Edge for Urban Development purposes on the following proposed phased basis:

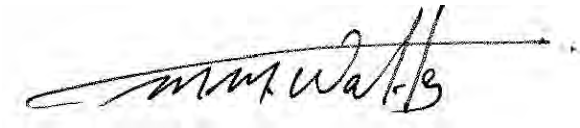
- As a Phase 1 approach, the inclusion of the remainder of the NEMA approved 19ha portion of Portion 2 of Farm 742 currently excluded from the adopted November 2019 Urban Edge alignment;

- As a Phase 2 approach, the further general inclusion of the remaining properties (or part thereof) located to the north of the **Alternative 1** proposed alignment of the future Stellenbosch Bridge / R44 link road; and

- As a Phase 3 approach, in the event that Alternative 2 becomes the adopted preferred link road, then the future general inclusion of the properties (or part thereof) located to the north of the proposed **Alternative 2** alignment of the future Stellenbosch Bridge / R44 link road.

We trust that you will find the above in order. Should you have any inquiries in the above regard you are welcome to contact Mr. T. Walters.

Kind regards

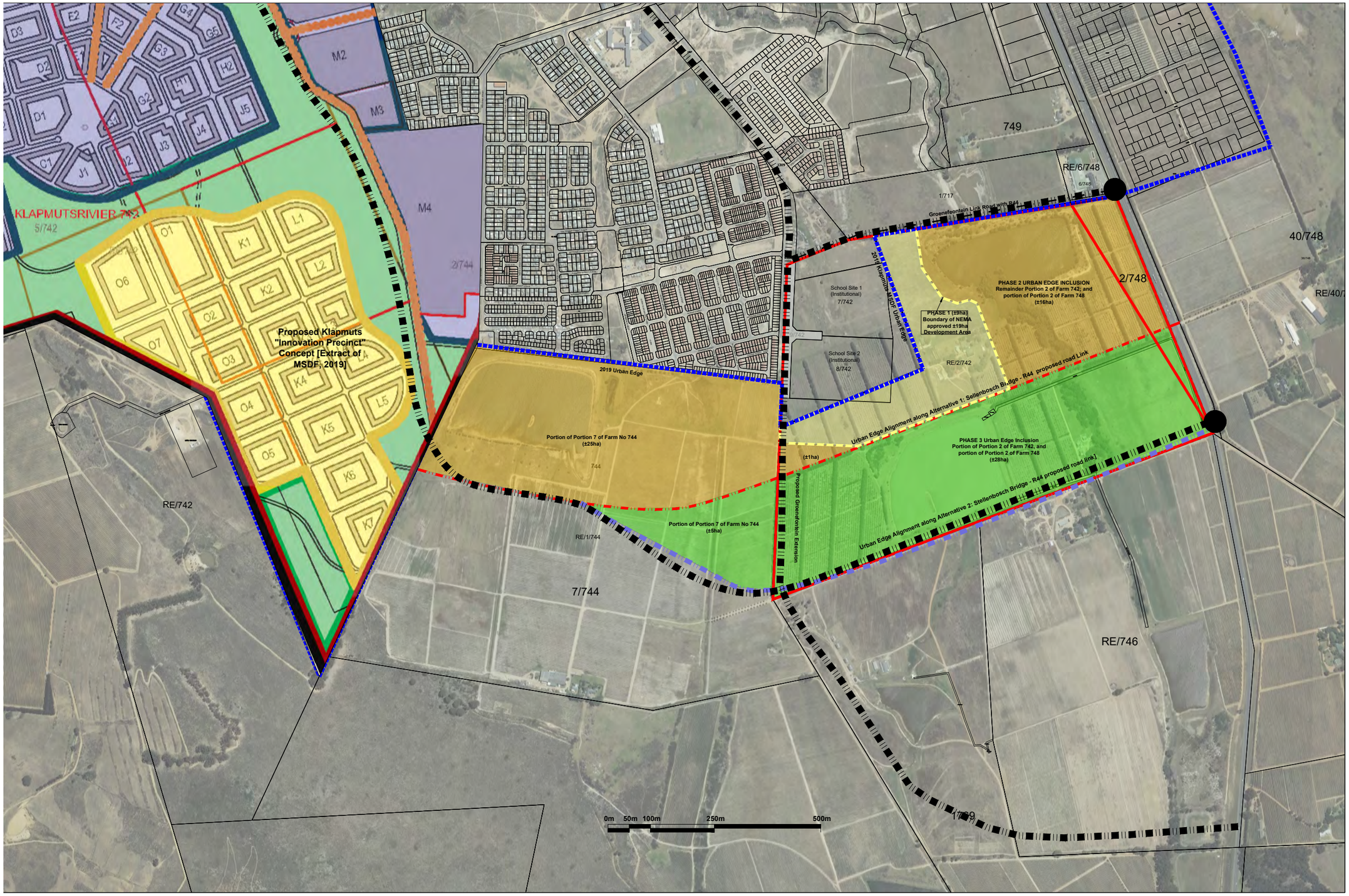


TV3 PROJECTS (PTY) LTD

SECTION A

PLANS

CONTEXTUAL MSDF INPUT PLAN NO 1 – PORTION 2 OF FARM 742 AND PORTION 2 OF FARM BRONKHORST 748 (BRAEMAR FARM)



Notation:

2019 Urban Edge

Schematic representation of the Municipal Roads Master Plan linkage with the R44 Access Management Plan.

Proposed Intersection positions on the R44 in line with the R44 Access Management Plan

N

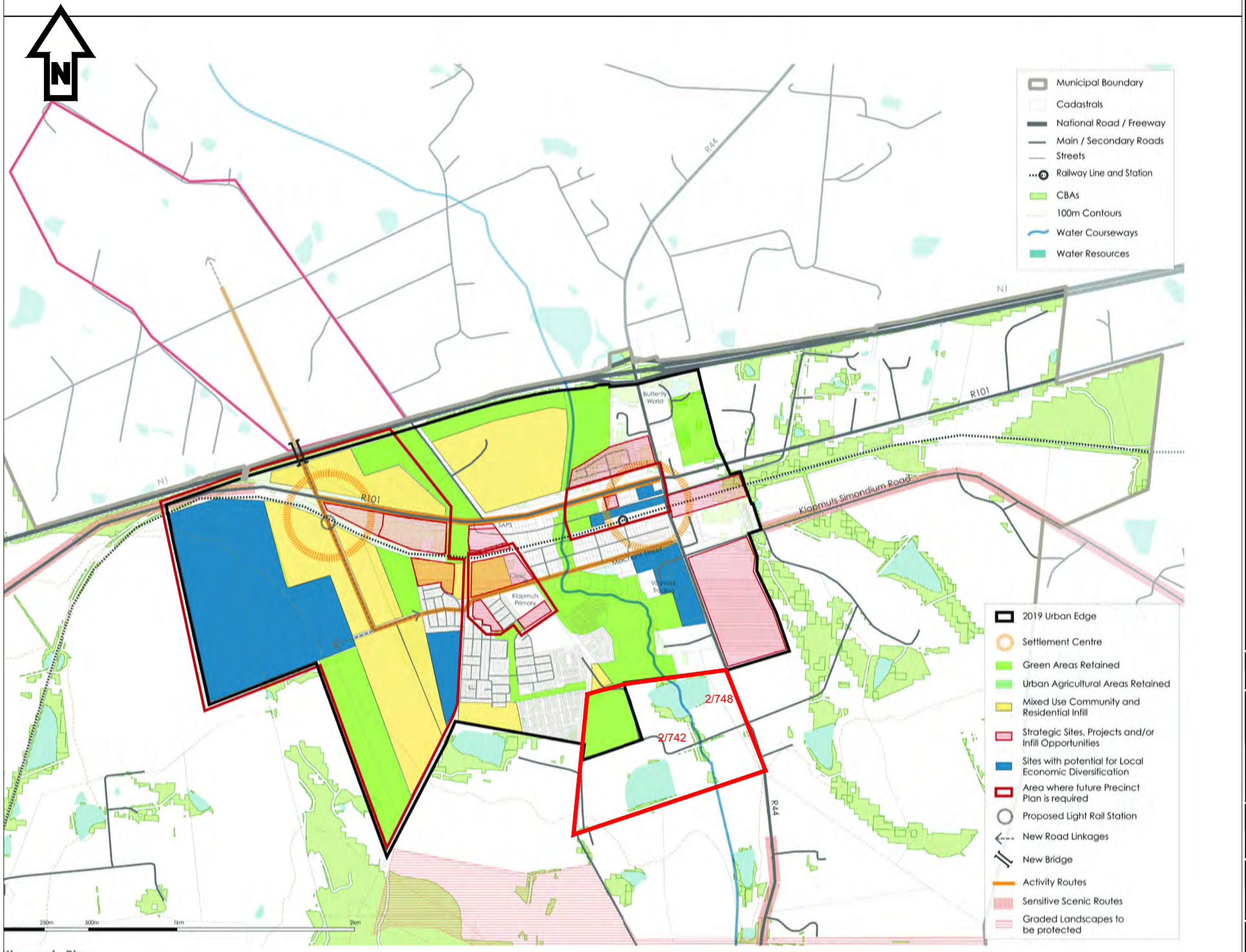
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STELLENBOSCH 7600 | TEL +27 (21) 861 3800 | www.tv3.co.za

MSDF COMMENT PLAN

Proposed Inclusion of A Subdivided Portion of Portion 2 of Farm Klapmuts River No 742, and Portion 2 of Farm 748 within the Urban Edge for Urban Development Purposes

Drawn:	Checked:	Date:	Scale:
WH	MW	26/09/2022	NTS
Project no.:		Revision no.:	
P3193		1	
Drawing:			Plan no.:
Draft			1



Klapmuts Plan

ch Municipality / Spatial Development Framework / Approved by Council on 11 November 2019

Notation:

Extract of adopted MSDF 2019, Klapmuts

All areas and dimensions are approximate and should be verified by a professional land surveyor.

Drawing:		Plan no.:
SDF -KLAPMUTS		2
Date:	Scale:	
27/09/2022	1:###	
Project no.:	Drawn:	Checked:
Ptn 7/ 744	AP	#####

Property Description:

Portion 2 of Farm 742, and Portion 2 of Farm 748, KLAPMUTS

MSDF

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Municipal Manager
Stellenbosch Municipality
Town Hall
STELLENBOSCH
7600

TV3
Van der Bijlhuis
37 Market Street
Stellenbosch 7600
Tel (021) 887 1321
Fax (021) 883 2150
e-mail: stel@tv3.co.za

Your Ref.: Our Ref: E262 Enquiries: A Prinsloo Date: 12 May 2008

For Attention: Mr J.C Anthony

Re: PROPOSED INCLUSION OF PORTION 2 OF THE FARM KLAPMUTS RIVER NO. 742, PORTION 2 OF THE FARM BRONKHORST NO. 748 (BRAEMAR), AND A PORTION OF PORTION 1 OF THE FARM 744, PAARL DIVISION, KLAPMUTS

The owners of the abovementioned properties located to the south of Klapmuts are currently in process of preparing a development application on the said properties (portion 2 of the farm 742 and portion 2 of the farm 748), as indicated on the attached plan.

Applications for the establishment of development rights have already been submitted to the Department of Agriculture.
The application area is located within the southern area of Klapmuts, and is bordered by the R44 to the east. The property is bordered by a low cost housing development to the north-west and the Potbelly Pantry (butchery, restaurant etc.) to the north.

The application area is located in an area with a mixed use consisting of residential, commercial and agriculture. Thus it is deemed that the inclusion of these properties within the proposed urban edge of Klapmuts is appropriate, thus formalising the existing settlement of Klapmuts in this manner.

The suitability of the soils of the application area for agriculture i.t.o a soil potential survey report are low -very low and therefore not recommended for successful economic growing of vineyards. Current crop-production (lemon trees) on the Farm BRAEMAR has very low economical advantages due its low yield. This is due to the lower soil potential of the property.

TV3 GROUP
TRUSTEES JH Janse van Rensburg B Sc M (T&RP) TRP (SA) MSAPI HK van der Spuy B Sc (Build) B Arch Dip Arb Pr Arch MIArch E Swanepoel B Build B Arch Pr Arch MIArch JG Brink B Arch Dip Proj Man Pr Arch MIArch J de M Ehlers B Hons (Publ Adm) M (T&RP) TRP (SA) MSAPI LR Heunes B Arch Pr Arch NJ Smit B Arch Pr Arch MM Walters Hons (Geogr) M (T&RP) TRP (SA) MSAPI
ASSOCIATES CR Heys B Econ M (T & RP) TRP (SA) MSAPI J Breuninger N Dip Arch
ARCHITECTS AND PLANNERS | ARGITEKTE EN BEPLANNERS • TAYLOR | VAN RENSBURG | VAN DER SPUY TRUST REG. NR. IT/2948/99

***Reasons for the inclusion of the properties indicated above are, inter alia, as follow (and indicated on the attached Plan)*:**

i. the **inclusion of the properties,** the urban edge alignment would form a **geometrical, natural- and manageable outer edge border of the town** of Klapmuts, taking into account the existing low cost housing initiative as well as proposed expansion thereof bordering the property to the north,versus that of a jagged edge that could be subject to developmental pressure in the future.

ii. **The proposed inclusion** of the properties in concern has the potential to **rehabilitate the riverine that crosses** the property in a sustainable manner. This riverine feeds both the waterbodies located on farm 717 and the properties located further north. The sustainable rehabilitation of the riverine corridor would be to the benefit of the immediate surrounding area as well as to the broader Klapmuts community.

iii. **The properties in concern displays a lower order soil potential** as indicated in a soil potential study that was undertaken for the property. Current crop harvesting on the property has indicated that the yield on the property is poor.

iv. **The properties have low economical value from agricultural crop production,** due its agricultural potential.

v. **Protection of agricultural areas to the south of the Farm Braemar and Portion 1 of Farm 744.**

As an objective of urban edges are to protect larger agricultural entities on the urban fringes of urban areas, the inclusion of the properties would therefore contribute towards the protecting of the larger agricultural (higher potential areas) farmlands located further south of the properties. This is based on the locality of the properties being located between the high density low cost housing initiative (and extension thereof) and the mixed land use area known as the Potbelly Pantry as well as the proposed development on Farm 717.

Additionally the inclusion of the property could contribute towards the **implementation of a sustainable urban – rural interface, with the provision of a transition area** between the higher urban densities of the low cost housing and the farmlands to the south of the properties in concern.

vi. **No heritage resources** of value are to be found on the property.

vii. As part of the current initiative (i.e Spatial Development Framework) in Klapmuts, **the extension of the Groenefontein Minor Road is being investigated. It is proposed that this road forms a North-South** link between the northern and southern parts of Klapmuts, in alleviating the traffic congestion as well as for sustainable urban management. The proposed extension of the Groenefontein link road, could cross the properties in concern connecting to the R44.

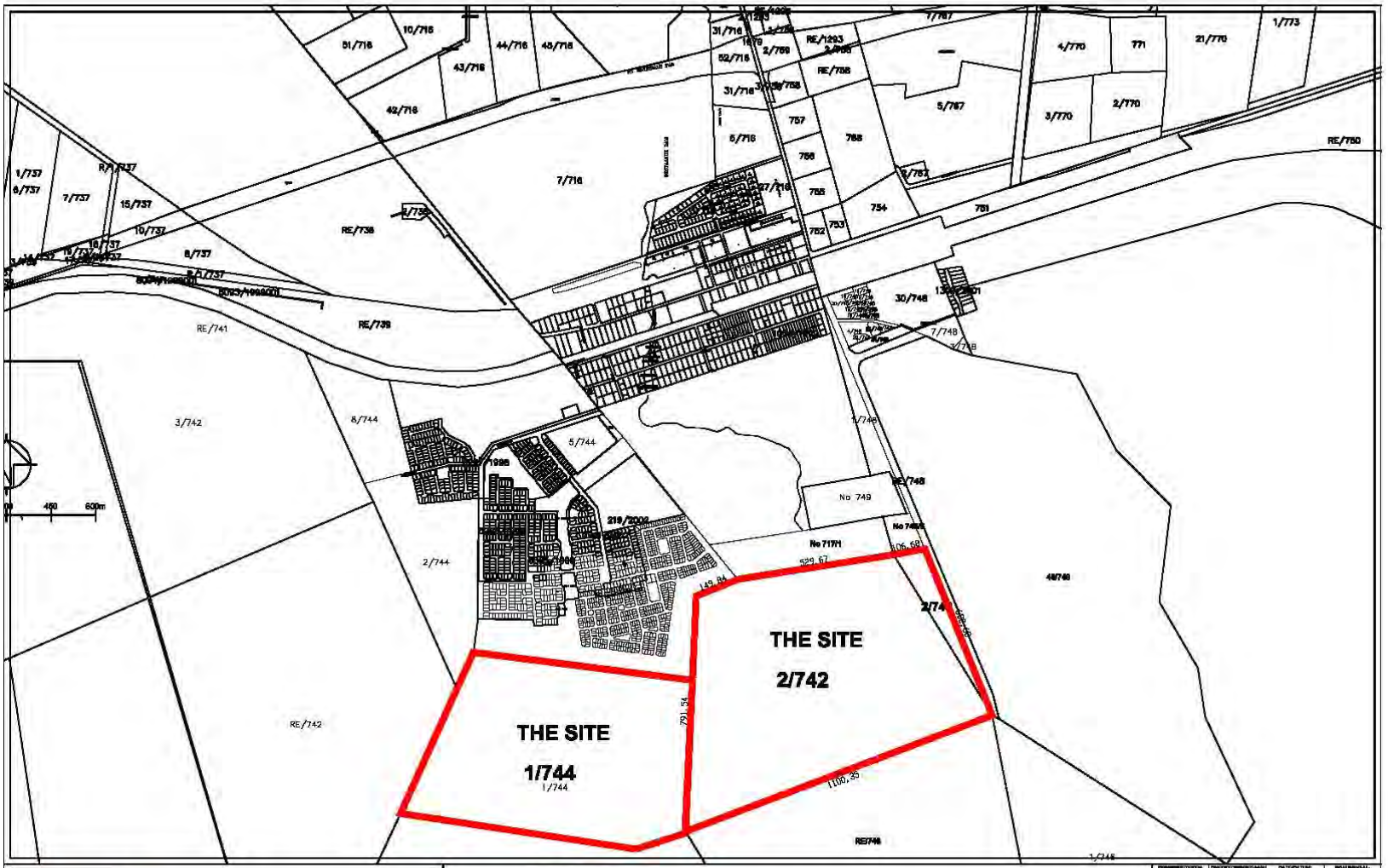
This would have the effect that Klapmuts is accessible from more than one access road, and would dramatically decrease the traffic congestion evident at the main intersection at the centre of town.

viii. **The 2001 Structure Plan included proposals for waterside- and village housing**. The properties have the potential to comply with this proposal, as a large dam is located in the site. The development waterside housing would contribute towards the 'Greening' of Klapmuts, and to make it an urban place of environmental sustainability with appropriate scaling between the urban and rural fabric.

ix. **Inclusion of the properties in concern would support the longterm economical growth** and prosperity of Klapmuts.

In lieu of the abovementioned, we believe that the inclusion of the properties within the urban edge would lead to the positive formalisation of Klapmuts, from which other valuable agricultural land would be protected from leapfrog development. Furthermore with the delineation of the urban edge including these properties, an effective and manageable urban edge would be created, by which the larger agricultural farms to the south would be protected.

Kind Regards



TV3
Taylor | van Rensburg | van der Spuy

LOCALITY
FARMS 742/2 & 748/2, KLAPMUTS
and Portion 1 of Farm 744

NW	NW	02 - 06 - 2009	NTS

C1000 REG LOC.DWG

PROJECT NO / PROJEK NR.	PLAN NO.
C1000 - KLAPMUTS	1



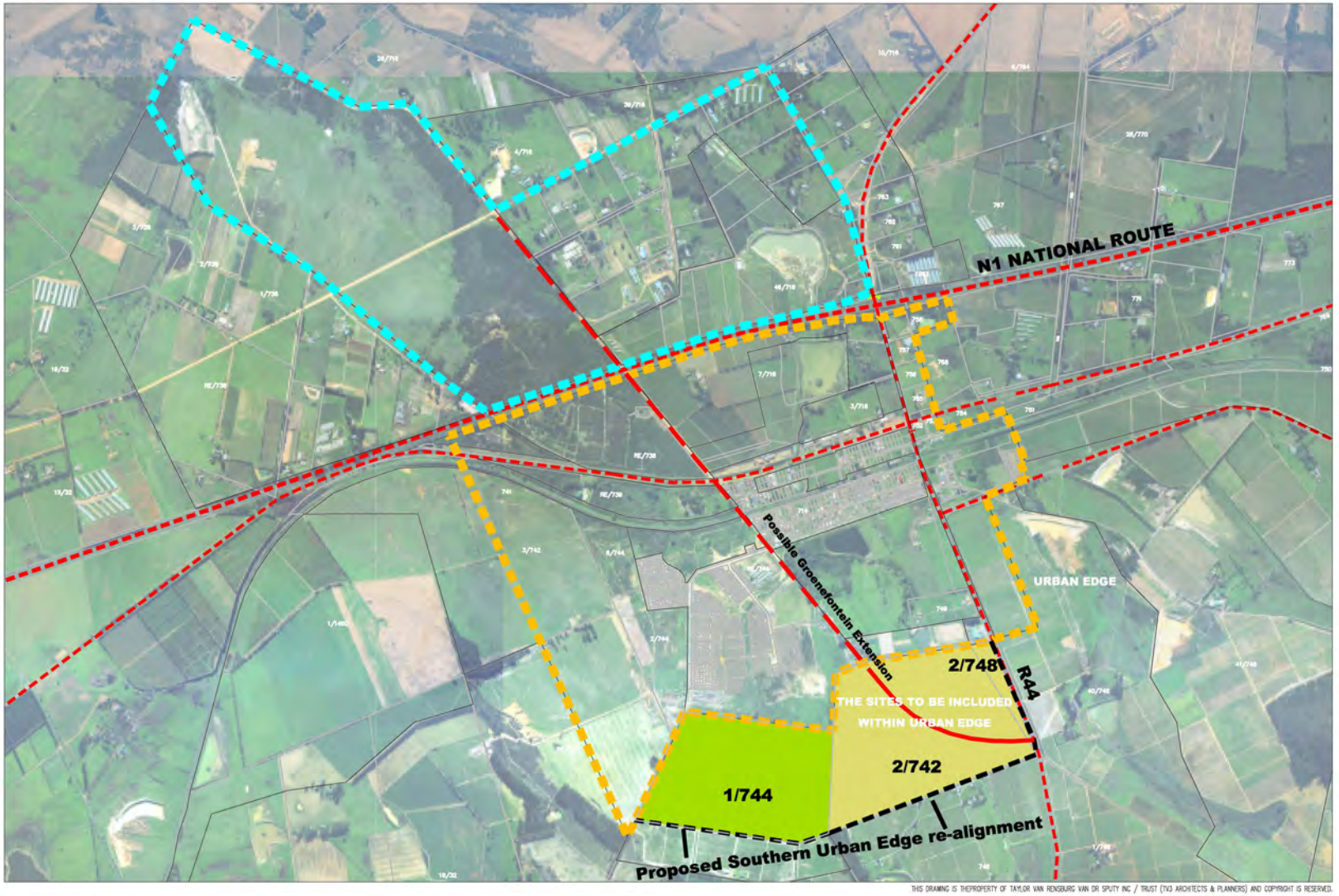
TV3
Taylor I van Rensburg I van der Spuy
ARGITEKTE EN BEPLANNERS • ARCHITECTS AND PLANNERS

LOCALITY
FARMS 742/2 & 748/2, KLAPMUTS
and Portion 1 of Farm 744

DRAWN BY/OPSTEL	SUPERVISED/GEKONTROLEER	DATE/DATUM	SCALE/SKAAL
MW	MW	02 - 09 - 2009	NTS

COMPUTER FILE REFERENCE/LÊER: C1000 REG LOC.DWG

PROJECT NO / PROJEK NR:	PLAN NO:
C1000 - KLAPMUTS	1



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Van der Bijhuis
37 Market Street
Tel (021) 887 1321
Fax (021) 883 2150
e-mail: stel@tv3.co.za

PROJECT/PROJEK:

KLAPMUTS
(2008 - 2027)

DRAWING/TEKENING:

PROPOSED URBAN EDGE

DRAWN/GETEKEN:	CHECKED/NAGEGAAN:	DATE/DATUM:	SCALE/SKAAL:
MW	MW	12/05/2008	NTS

COMPUTER NO./REKENAAR NR.: KLAPMUTS: PROPOSED URBAN EDGE

DRAWING NO./TEKENING NR.: Q2645 Growth Model Plan

REV./WYS: 1

Date: 23 April 2019

The Manager
Spatial Planning, Heritage and Environment
Stellenbosch Municipality
PO Box 17
Stellenbosch
7599

Attention: Mr B. de La Batt / Me B. Henning

Sir / Madam

COMMENT STELLENBOSCH 2019 DRAFT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

We refer to your notice dated 6 March 2018 with reference to the drafting of the Stellenbosch Municipal Spatial Development Framework (MSDF) for the WC024 area in terms of Sections 28(3) and 29 of the Municipal Systems Act, 2000 (Act 32 of 2000), Section 20 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013), Chapter 3 of the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) and Chapter 2 of the Stellenbosch Land Use Planning By-Law (October 2015).

Further to your notice above we confirm that we are submitting the following comment in response to the Draft Stellenbosch MSDF (2019) on behalf of the following parties / land owners:

John Cornelius Anthony – on behalf of Klapmuts Community
Paul Novak - Arra Wines
Tymen Bouma - Anura
Klaus Göbel - Stellenbosch Wine Country Estate
Etienne du Toit - Braemar
Gielie du Toit - Duvelop
Michael Back - Backsberg
J Engelbercht – Klapmuts Small Business

Commenting Premise

The principle premise of our commenting relates to the apparent omission in our view from the Draft Stellenbosch SDF, the findings and recommendations of the **Klapmuts Special Development Area Economic Feasibility Study** as drafted by Beal Africa on behalf of the Stellenbosch Municipality. Accordingly, no or limited alignment exists between the proposed **Klapmuts Zoning Framework** (*copy attached as annexure A*) proposed as part of the Klapmuts Special Development Area Economic Feasibility Study and the Draft Stellenbosch SDF as published for comment. The implication of the above would be that if the Draft Stellenbosch SDF in respect of the Klapmuts node is to be adopted in

its current format, then any number of the provisions / proposals contained in, or as proposed as part of the Klapmuts Special Development Area Economic Feasibility Study, will not be able to be implemented as technically it would be considered to be inconsistent with the Stellenbosch SDF to be adopted in terms of the Municipal Systems Act (Act 32 of 2000).

Background to the drafting Klapmuts Special Development Area Economic Feasibility Study

Beal Africa was appointed by the Stellenbosch Municipality during 2017 to draft an Economic Feasibility Study to underpin the establishment of the Klapmuts Special Development Area with the specific purpose to:

- Firstly, investigate the development of an innovation hub which serves the region (Drakenstein Municipality and City of Cape Town included) and which attracts unique commercial and high technology (clean) industrial development that could in future qualify for the establishment of a SEZ (special economic zone). The Terms of Reference (ToR), highlighted that the focus of the development in the area should consider facilities for agriculture and veterinary research, development and educational facilities on the western side of the area; intensive agriculture activities in the centre, with a long-term reform focus on the eastern side on waste recovery and re-use facilities to complement the Drakenstein initiative and/or agriculture related industry; and

- Secondly, the purpose of the feasibility study was to develop a road map for the development and growth of Klapmuts based on a VISION that would inspire and motivate all role players towards an agreed upon future.

Confirmation of Klapmuts SDA Report Drafting Process

The above appointment and brief resulted in an exhaustive drafting process the key dates (milestones) of which are listed below. These milestones are also reflected in the broader Stellenbosch MSDF Process Plan a copy of which is attached hereto as *annexure B* for your reference.

Inter-Governmental Steering Committee Meetings (IGSC)

- 28th July 2017 - BEAL 1st Presentation of the Klapmuts SDA to the IGSC
- 4th August 2017 - BEAL 2nd Presentation of the Klapmuts SDA to the IGSC

Feedback received during and in response to the above presentations made to the IGSC was positive and in support of the recommendations as contained in the report.

Mayoral Meeting

- 31st July 2017 - BEAL Presentation of the Klapmuts SDA to the Mayor

Feedback received during and in response to the above presentation made to the Mayor was positive and in support of the recommendations as contained in the report.

The above process resulted in a **Klapmuts Status Quo Report** and the **Klapmuts SDA Draft Report** which was published by the Municipality for comment on the 25th August 2017, comments were required before the 25th October 2017.

The subsequent responses received in response to the above publishing for comment of the Draft Report were all in support of the proposals as contained in the report.

In addition to the above the **Klapmuts SDA Draft Report** was the subject of a further round of public participation conducted as part of the Stellenbosch Municipality's broader SDF process as set out below

Public Participation Meetings

- 8th Nov 2017 – Stellenbosch
- 9th Nov 2017 – Klapmuts
- 15th Nov 2017 – Franschhoek
- 16th Nov 2017 – Jamestown

In summary, the above illustrates that the **Klapmuts SDA Draft Report** and the proposed zoning framework proposes as part thereof, was the result of a detailed and exhaustive drafting process which resulted in a 91-page document which, based on the commenting received was generally well received and widely supported.

2019 Draft Stellenbosch Municipal SDF provisions and context

With above mentioned in mind our broad line comment on the current MSDF as it specifically relates to the Klapmuts node is as follows:

- The **Klapmuts Plan** labelled as Figure 30 *(attached hereto as annexure C)* in the MSDF Report clearly contains erroneous allocation of "green areas" to be contained, as it includes land portions with existing approved and established development rights as well as land portions which have in fact been developed.

- The MSDF refers to Klapmuts as a significant new regional economic node yet the land budget consideration only speaks to land required primarily for indigent housing and give no indication of allocation land to actually realise the "vision" for the establishment a significant new regional economic node. In the latter regard the MSDF spatial proposals from an economic perspective seems to focus on Re Farm 736 located to the north of the N1 for the proposed relocation of Distell whilst there is single statement require Klapmuts south of the N1 to provide for a range of housing opportunities. This clearly does not align with stated purpose of, nor the range of alternative land uses proposed with the **Klapmuts SDA Zoning Framework**.

- Following on the above it is noted that one of the Stellenbosch MSDF consultant firms, Built Environment Partnership is also the consultant for the individual development application specifically for the proposed relocation of Distell to Re Farm 736. This does raise the question of a potential conflict of interest that may arise from their involvement in this regard and how it in turn relates to their involvement with the drafting of the Stellenbosch MSDF with specific reference to the Klapmuts node.

- A further significant spatial consideration that is not reflected in the 2019 Stellenbosch Draft MSDF relates to the recent signing of a MOU between the Stellenbosch University and Stellenbosch Wine & Country Estate (Pty) Ltd which allows for the donation of approximately 30ha of land to the University as part of the Stellenbosch Smart City Development initiative. The latter allows for the develop of the donated 30ha for tertiary instruction; facilities supporting tertiary instruction; sports and recreational facilities; facilities supporting the commercialisation of any knowledge and/or know-how owned or co-owned by SU or licensed to SU; arts and culture, such as an amphitheatre; and relevant and appropriate supporting infrastructure. This initiative as amongst others provided for in the **Klapmuts SDA Zoning Framework** referred to above, represents a significant opportunity for the future development of Klapmuts. Due to the lack of integration of the **Klapmuts SDA** proposals within the 2019 Stellenbosch Draft MSDF, this particular initiative is as a result effectively spatially not provided for in the Klapmuts node. This particular consequence further strengthens the argument for duly adopting / integrating the **Klapmuts SDA** proposals within the 2019 Stellenbosch Draft MSDF. A copy of the MOU Public Press Release made by the Stellenbosch University on 25/03/2109 referred to above is attached as annexure D for your information and perusal.

In summary the spatial concept input with specific reference to the Klapmuts node has effectively been reduced to a 4-page section within the MSDF. It should be evident that this input cannot and should for all intents and purposes not replace or supersede the extensive 91-page **Klapmuts SDA Report** as drafted.

<u>Conclusion and recourse sought</u>

Following from the input received at a Klapmuts Ward Councillor Community held on 4 April 2019 as well as the subsequent Stellenbosch IDP Budget input meeting of 11 April 2019, it was decided the following recommendations be put forwarded as part of this comment ins response to the proposed Draft Stellenbosch 2019 MSDF:

- The Klapmuts Broader Community including the business fraternity take note of the proposals as contained in the Draft Stellenbosch 2019 MSDF;
- The Klapmuts SDA Report be adopted as it is considered to be significantly more detailed in content and process than the current Stellenbosch MSDF Report and should accordingly represent the basis for the spatial planning proposals to be contained in and to be approved as part of the 2019 Stellenbosch MSDF;
- Suitable land be identified for a cemetery; and
- In addition to land for subsidy/ indigent housing land should also be identified for affordable and GAP Housing development in the broader Klapmuts area.

We trust you will give the above comment and input the necessary consideration in the finalisation of the 2019 Stellenbosch MSDF.

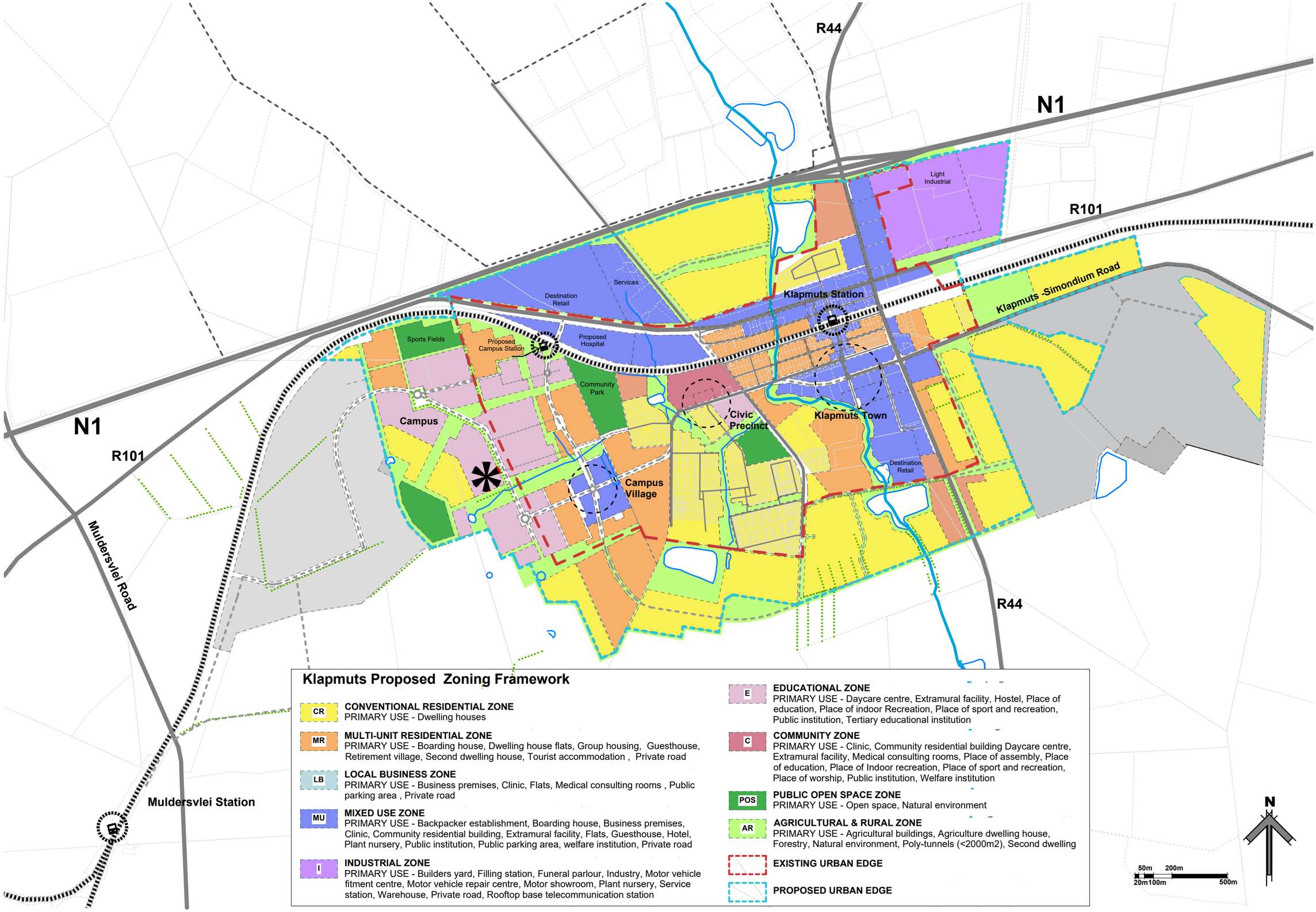
Kind regards

.....

Mr. J.C. Anthony
(On behalf of the Klapmuts Community)

ANNEXURE D

Klapmuts SDA Economic Feasibility Study (2018) – proposed zoning framework extract



Current Urban Edge | Klapmuts Campus

Leon Jubilius ahG TOWN PLANNING

Nwabisa Jozana

From: Leon Jubilius <leon.jubilius@ahg-property.co.za>
Sent: Thursday, 15 October 2026 12:52
To: idp
Cc: Chantel Hauptfleisch
Subject: [EX] Comment on IDP - Extension of the urban edge in Klapmuts by including the previous approved phases of Anura
Attachments: DEADP EIA Dev Management_Paarl Division Ptn 41 of Farm Bronkhorst 748.pdf

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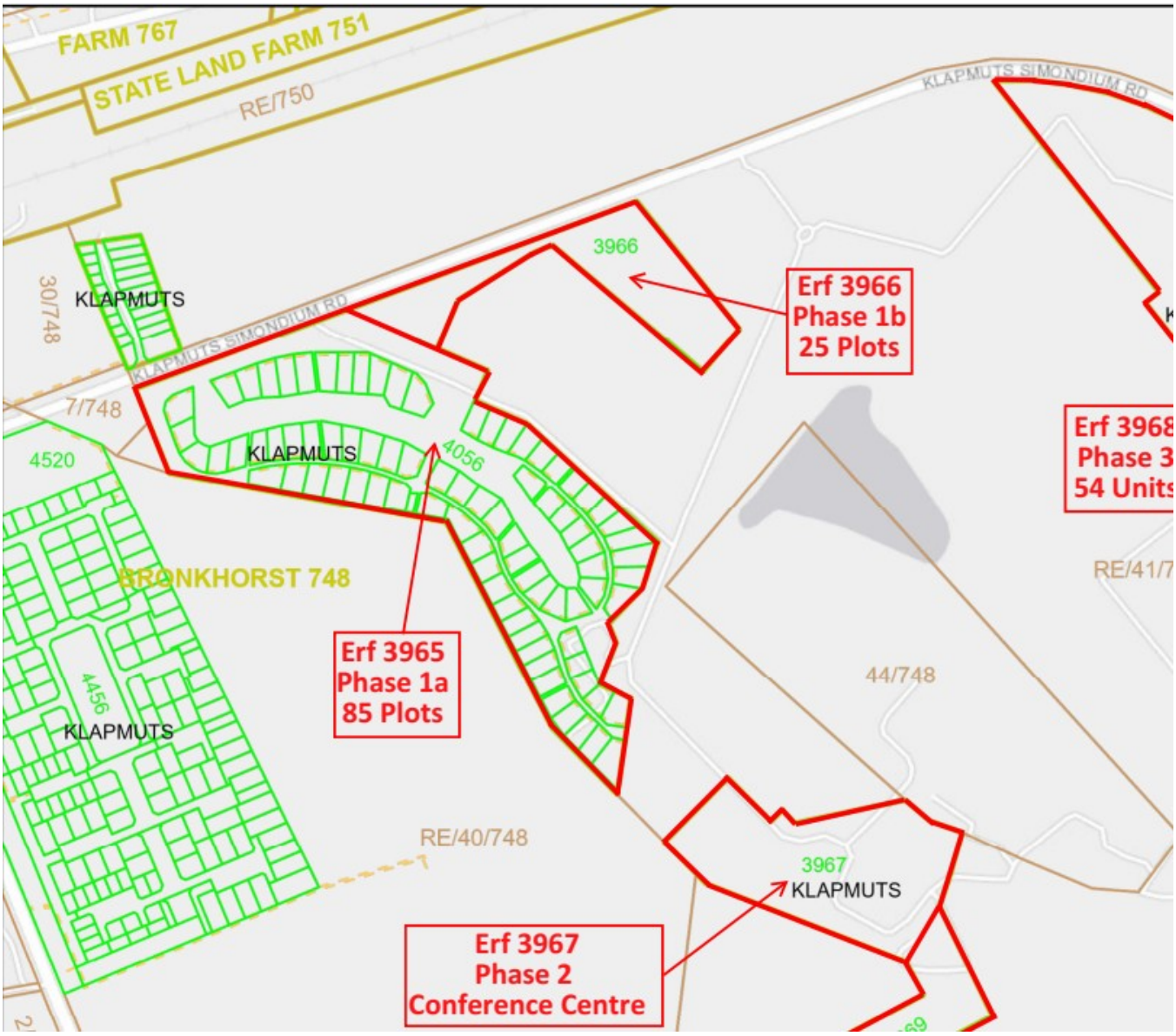
Good Day,

On instruction of our client, Anura Vynyards, we submit their position that the previously approved phases of Anura Development be **included** into the urban Edge of Klapmuts as part of a review of the current SDF. The below images depict the current urban edge as well as the position of the various phases which have been approved in the past. Although some subdivisions have lapsed, the LUM processes for the reinstatement of the subdivision and land-use rights are currently being undertaken.

Phase 1a (Erf 3965 Klapmuts (14.3968 ha) –included in the current Urban Edge (development nearing completion – all rights vested)
Phase 1b (Erf 3966 Klapmuts (3.1687 ha) –included in the current Urban Edge - Application for reinstatement of subdivision / land-use rights currently under review **TP1829/2026**
Phase 3 (Erf 3968 Klapmuts (16.0391 ha) – Currently not included in the Urban Edge – Application for reinstatement of subdivision rights currently under review **TP1508/2025** (including Site Specific deviation for the inclusion into the Urban Edge) – engineering services approved and currently being installed.
Phase 2 (Erf 3967 Klapmuts (4.7521 ha) – Currently not included in the Urban Edge - Application for reinstatement of subdivision rights to be submitted (previously approved **land-use** rights for this Phase **have been taken** up winery and facilities (including consent uses: Tourist facilities including a restaurant, cheesery, deli giftshops and curios etc. and Approved function/conference venue operating for numerous years.
Phase 5 (Erf 3969 Klapmuts (4.0615 ha) – Currently not included in the Urban Edge - Application for reinstatement of subdivision rights to be submitted (previously approved land-use rights have not been taken up)

Please note, the **Environmental Authorisation** for development of these phases are still **valid**. See confirmation included.


Urban
Edge
Urban
Edge



Kind regards

LEON JUBILIUS *Pr. Pln*
Reg. no. A/1061/1998

ahG **TOWN PLANNING**

Postal address: PO Box 2992, Somerset West, 7129
Mobile: 082 782 0374 | **Tel:** 086 148 7473
e-mail: leon.jubilius@ahg-property.co.za

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Department of Environmental Affairs and Development Planning
Samornay Smidt
Directorate: Development Management, Region 1
Samornay.Smidt@westerncape.gov.za | Tel: 021 483 5828

REFERENCE: 16/3/3/6/B3/28/1434/26
DATE: **3 August 2026**

The Board of Directors
AHG Town Planning (Pty) Ltd
PO Box 2992
SOMERSET WEST
7129

Attention: Mr. Leon Jubilius

Email: leon.jubilius@ahg-property.co.za

Dear Sir

APPLICABILITY OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) ("NEMA") ENVIRONMENTAL IMPACT ASSESSMENT ("EIA") REGULATIONS, 2014 (AS AMENDED), WITH RESPECT TO THE PROPOSED SUBDIVISION AND REZONING ON PORTION 41 OF FARM NO. 748, PAARL

1. The electronic copy of the above-mentioned document, as received by the Directorate: Development Management (Region 1) ("this Directorate") on 2 July 2026, refers.

2. This letter serves as an acknowledgement of receipt of the correspondence by this Directorate.

3. Following the review of the information contained in the electronic correspondence, this Directorate notes the following:

   3.1. Phase 1 of the mixed-use development commenced with the installation of the services and construction of the development of the residential erven thereafter.
   3.2. Phase 2 was the winery and restaurant, associated land uses, as well as the conferencing facilities which were completed during 2015/2016.
   3.3. Phase 3 was next for implementation and after the owner obtained approval from the municipality for the installation of the bulk services and the servicing of the 54 individual residential erven during 2024, the installation of the services commenced and was due for completion by May 2026. During the submission of a request for clearance to register the "mother erf" for this phase it came to light that the land use management ("LUM") rights for this phase has lapsed.
   3.4. Hence, a new application to reinstate the LUM rights to Phase 3 (and ensuing yet unregistered subdivisions) must be lodged, and the reason for this land-use application.

4. Your attention is therefore drawn to the listed activities in terms of the NEMA EIA Regulations 2014 (as amended) as defined in Listing Notices ("LN") 1, 2 and 3 of 7 April 2017. This Directorate herewith confirms that since the development authorised in the Environmental Authorisation ("EA") dated 3 January 2013 and the Appeal Decision issued dated 26 August 2013 commenced within the validity period, the EA

has vested and remains valid. In addition, this Directorate received the commencement notification for the construction activities associated with Phase 3 on 12 November 2025, which further confirms that the development has progressed and is still underway.

5. Note that this Directorate must be consulted prior to the implementation of any revisions/amendments to the authorised development. If applicable, the necessary environmental authorisation must be obtained before such activity(ies) may commence.

6. The applicant is reminded of his/her general duty of care and the remediation of environmental damage, Section 28(1) of NEMA specifically states that – *"Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment."*

7. Please note that the applicant must comply with any other statutory requirements that may be applicable to the undertaking of the activity.

8. This Directorate reserves the right to revise or withdraw its comments and request further information based on any information received.

Yours faithfully

pp HEAD OF COMPONENT
DIRECTORATE: DEVELOPMENT MANAGEMENT (REGION 1)
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

Liz Sommerville

Franschhoek resident

Nwabisa Jozana

From: Liz Sommerville <lizmaysommers@gmail.com>
Sent: Thursday, 15 October 2026 20:30
To: idp
Cc: Files@fhrpa.co.za
Subject: [EX] Fwd: 6th Generation IDP 2027 - 2032 Input from Franschhoek Resident

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15 October 2026

6th Generation IDP 2027 - 2032 Input from Franschhoek Resident - Liz Sommerville

To whom it may concern: Via email: idp@stellenbosch.gov.za

Property Owner: Sommerville
Property Address: 13 Paris Crescent, Franschhoek, 7690

Property no: 1445

Cc: Files@fhrpa.co.za

Overall continue with implementation of priority items from the 2022-2027 IDP

1. Governance:

1.1 Appoint a senior Mayors representative based in Franschhoek

Municipal Building.

1.2 Develop municipal land for the benefit of local residents, to

support business and economic upliftment notably erf 412 Groendal.

1.3 Implement strict policy on Short Term Rentals (STRs) in the

village.

1.4 Introduce a strategic Disaster Management Plan particular to

Franschhoek given high fire risk as well as high flood risks both recently

seen in Franschhoek.

1.5 Implement management system for clean public toilets and clean streets.

1.6 Upgrade and increase visible law enforcement in the residential areas.

2. Housing and community (Community Services portfolio):

2.1 Identify and preserve public / goverment land for social housing.

2.2 Implement Groendal swimming pool.

2.3 Erf 412 to be utilsied for residents in business and recreational.

2.4 Implement Short Term Rental policy to protect community and heritage.

3. Heritage and Tourism:

3.1 Protect Heritage buildings and Cultural Landscape patterns and Scenic Route heritage to facilitate the preservation of contextual heritage as a major driver of the tourism economy.

3.2 Protect land use and agriculture coverage.

3.3 Limit departures from zoning by-laws and enforce building compliance on "As Built" buildings.

3.4 Maintain heritage by Implementing tree planting program along R45 main road and selected neighborhood streets (Community Services portfolio).

3.5 Replant trees lost along the R45 due to roadway improvements and construction outside the village.

4. Cleanliness

4.1 Provide additional skips and more frequent collection for residents along the Stiebeuel River (pollution control).

4.2 Install a "River Litter Trap" on the Stiebeuel river below the informal settlement to help control pollution.

4.3 Clean the pedestrian walkway between Groendal and the village regularly and remove waste.

4.4 Clean streets and stormwater drains regularly.

4.5 Clear and clean pedestrian rubbish bins - waste control - on a regular / two daily basis.

5. Infrastructure

5.1 Lift and re-lay uneven sidewalks / pavements in the main road to create an even surface.

5.2 Replace all broken tiles and kerbstones.

5.3 Repair dangerously damaged road drainage culverts and install or repair missing gratings.

5.4 Make sidewalks / pavements accessible to all - implement the Univeral Access Policy thus making sidewalks accessible for people with disabilities, with more entry and exit points.

5.5 Relay and level consistently the sloping pavement sidewalk from Terbadore to the NG Church. This is a public safety risk.

5.6 Remove excess signage and obstructions which impedes pedestrian flow.

5.7 Water pumpstation (on public open space): remove dangerous exposed electrical boards to the water pump point at top of Van Riebeek and bottom of Heide Streets. Close access to public to stop people sleeping in the building.

6. Signage

6.1 Replace or repair damaged or illegible street-name signs, as most are difficult to see and read.

6.2 Remove illegal signage.

7. Traffic calming

7.1 Complete the project set out in the previous IDP priorities.

7.2 Implement a Traffic circle at the intersection of R45 & Uitkyk streets. This is a dangerous intersection.

7.3 Introduce one way streets to residential areas including speed bumps / tables to roads running parallel near / adjacent to R45.

8. Lighting

8.1 Repair the substation that powers the R45 street lights.

8.2 Install security lights at the Langrug public toilets for residents' safety at night.

8.3 Improve the Christmas lighting on the high street R 45.

9. Public toilets

9.1 Provide well managed public toilets in the village, for example by opening the Town Hall toilets to the public.

9.2 Enforce the Zoning Scheme development parameters on commercial building to provide public toilets. Note Woolworths and Checkers has public toilets which subsequently have been removed from public use.

9.3 Maintain the existing public toilets at the Municipality which are in an currently not fir for purpose.

10. Road Safety on R45

10.1 Undertake and implement road safety audit on R45.

10.2 Introduce an 80km/h speed limit from La Motte to Franschhoek.

11. Safety and Security

11.1 Security cameras (linked to Law Enforcement and Pepler Alarms control).

11.2 Repair or replace the Town Hall camera, which has never worked.

11.3 Install additional cameras in Groendal and at the Wemmershoek intersection.

11.4 Implement the CCTV Master Plan listed in the current IDP, with security sector participation.

12. Visible policing

12.1 Deploy additional SAP police officers in all residential areas beyond the R45 High Street. SAPS to focus on residential.

Thank you for the opportunity to comment. All in the interests of a better built environment for all South Africans.

Yours sincerely,
Liz Sommerville

Charlotte Michielsen / Van Zyl

Franschhoek Interest Group

Nwabisa Jozana

From: Charlotte Michielsen <charlotte.michielsen@gmail.com>
Sent: Thursday, 15 October 2026 17:00
To: idp
Subject: [EX] ENDORSEMENT OF THE SUBMISSION OF THE FRANSCHHOEK INTEREST GROUP

CAUTION:

- **This email originated from outside the organization.**
- **Do not click links or open attachments unless you recognize the sender and know the content is safe.**

I HEREWITH ENDORSE THE SUBMISSION OF THE FRANSCHHOEK INTEREST GROUP, CONCERNING 1) THE INSTALLATION AND MAINTENANCE OF PUBLIC TOILETS, and 2) THE NEED FOR SURVEYING AND RELAYING DANGEROUSLY UNEVEN SIDEWALKS, see below:

As you know, Franschhoek is one of the most visited destinations in South Africa for both domestic and overseas visitors with an international reputation for fine wining and dining, 5-star accommodation, high end shops, festivals and events that include a Bastille Day Festival, a Chamber Music Festival, a Literary Festival, a Festival of Bubbles, a Classic Car Weekend and the globally significant Montreux Jazz Festival. It is unacceptable that it does not have any public toilets built to a specification and maintained to a standard commensurate with its reputation. The installation and maintenance to the highest standards of such toilets must be treated as a number one priority item for Year 1 of the next 5 years.

The cost of maintaining such toilets to the highest standards should be easily covered by use charges. Payment can be made using the same system as for the parking attendants.

Huguenot Street Sidewalks

Many parts of the other side walks in Huguenot Street are uneven, some dangerously so, and uncomfortable to walk on. They should all be surveyed and relaid as necessary.

Infrastructure, tourism and employment

It is the high end retail, accommodation, restaurant and other hospitality establishments in Franschhoek that create not only the highest staff to visitor employment ratios but also the most skilled and better paid employment that has a multiplier effect in the local economy.

The installation and maintenance of public facilities and infrastructure to appropriately high standards are essential and integral to the maintenance and continued evolution of Franschhoek as a high end destination and the better jobs that it creates.

Regards, Charlotte Van Zyl

Marius Van Stade
Vaaldraai Community in Ward 19

Nwabisa Jozana

From: Gurswin Cain
Sent: Friday, 16 October 2026 08:39
To: idp
Cc: Nwabisa Jozana; Catherine Muller
Subject: FW: [EX] Subject: Submission of IDP needs for Vaaldraai Community in Ward 19
Attachments: IDP 2026_2027_Ward 19_Vaaldraai.pdf

From: Marius Van Stade <mvanstade@gmail.com>
Sent: Thursday, 15 October 2026 15:54
To: Gurswin Cain <Gurswin.Cain@stellenbosch.gov.za>
Cc: victorfarmer504@gmail.com; Marius Van Stade <mvanstade@gmail.com>
Subject: [EX] Subject: Submission of IDP needs for Vaaldraai Community in Ward 19

CAUTION:

- **This email originated from outside the organization.**
- **Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Dear Mr Cain

Find herewith attached the IDP needs of Vaaldraai Community in Ward 19.

Kind regards.

Cllr. Marius van Stade
GOOD Stellenbosch: Party Whip

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Werner van Wyk

STRAAT ADRES: Vaaldraai 24

KONTAKNOMMER: 0626088897

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Micaela Lawrence

STRAAT ADRES: Vaaldraai 24

KONTAKNOMMER: 073 592 9136.

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
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JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: EDWIN KREDIET

STRAAT ADRES: 25 Vaaldraai

KONTAKNOMMER: 0733929136

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
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JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Elizabeth Jonathan

STRAAT ADRES: 26 Vaaldraai

KONTAKNOMMER: 0656539392

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Llewellyn Adams

STRAAT ADRES: 25 Vaaldrai Elsenberg

KONTAKNOMMER: 074 818 1484

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: ADIAN van Staden

STRAAT ADRES: 22 Vaaldraai Elsenburg

KONTAKNOMMER: 0798140342

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Maria Bosman

STRAAT ADRES: 24 Elsenburg Muldersvlei Vaaldraai

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Maria Bosman

STRAAT ADRES: 24 Elsenburg Vaaldraai

KONTAKNOMMER: 0735929136

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Elize Japies

STRAAT ADRES: Elsenburg Huis no 30

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: **DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.**	
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Nelson Bagasana

STRAAT ADRES: Huis no 7 Vaaldraai

KONTAKNOMMER: 076 072 5887

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: **DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.**	
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: SHAUN SNELL

STRAAT ADRES: 1 VAALDRAAI

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: **DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.**	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.**	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.**	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Jade Daniels

STRAAT ADRES: 1 Naaldraai

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: **DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.**	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.**	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.**	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: IAN VAN ROOYEN

STRAAT ADRES: 65 Elsenburg, Vaaldraai

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: **DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.**	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.**	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.**	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: MORGAN ARENDSE

STRAAT ADRES: 12 Elsenburg, Vaaldraai.

KONTAKNOMMER: 0728596387

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: **DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.**	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.**	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.**	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Rebekka Josias

STRAAT ADRES: 24 Elsenburg Vaaldraai

KONTAKNOMMER: 0732194042

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Shaun August

STRAAT ADRES: 27 ELSENBURG VAALDRAAI

KONTAKNOMMER: 0614732144

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Bethwel MBombo

STRAAT ADRES: Huis no 2 Vaaldraai

KONTAKNOMMER: 0744326836

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Helen Theresa Van Wyk

STRAAT ADRES: Elsenburg Huis 24 Vaaldraai

KONTAKNOMMER: 0786252674

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Amelda Roberts

STRAAT ADRES: 94 Elsenburg Vaaldraai

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Prince-Lee Bantham

STRAAT ADRES: 41 Elsenburg

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: ANRETO Daniels

STRAAT ADRES: Elsenburg Voortrekker Mobleszki 76

KONTAKNOMMER: 0728546587

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: **DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.**	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.**	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.**	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Wranston Skinner

STRAAT ADRES: huis no 1 Vaaldraai

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: **DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.**	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.**	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: **DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.**	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: BELINDA BARENDS

STRAAT ADRES: ELSENBURG VAALDRAAI HUISNO. 37

KONTAKNOMMER: 0781741931

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: ELTON BARENDS

STRAAT ADRES: ELSENBURG VAALDRAAI HUISNO. 37.

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 **WYKSRAADSLID: JAMES WILLIAMS**

JOU 1STE WYKSPRIORITEIT:	**TOEGANG TOT BEHUISING**
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 2DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
2DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**
JOU 3DE WYKSPRIORITEIT:	**GROND VIR BEHUISING**
BESKRYF JOU 3DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE STELLENBOSCH MUNISIPALE GRENSE VIR BEHUISING/ DORPSTIGTING EN OP DIE "STELLENBOSCH HOUSING PIPELINE" GEPLAAS WORD.	
3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	**1**

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN: Johanna Coetzee

STRAAT ADRES: Vaaldraai 95

KONTAKNOMMER: 0835121144

MUNISIPALE WYK: WYK 19 WYKSRAADSLID: JAMES WILLIAMS

JOU 1STE WYKSPRIORITEIT:	TOEGANG TOT BEHUISING
BESKRYF JOU 1STE PRIORITEIT: DAT `N GEDEELTE VAN PLAASNR RE/34 WAAROP VAALDRAAI GEMEENSKAP GELEË IS, GEBRUIK WORD VIR BEHUISINGSONTWIKKELING INSLUITENDE DORPSTIGTING EN BEHUISING VIR INWONERS WIE OP DIE STELLENBOSCH MUNISIPALITEIT SE BEHUISINGSWAGLYS GEREGISTREER IS.	
1STE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	1
JOU 2DE WYKSPRIORITEIT:	GROND VIR BEHUISING
BESKRYF JOU 2DE PRIORITEIT: DAT VAALDRAAI GEMEENSKAP INGESLUIT WORD BINNE DIE RUIMTELIKE ONTWIKKELINGSRAAMWERK VAN STELLENBOSCH MUNISIPALITEIT EN DAT DIE OMLIGGENDE GRONDE TOT VAALDRAAI GEMEENSKAP EN ANDER GESKIKTE GRONDE VIR DORPSTIGTING GEIDENTIFISEER MOET WORD.	
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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	1

IDP VAN STELLENBOSCH MUNISIPALITEIT 2026/ 2027

NAAM EN VAN:

STRAAT ADRES:

KONTAKNOMMER:

MUNISIPALE WYK: WYK 19 WYKSRAADSLID: JAMES WILLIAMS

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3DE PRIORITEITSGRADERING (1 HOOG, 5 LAAG)	1

Jennifer Mackintosh

(Late Submission)

Nwabisa Jozana

From: Jennifer Mackintosh <jenmactodd@gmail.com>
Sent: Friday, 16 October 2026 15:41
To: idp
Subject: [EX] Comments on Stellenbosch IDP 2027 -2032

CAUTION:

- **This email originated from outside the organization.**
- **Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Hi
I would like to make the following comments on the Stellenbosch IDP, having attended the Stakeholders Engagement:

Social and Community Initiatives:
It is encouraging to hear that community facilities and parks are now part and parcel of social housing developments, as such resources are vital to the well-bing of impoverished communities (where amenities at individual homes are limited).
There however clearly needs to be greater redress in older low cost housing developments, where no provision was made for community facilities and parks.
There is also a need for more skills training facilities and opportunities to address the high levels of unemployment in Stellenbosch.
It was good to hear that provision is being made for Emergency Housing areas, to pre-empt squatting in undignified conditions, and in undesirable areas.

Spatial Redress:
Stellenbosch has great tourism potential, due to its aesthetic quality and character. This tourism potential is very valuable to the local economy and employment opportunities, and therefore it is important to ensure that the aesthetic quality and character of Stellenbosch is not compromised by urban expansion.
Too many developments have recently been permitted in visually prominent locations (high mountain slopes (Botmaskop), ridge lines (Kayamandi extension), and along scenic routes (R44 ribbon development: Office Park off Trumali Street and Brandwagcht-aan-Rivier Estate), collectively, adversely affecting the quality and character of Stellenbosch, and consequently its tourism potential.
Furthermore, development within and beyond the historic core should be encouraged to conform more with the original character of Stellenbosch (in form, colour and height), in order to maintain its unique identity and tourism appeal (the value of aesthetic control can be immense, as is evidenced by places such as Paternoster).
Developments underway at the lower end of Dorp Street (our main historic street) are unfortunately completely out of character with the historic heritage and human scale of Stellenbosch, comprising bulky, inward facing, car dependent shopping centers and parking garages.

Transport Infrastructure:
More provision needs to be made for alternative forms of transport in Stellenbosch, especially cycling (already a popular pastime). The livability of Stellenbosch is increasingly being compromised by too much car traffic. More roads and parking will just attract more cars and make the town less liveable.

Thank you for the opportunity to comment.

Kind regards
Jennifer Todd Mackintosh

IDP Community Input and Comments received via WhatsApp, Have Your Say Forms, Open Days and Online Electronic Forms

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1	IDP Open Day	Sept26/A1/86	Ward 1	Fire and Disaster	Provision of assistance with the installation of a fire alarm or smoke detector that can help alert and make people aware when there is a fire		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
2	IDP Open Day	Sept26/A1/80	Ward 1	Roads, Transport and Stormwater	Construction of a waiting parking area for Uber vehicles instead of parking under trees, causing obstruction, and they are found on all our roads within the Franschhoek area, even on the road to Stellenbosch		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
3	IDP Open Day	Sept26/A1/80	Ward 1	Safety and Security	Removal of homeless people sleeping in all parks and making fires at Circus Grounds, Lamprecht Street Park, and the dam area in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
4	IDP Open Day	Sept26/A1/80	Ward 1	Community Development	Placement of homeless people sleeping in all parks and making fires at Circus Grounds, Lamprecht Street Park, and the dam area in Franschhoek		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
5	IDP Open Day	Sept26/A1/116	Ward 1	Income and Expenditure	Indigent application was made and rejected as the daughter (Ilza Pearce) is not the owner, parents (Isaac and Rachel Pearce) are the owners of the Property. Father Isaac is deceased, and the mother, Rachel, remarried and is not residing on the property. Ilza Pearce claims the household is Indigent and qualifies for free basic services	The Indigent Office will follow up on the application submitted and give feedback to the Client.	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
6	IDP Open Day	Sept26/A1/94	Ward 1	Income and Expenditure	Enquired about the indigent application process and assistance to the Elderly and housebound Persons	Indigent house visits for housebound persons must be arranged through the Indigent Office. Indigent Drives and Campaigns are held throughout the Stellenbosch municipal area to bring the services closer to the community. These processes are communicated through the Ward Offices.	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
7	IDP Open Day	Sept26/A1/115	Ward 1	Income and Expenditure	Enquired about the high water consumption patterns	Households are already on the Indigent Register. Informed the debtor to fix any leaks and to use water sparingly. Consumption is actual, and conservation is the only solution	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
8	IDP Open Day	Unknown	Ward 1	Electrical Services	Enquired / Complained about the High Prepaid Electricity Tariffs. LA PROVENCE Street – Acc 32896	Referred them to the Engineering: Electricity Desk in the Hall	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
9	IDP Open Day	Sept26/A1/128	Ward 1	Recreation and Sport	Construction of a soccer field in Franschhoek so that the two fields can only be for rugby, as initially		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
10	IDP Open Day	Sept26/A1/128	Ward 1	Recreation and Sport	Provision of clarity on what will be done in terms of the upgrading of the field and what was done this year in Franschhoek		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
11	IDP Open Day	Sept26/A1/128	Ward 1	Recreation and Sport	Soccer has 18 teams in Franschhoek, of which only 3 are registered with the SLFA. The proposal is that the surrounding schools be approached to make their fields available to accommodate soccer and that they be maintained and serviced by the municipality		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
12	IDP Open Day	Sept26/A1/128	Ward 1	Recreation and Sport	Propose construction of parking on the south side of the Franschhoek sports grounds		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
13	IDP Open Day	Sept26/A1/128	Ward 1	Recreation and Sport	Repairing the water problem on the field in Franschhoek		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
14	IDP Open Day	Sept26/A1/128	Ward 1	Recreation and Sport	Groendal Sport Council to request a meeting with the Sport office and Rugby club to decide on a plan for the upgrade and maintenance of the field		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
15	IDP Open Day	Sept26/A1/136	Ward 1	Property Management	Enquiry was about Erf 412, R45 next to the river in Franschhoek		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
16	IDP Open Day	Sept26/A1/136	Ward 1	Recreation and Sport	Propose Erf 412, R45 next to the river be turned into a recreational ground in Franschhoek		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
17	IDP Open Day	Sept26/A1/86	Ward 1	Income and Expenditure	Provision of free units at the Klein Mooiwater Informal Settlement has been outstanding for the second consecutive year	The complaint should be referred to the Finance Department for review and for a formal response to be provided to the client.	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
18	IDP Open Day	Sept26/A1/50	Ward 1	Safety and Security	Increase visibility of law enforcement at Dirkuys Street, the church and cemetery area, and the Lourie River area in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
19	IDP Open Day	Unknown	Ward 1	Environmental Management (Nature areas and Tree management	Planting of trees in front of Standard Bank and Nedbank on Franschhoek Main Road	Tree planting on the Franschhoek main road was inspected based on ground truth inspection; only 2 trees may possibly be planted, and we await the wayleave outcome.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
20	IDP Open Day	Sept26/A1/110	Ward 1	Environmental Management (Nature areas and Tree management	Provision of financial support to the Mont Rochelle Nature Reserve Advisory Board for the upkeep and maintenance of Mont Rochelle Nature Reserve	Mont Rochelle maintenance and repairs of the Nature Reserve will be managed via the SCM process.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
21	IDP Open Day	Sept26/A1/30	Ward 1	Safety and Security	There is a camera in front of the Franschhoek Town Hall, but it does not work and has never worked. Can the resident arrange private funding to secure the camera and take over its operation at their own cost as a taxpayer?		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
22	IDP Open Day	Sept26/A1/30	Ward 1	Traffic Enforcement	The speed limit on the R45 is 100 km/h. Propose that the speed limit near Bridge House School be reviewed and reduced from 100 km/h to 80 km/h		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
23	IDP Open Day	Sept26/A1/110	Ward 1	Council Support	The request is for an urgent meeting with the Executive Mayor	Office of the Executive Mayor confirms receipt of the request to meet with Executive Mayor Fasser, which he has subsequently approved. Requested the agenda points so that the Mayor is fully prepared. The proposed date is Tuesday, 29 September 2026 @ 10:00. The meeting	Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
24	IDP Open Day	Unknown	Ward 1	Area Cleaning	Daily cleaning of bins in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
25	IDP Open Day	Unknown	Ward 1	Electrical Services	Installation of street lights on the R45		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
26	IDP Open Day	Unknown	Ward 1	Roads, Transport and Stormwater	Repairing of sidewalks on the Main Road in Franschhoek	Sidewalk repairs by 30 June 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
27	IDP Open Day	Unknown	Ward 1	Roads, Transport and Stormwater	Compilation and sharing of flood legislation	Flood Legislation to be compiled by 30 October 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
28	IDP Open Day	Sept26/1A/138	Ward 1	Roads, Transport and Stormwater	Replacement of the dangerous wooden bridges at the Stiebeule River Bridge	The estimated contractor will be on site by September 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
29	IDP Open Day	Sept26/A1/40	Ward 1	Roads, Transport and Stormwater	Enquiry on Dirkie Uys's extension on proposed works, streets and access requirements	Clarification was provided to the client	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
30	IDP Open Day	Sept26/A1/50	Ward 1	Electrical Services	Installation of street lights and lights at NGK Cemetery		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
31	IDP Open Day	Sept26/A1/50	Ward 1	Roads, Transport and Stormwater	Installation of additional speedhumps on Dirkie Uys	Speedhump assessment will be conducted by 30 June 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
32	IDP Open Day	Sep26/A1/98	Ward 1	Roads, Transport and Stormwater	Enquiry about Latera road – Pad ownership in Franschhoek	The ownership of the road will be confirmed by 31 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
33	IDP Open Day	Sept26/A1/96	Ward 1	Roads, Transport and Stormwater	Assess the condition of Happy Valley Road in Franschhoek	An assessment will be conducted by 31 October 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
34	Online Form	n/a	Ward 1	Recreation and Sport	Franschhoek/Groendal Sports Grounds Toilet Facilities: There is a real problem with the amounts of toilets available for the amount of people using the sports grounds. The drain system also needs serious attention as the smells spills over into the school (The Kusasa Academy) which is situated on the Sports Grounds, making it unpleasant with all these nasty smell in the bathrooms. This is on a daily basis that these smells hang in the bathrooms.		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
35	Online Form	n/a	Ward 1	Recreation and Sport	The Soccer Field at Bosbou: This needs serious attention as soccer is a big part of the entire community. It needs water supply to feed the grass and also if a stadium can be put up there it would be great.		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
36	Online Form	n/a	Ward 1	Informal Settlements	Improve the wellness of informal settlement Franchhoek		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
37	Online Form	n/a	Ward 1	Roads, Transport and Stormwater	Regular cleaning of the drainage system during heavy rain in Franchhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
38	Online Form	n/a	Ward 1	Safety and Security	Supported police force and first responders. General feeling of security in Franchhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
39	Online Form	n/a	Ward 1	Environmental Management (Nature areas and tree management)	Manage parks/ verges along the roads, and flood management and prevention in Franchhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
40	Online Form	n/a	Ward 1	Parks and Open Spaces	Manage playparks/ verges along the roads, and flood management and prevention in Franchhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
41	Online Form	n/a	Ward 1	Roads, Transport and Stormwater	Manage roads and imlementation of flood management and prevention in Franchhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
42	Online Form	n/a	Ward 1	Local Economic Development and Tourism	The unique beauty of Franschhoek is being destroyed by the proposed SkyTram in Franchhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
43	Online Form	n/a	Ward 1	Safety and Security	There has been an alarming uptick in gun crime in the last 12 months in Franchhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
44	Online Form	n/a	Ward 1	Local Economic Development and Tourism	The tourism sector is important, however, the proposed skytram in Franschhoek needs to be stopped as this will change the face of Franchhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
45	Online Form	n/a	Ward 1	Safety and Security	The municipality to reconsider the paid parking attendants, as the collections might not cover salaries, and instead focus on running the finances properly in Franchhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
46	Online Form	n/a	Ward 1	Human Resource Management	The municipality must dismiss all the corrupt, racist staff in the Stellenbosch municipality instead of putting them on paid suspension		Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
47	Online Form	n/a	Ward 1	Environmental Management (Nature areas and tree management)	The wild areas, especially Mont Rochelle Nature Reserve, need to remain untouched and undeveloped. The mountains above town are so accessible and therefore in danger of being commercially developed. It is imperative to keep them wild and nothing commercial allowed		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
48	Online Form	n/a	Ward 1	River Cleaning	Rivers need regular cleaning of rubbish and debris, and also removal of silt, to alleviate the flooding problems we have seen in the last few years in Franchhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
49	Online Form	n/a	Ward 1	River Cleaning	The Municipality is too keen to pass new large development plans that will create more management problems in the future - e.g., the Botmaskop development, which is destructive to the mountainside and will add to water run-off problems, fire safety, and evacuation problems, to name the most concerning		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
50	WhatsApp	n/a	Ward 1	Land Use Management	Conduct public participation before approval of big developments		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
51	WhatsApp	n/a	Ward 1	Building Control	Allowingshort term rentals to rapidly expand, unabated,is not acceptable in Franschhoek		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
52	WhatsApp	n/a	Ward 1	Building Control	With +/- 75% of properties operating as Short-Term rentals, the fabric of the community is changing in Franschhoek		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
53	WhatsApp	n/a	Ward 1	Electrical Services	Repair the faulty lamp post that was reported 5 months ago at Lamprecht Rd, Franschhoek		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
54	WhatsApp	n/a	Ward 1	Area Cleaning	Adequately clear the streets on a regular basis in main road (Franschhoek) and Groendal		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
55	WhatsApp	n/a	Ward 1	Sanitation	Better management of the public ablution facilities in Franschhoek		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
56	Stakeholder Engagement	n/a	Ward 1	Municipal Budget	Requested clarity on the municipal budget for the 2026/2027 and 2027/2028 financial years. The municipality should prioritise improving its internal administrative functioning and service delivery before expanding its focus to external projects.		Director: Financial Services	Department: Financial Management Services	Financial Services	Local	Not Applicable
57	Stakeholder Engagement	n/a	Ward 1	Communications	Particular concern was raised regarding the municipal telephone system, as calls frequently went unanswered		Director: Corporate Services	Section: Registry and Office Auxiliary Services	Corporate Services	Local	Not Applicable
58	Stakeholder Engagement	n/a	Ward 1	Communications	Reliable communication and accessible municipal officials were essential to improving service delivery and public confidence in the municipality		Director: Corporate Services	Section: Registry and Office Auxiliary Services	Corporate Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
59	Stakeholder Engagement	n/a	Ward 1	Municipal Budget	Concern that Franschhoek and surrounding areas, including Pniël, appeared to receive less attention once municipal projects reached the Elswieskraal area, as referenced during the discussion		Director: Financial Services	Department: Financial Management Services	Financial Services	Local	Not Applicable
60	Stakeholder Engagement	n/a	Ward 1	Municipal Budget	Request greater consideration of the needs of Franschhoek and surrounding communities when planning and allocating municipal projects		Director: Financial Services	Department: Financial Management Services	Financial Services	Local	Not Applicable
61	Stakeholder Engagement	n/a	Ward 1	IDP and public participation	Establishment of an effective system to acknowledge, track and respond to written submissions from residents was highlighted		Office of the Municipal Manager	Section: IDP/PMS/PP	Executive Mayor	Local	Not Applicable
62	Stakeholder Engagement	n/a	Ward 1	Property Management	Fencing of the Franschhoek Bowling Club. Despite the municipal budget having been approved, the proposed fencing had not been completed		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
63	Stakeholder Engagement	n/a	Ward 1	Roads, Transport and Stormwater	The longstanding issue of traffic circles in Franschhoek, noting that she had been requesting these improvements for approximately ten years. Progress had been limited, partly due to matters relating to the provincial road authority and the management of main roads		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
64	Stakeholder Engagement	n/a	Ward 1	Municipal Budget	Provision of clarity regarding the taxes paid by the Franschhoek community in relation to the size of the area and the amount of municipal expenditure allocated to Franschhoek compared with Stellenbosch		Director: Financial Services	Department: Financial Management Services	Financial Services	Local	Not Applicable
65	Email	n/a	Ward 1	Roads, Transport and Stormwater	Several pedestrian crossings on Huguenot Street as well as side streets leading from Huguenot Street. As a motorist this can be dangerous as any right turn from Huguenot Street can result in a vehicle being stuck on the main road while pedestrians cross the side street. Sometimes the whole road becomes blocked while someone walks slowly across the side street. These streets are narrow and really do not require pedestrian crossings. Please consider removing them		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
66	Email	n/a	Ward 1	Roads, Transport and Stormwater	The placement of the pedestrian crossings on Huguenot Street. People get confused as to the difference between a pedestrian crossing and a chevron to indicate a traffic-calming speed hump. Relocate the pedestrian crossings to a location away from the speedhump so that people understand the difference. Make the signage very visible to all, showing where the pedestrian crossings are, and paint it a different colour		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
67	Email	n/a	Ward 1	Roads, Transport and Stormwater	It is unacceptable that the majority of guest houses in the centre of Franschhoek town have their visitors' parking on the street. Guests go out on the tram during the day and seldom use their cars. This causes terrible congestion in the streets, and one can hardly travel. Provision of clarity whether a Guesthouse is simply approved or whether the people have to have off-road parking before being approved? If Guesthouses are supposed to have off-road parking, I can assure you the law is not being enforced.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
68	Email	n/a	Ward 1	Local Economic Development and Tourism	It is unacceptable that the majority of guest houses in the centre of Franschhoek town have their visitors' parking on the street. Guests go out on the tram during the day and seldom use their cars. This causes terrible congestion in the streets, and one can hardly travel. Provision of clarity whether a Guesthouse is simply approved or whether the people have to have off-road parking before being approved? If Guesthouses are supposed to have off-road parking, I can assure you the law is not being enforced.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
69	Email	n/a	Ward 1	Property Management	Fencing of of the Stellenbosch Municipal Property upon which the Franschhoek Bowling is situated at 1 Lambrechts Street, Franschhoek. Residents are verbally informed of the approval, but up to now nothing has ever happened, in spite of numerous letters sent and telephone conversations regarding this matter. That standard/quality of "Clear View" fencing should be sufficient for the Club		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
70	Email	n/a	Ward 1	Roads, Transport and Stormwater	The circles that were introduced on Dorp Street in Stellenbosch will definitely suffice and be more than sufficient for Franschhoek to help with the flow of traffic in the Main Road of Franschhoek. The three most important circles are needed at the Monument, Post Office, and Pick'n Pay.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
71	Email	n/a	Ward 1	Roads, Transport and Stormwater	Additional Traffic Calming Measures to be constructed in Dirkie Uys section, Franschhoek. Dirkie Uys street between Fleur de Lis and Louis Botha. One speedbump close to Louis Botha is insufficient to slow vehicles along this section		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
72	Email	n/a	Ward 1	Roads, Transport and Stormwater	Establish one-way sections of roads in Dirkie Uys and Akademie, between Louis Botha and south-east towards R45, Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
73	Email	n/a	Ward 1	Roads, Transport and Stormwater	Installation of additional signs along Dirkie Uys to reinforce traffic rules. "No traffic >3,5 tonnes." These roads are not to be used as thoroughfares. Currently used by double flat trucks transporting various heavy equipment.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
74	Email	n/a	Ward 1	Roads, Transport and Stormwater	Repair or level paving or sidewalks in Franschhoek Village and make them traversable for disability access. Centre Village needs to be safely accessible for disabled and elderly. Currently not user or tourism friendly		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
75	Email	n/a	Ward 1	Roads, Transport and Stormwater	Upgrade and/or establish sidewalks in Dirkie Uys street around NGK to Fleur de Lis in Franschhoek. Around NGK area, including Dirkie Uys, where many pedestrians use the street. Sidewalks and streets needs to be safely accessible for disabled and elderly.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
76	Email	n/a	Ward 1	Roads, Transport and Stormwater	Ensure the sidewalks on the main road in Franschhoek is open and accessible to pedestrians. Ensure that transgression onto the sidewalk does not take place. Sidewalks needs to be easily and safely accessible for all, but in particular for the disabled and elderly.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
77	Email	n/a	Ward 1	Local Economic Development and Tourism	Construction of additional public ablution facilities in central Village, Franschhoek. Need to be able to serve any visitor. Currently an embarrassing situation where limited facilities are available.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
78	Email	n/a	Ward 1	Electrical Services	Investigate all streetlights in Franschhoek Village on a regular basis to ensure in working order. Many were found to be out of service. Creating a dark and unsafe environment. Possible trip-and-fall hazard when dark; unsafe and unwelcome feeling.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
79	Email	n/a	Ward 1	Waste Management	Installation of additional cleaning bins during festival weekends in Franschhoek. Currently a disgusting mess with paper and other rubbish all over streets and sidewalks. Apart from looking unsightly, it is also a health and safety hazard.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
80	Email	n/a	Ward 1	Area Cleaning	Additional cleaning service in central Village, Franschhoek, especially during and after a festival weekend. On a Saturday afternoon, Sunday morning, and again on a Monday morning.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
81	Email	n/a	Ward 1	Area Cleaning	Regular street cleaning of secondary side roads in the Villagey, Franschhoek. It is noticeable that regular cleaning takes place in the main road, but as soon as one uses a side road, it is evident that these are ignored and regularly littered with rubbish.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
82	Email	n/a	Ward 1	Local Economic Development and Tourism	Implementation of a policy and effective mechanism to limit and control formula restaurants in the historical areas of Franschhoek.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
83	Email	n/a	Ward 1	Roads, Transport and Stormwater	Maintenance of the main road into Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
84	Email	n/a	Ward 1	Area Cleaning	Regular cleaning of the main road into Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
85	Email	n/a	Ward 1	Roads, Transport and Stormwater	Regular cleaning of thestormwater drains on the main road into Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
86	Email	n/a	Ward 1	Parks and Open Spaces	Regular cutting of grass at the main road into Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
87	Email	n/a	Ward 1	Parks and Open Spaces	Regular maintenance of playparks in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
88	Email	n/a	Ward 1	Waste Management	Regular maintenance and cleaning of the popular stream walk to the Reservoir Dam and the surrounds of the dam in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
89	Email	n/a	Ward 1	Water Services	Regular maintenance and cleaning of the popular stream walk to the Reservoir Dam and the surrounds of the dam in Franschhoek		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
90	Email	n/a	Ward 1	Environmental Management (Nature areas and Tree management	Regular cleaning of the stream/river is polluted with plastic and tree branches in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
91	Email	n/a	Ward 1	Electrical Services	The electric substation on the edge of Le Afrik housing estate onto the river walk, is semi-dug up and abandoned, Franschhoek		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
92	Email	n/a	Ward 1	Roads, Transport and Stormwater	The roads in the suburban areas of Franschhoek town are neglected, with weeds growing on curbs and pavements		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
93	Email	n/a	Ward 1	Parks and Open Spaces	Cutting of weeds on the boundary walls of the historic church in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
94	Email	n/a	Ward 1	Area Cleaning	Regular cleaning of litter on the boundary walls of the historic church in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
95	Email	n/a	Ward 1	Area Cleaning	The litter policing would be more beneficial in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
96	Email	n/a	Ward 1	Safety and Security	The car guards are a nuisance to locals in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
97	Email	n/a	Ward 1	Roads, Transport and Stormwater	Tar of pavement in Stiebeuel Street, Groendal		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
98	Email	n/a	Ward 1	Roads, Transport and Stormwater	Installation of robots at both entrances/exits in Groendal.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
99	Email	n/a	Ward 1	Libraries	Installation of fence around the Library in Groendal.		Director: Community and Protection Services	Department: Community Services	Community Development and Protection Services	Provincial	Department of Cultural Affairs and Sport
100	Email	n/a	Ward 1	Property Management	Fence open land next to the library in Groendal.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
101	Email	n/a	Ward 1	Roads, Transport and Stormwater	The pavements are uneven and broken bricks and brickwork, which are dangerous as it is easy to trip over bricks and paving in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
102	Email	n/a	Ward 1	Education	The Franschhoek boarding school is in a shocking state, with broken windows, etc. The grounds are unkempt, with vagrants moving in		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Provincial	Western Cape Education Department
103	Email	n/a	Ward 1	Education	The Franschhoek High School grounds are a disgrace, and the swimming pool has water at the bottom, which is a health hazard and a huge safety concern. The small building near the road caught fire a few weeks ago, which is a danger to the surrounding homes		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Provincial	Western Cape Education Department
104	Email	n/a	Ward 1	Education	The Franschhoek High School has no sporting facilities for the students, which is an appalling state of affairs and needs to be addressed immediately		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Provincial	Western Cape Education Department

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105	Email	n/a	Ward 1	Waste Management	Regular, proper cleaning and proper emptying of bins/ rubbish containers and replacement of the bins from "Circus Grounds" opposite the Franschhoek Monument up to the Franschhoek Pass		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
106	Email	n/a	Ward 1	Parks and Open Spaces	Repairing of the broken swing at the park by Franschhoek Monument		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
107	Email	n/a	Ward 1	Parks and Open Spaces	Construction of more ablution facilities at the park by Franschhoek Monument		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
108	Email	n/a	Ward 1	Safety and Security	Deployment of law enforcement to the village, Franschhoek, and Groendal		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
109	Email	n/a	Ward 1	River Cleaning	Regular cleaning of the river at Groendal is full of waste, which is cleared by private individuals		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
110	Email	n/a	Ward 1	Waste Management	Installation of additional bins by the river at Groendal		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
111	Email	n/a	Ward 1	Waste Management	Conduct education campaigns and Installation of "No Littering" signage system along the river at Groendal		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
112	Email	n/a	Ward 1	Community Development	Allocation of an empty building for a women's and children's refuge in Franschhoek		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
113	Email	n/a	Ward 1	Property Management	Allocation of a municipal building for Campaigners gender based violence for five years in Franschhoek		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
114	Email	n/a	Ward 1	Community Development	Provision of funds for counselling, furniture, and education campaigns against gender based violence in Franschhoek		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
115	Email	n/a	Ward 1	Roads, Transport and Stormwater	Repair or replacement of the paving throughout the village, Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
116	Email	n/a	Ward 1	Waste Management	Regular emptying of the new rubbish bins at Helen Siebert, Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
117	Email	n/a	Ward 1	Local Economic Development and Tourism	Construction of public ablution facilities for the tourist and Bastille Day Festival, a Chamber Music Festival, a Literary Festival, a Festival of Bubbles, events in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
118	Email	n/a	Ward 1	Roads, Transport and Stormwater	Survey and relay the uneven side walks in Huguenot Street		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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119	Email	n/a	Ward 1	Local Economic Development and Tourism	Installation and maintenance of public facilities for tourism, accommodation, restaurant and other hospitality establishments in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
120	Email	n/a	Ward 1	Roads, Transport and Stormwater	Commission an urgent safety audit of the main road and its pavements, repair the most hazardous sections immediately, and commit to a funded, scheduled upgrade with a published timeline in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
121	Email	n/a	Ward 1	Roads, Transport and Stormwater	Paid parking: Review the parking system together with residents and the business community. Consider including a resident permit scheme, free short-stay parking, a well-signposted parking area on the edge of town, or a model managed in partnership with local stakeholders		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
122	Email	n/a	Ward 1	Area Beautification	The budget allocated to Franschhoek's upkeep and beautification should be published with a clear breakdown of how it is spent. Spending should be prioritised together with local bodies such as the Franschhoek Valley Tourism Association and residents' groups. Regular maintenance of verges, landscaping, signage, street furniture and public spaces should be scheduled and visibly carried out		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
123	Email	n/a	Ward 1	Land Use Management	Delays in plan approvals hold back investment, building work, and local employment. Planning Department should be given additional resources, and a strict three-week turnaround time should be introduced for approving building plans, with progress reported continuously. The planning department advises residents that they will get to it when they go to it. This is unacceptable. A new, modern online system needs to be implemented and monitored, and timelines must be strictly adhered to.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
124	Email	n/a	Ward 1	IDP and public participation	Prompt responses: acknowledge every resident query or complaint within 48 hours, and give a full response within 7 days.		Office of the Municipal Manager	Section: IDP/PMS/PP	Executive Mayor	Local	Not Applicable
125	Email	n/a	Ward 1	IDP and public participation	Feedback after public meetings: publish written feedback after each public meeting, setting out the issues raised, the action to be taken and who is responsible.		Office of the Municipal Manager	Section: IDP/PMS/PP	Executive Mayor	Local	Not Applicable
126	Email	n/a	Ward 1	IDP and public participation	Progress tracking: track and report on progress against these commitments, so that residents can see whether they are being met.		Office of the Municipal Manager	Section: IDP/PMS/PP	Executive Mayor	Local	Not Applicable
127	Email	n/a	Ward 1	Human Resource Management	A dedicated Franschhoek official: appoint an official based in Franschhoek to deal with local issues. This person would be the single point of contact for residents and businesses and would report back regularly.		Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable
128	Email	n/a	Ward 1	Roads, Transport and Stormwater	Traffic and congestion: Franschhoek needs a traffic management plan for the main road especially concerning heavy vehicle movement through the village.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
129	Email	n/a	Ward 1	Water Services	Residents need assurance that water, sewage and stormwater infrastructure can support current and planned development in the valley, Franschhoek.		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
130	Email	n/a	Ward 1	Waste Management	Cleanliness and refuse: The Franschhoek town centre needs more consistent refuse collection, better litter control and more public bins.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
131	Email	n/a	Ward 1	Safety and Security	Increase visibility of law enforcement in the Franschhoek town and surrounding areas, this has now become another service that has to be funded over and above our rates		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
132	Email	n/a	Ward 1	Local Economic Development and Tourism	The proposed Franschhoek Cableway: Because municipal land is involved, full transparency on any lease or agreement needs to be made public. All leases of any municipal properties should follow the correct procedures, which does not seem to be the case.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
133	Email	n/a	Ward 1	Council Support	Appoint a senior Mayoral or Municipal representative based at the Franschhoek Municipal Building to improve accessibility, stakeholder engagement, and responsiveness to local issues.		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
134	Email	n/a	Ward 1	Property Management	Develop municipal-owned land for the benefit of local residents and economic development initiatives, including Erf 412 and other identified municipal properties.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
135	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement and enforce the proposed Short-Term Rental Policy to balance tourism growth with community wellbeing and residential sustainability.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
136	Email	n/a	Ward 1	Fire and Disaster	Develop and implement a Franschhoek-specific Disaster Management Plan, addressing the area's heightened risks of wildfires and flooding, both of which have recently impacted the community.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
137	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement an effective management and maintenance system for public toilets in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
138	Email	n/a	Ward 1	Parks and Open Spaces	Implement an effective management and maintenance system for public spaces in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
139	Email	n/a	Ward 1	Area Cleaning	Implement an effective management and maintenance system for street cleanliness in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
140	Email	n/a	Ward 1	Safety and Security	Increases visibility of law enforcement and municipal security presence throughout the village and surrounding communities in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
141	Email	n/a	Ward 1	Housing Development	Identify, preserve, and allocate suitable public land for social and affordable housing development in Franschhoek		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
142	Email	n/a	Ward 1	Housing Development	Establish measurable housing delivery targets and implementation timelines in Franschhoek		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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143	Email	n/a	Ward 1	Housing Development	Investigate suitable land for the development of a community swimming pool in Groendal, including consideration of Erf 412.		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
144	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement the Short-Term Rental Policy to protect the character, heritage, and residential fabric of Franschhoek.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
145	Email	n/a	Ward 1	Local Economic Development and Tourism	Improve community facilities and public amenities that enhance quality of life for residents in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
146	Email	n/a	Ward 1	Heritage and Historic Buildings	Mapping, preserving, and protecting heritage buildings, cultural landscapes, scenic routes, and agricultural land in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
147	Email	n/a	Ward 1	Land Use Management	Protecting agricultural land use and limiting inappropriate departures from zoning schemes that may compromise Franschhoek's unique character.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
148	Email	n/a	Ward 1	Environmental Management (Nature areas and Tree management	Implementing a tree-planting programme along the R45 and selected residential streets, Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
149	Email	n/a	Ward 1	Environmental Management (Nature areas and Tree management	Replacing trees removed during the R45 upgrade project and expanding urban greening initiatives in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
150	Email	n/a	Ward 1	Waste Management	Provide additional refuse skips and increase collection frequency in areas along the Stiebeuel River, Franschhoek to combat pollution		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
151	Email	n/a	Ward 1	Area Cleaning	Maintain and clean the pedestrian route between Groendal and the village on a regular basis.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
152	Email	n/a	Ward 1	Area Cleaning	Regular cleaning of streets, public areas in Franschhoek.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
153	Email	n/a	Ward 1	Roads, Transport and Stormwater	Regular cleaning ofstormwater drainage systems throughout Franschhoek.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
154	Email	n/a	Ward 1	Roads, Transport and Stormwater	Implement a comprehensive flood mitigation and emergency response programme in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
155	Email	n/a	Ward 1	Roads, Transport and Stormwater	Prioritise the rebuilding and upgrading of culverts along the R45 and Dirkie Uys Street to improve stormwater management and resilience.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
156	Email	n/a	Ward 1	Roads, Transport and Stormwater	Lift and relay uneven sidewalks along the main road in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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157	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replace damaged paving, kerbstones, and pedestrian infrastructure in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
158	Email	n/a	Ward 1	Roads, Transport and Stormwater	Improve universal accessibility through additional wheelchair-friendly access points in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
159	Email	n/a	Ward 1	Roads, Transport and Stormwater	Remove unnecessary signage and obstructions that impede pedestrian movement in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
160	Email	n/a	Ward 1	Roads, Transport and Stormwater	Widen the eastern sidewalk between Terbodore and the Dutch Reformed Church to improve pedestrian safety and accommodate visitor volumes in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
161	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replace damaged, faded, and illegible street-name signs throughout Franschhoek.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
162	Email	n/a	Ward 1	Roads, Transport and Stormwater	Complete the traffic-calming projects identified in Franschhoek previous IDP commitments		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
163	Email	n/a	Ward 1	Roads, Transport and Stormwater	Review additional traffic-calming measures in high pedestrian and residential areas in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
164	Email	n/a	Ward 1	Electrical Services	Repair the electrical substation supporting R45 street lighting in Franschhoek		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
165	Email	n/a	Ward 1	Electrical Services	Install additional security lighting at public facilities, including the Langrug public toilets.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
166	Email	n/a	Ward 1	Water Services	Ensure well-managed, clean, and accessible public toilet facilities within the village, Franschhoek		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
167	Email	n/a	Ward 1	Municipal Hall Facilities	Consider opening Franschhoek Town Hall toilet facilities to the public during operating hours.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
168	Email	n/a	Ward 1	Roads, Transport and Stormwater	Undertake a comprehensive road safety audit of the R45 corridor, Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
169	Email	n/a	Ward 1	Roads, Transport and Stormwater	Implement recommendations arising from the audit to improve pedestrian and vehicular safety.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
170	Email	n/a	Ward 1	Safety and Security	Repair or replace the Franschhoek Town Hall CCTV camera.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
171	Email	n/a	Ward 1	Safety and Security	Install additional security cameras in Groendal and at the Wemmershoek intersection.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
172	Email	n/a	Ward 1	Safety and Security	Accelerate implementation of the CCTV Master Plan referenced in the current IDP in partnership with the private security sector.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
173	Email	n/a	Ward 1	Safety and Security	Increase the deployment of law enforcement officers throughout Franschhoek, Groendal, Langrug, and surrounding areas.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
174	Email	n/a	Ward 1	Safety and Security	Enhance visible policing and traffic enforcement to improve public safety, visitor confidence, and crime prevention throughout Franschhoek, Groendal, Langrug, and surrounding areas.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
175	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replacement or repair of pavement in Reservoir Street in front of The Hoek coffeehouse, Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
176	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replacement or repair of pavement on the corner of Kruger Street and Main Road, opposite Cocacchio, Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
177	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replacement or repair of pavement on the main road in front of Terbodore cafe, Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
178	Email	n/a	Ward 1	Roads, Transport and Stormwater	Repaired, levelled and renewed sidewalks in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
179	Email	n/a	Ward 1	Water Services	Since 2024, residents have repeatedly raised complaints about the quality and appearance of our water. Unfortunately, despite assurances that steps would be taken to resolve the problem, residents continue to experience water ranging from light brown to extremely dirty, at times containing visible particles resembling soil and pieces of blue plastic in Franschhoek. Guests are understandably reluctant to drink water that looks dirty, and residents are left questioning whether the water is suitable for drinking, cooking and everyday household use.		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
180	Email	n/a	Ward 1	Water Services	The municipality previously issued a tender for the necessary work; the budget was approved at the end of the financial year, and filters were purchased. However, residents have subsequently been informed that the work cannot proceed because there is apparently nobody available to carry it out. How can funds be approved and equipment purchased, yet the necessary work remain outstanding while residents continue to bear the consequences?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
181	Email	n/a	Ward 1	Water Services	What is causing the discolouration and visible particles in our water in Franschhoek?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
182	Email	n/a	Ward 1	Water Services	Is the water safe for drinking, cooking and other domestic uses?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
183	Email	n/a	Ward 1	Water Services	What progress has been made with the tender, approved budget and purchase of filters? If the work has stalled because of a shortage of personnel or other capacity constraints, what is being done to resolve this?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
184	Email	n/a	Ward 1	Water Services	What is the municipality's concrete plan and time frame for resolving the water problem permanently?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
185	Email	n/a	Ward 1	Water Services	Will the municipality investigate the affected streets with the water problem in Franschhoek specifically and provide residents with regular updates until the matter has been resolved?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
186	Email	n/a	Ward 1	Local Economic Development and Tourism	There is a huge increase in homes turned over to Airbnb in Franschhoek, while visitors are important to the economy of the town, how many Airbnbs are registered and paying the appropriate level of rates		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
187	Email	n/a	Ward 1	Local Economic Development and Tourism	At Street Van Wijk in Franschhoek, Camphor House is used extensively as an Airbnb, and Kruger House next door (same ownership) is also going to start operating as a four-suite Airbnb, even though recent planning permission was only granted for a family home.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
188	Email	n/a	Ward 1	Local Economic Development and Tourism	These Airbnbs represent a problem to local residents with parking and noise issues in Franschhoek, which are an added administrative cost to the Municipality		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
189	Email	n/a	Ward 1	Local Economic Development and Tourism	The Franschhoek Town should receive the same level of rates from these proper□es that bonafide businesses are presently paying		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
190	Email	n/a	Ward 1	Local Economic Development and Tourism	Installation and maintenance of public convenience ablution facilities built to specification and operated to a standard commensurate with Franschhoek's reputation as the most visited destination in South Africa for both domestic and international visitors. It has a global reputation for fine wine and restaurants, 5-star accommodation, high-end retail, and many international festivals and events, including the Montreux Jazz Festival, Basille, The Literary Festival, Chamber Music, Cap Clasique, and a Classic Car Weekend.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
191	Email	n/a	Ward 1	Local Economic Development and Tourism	The cost of maintaining such toilets to the highest standards should easily be covered by use charges. Payment could be made using the same system as for the parking attendants.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
192	Email	n/a	Ward 1	Council Support	Appoint a senior Mayors representative based in Franschhoek Municipal Building and ensure Franschhoek gets its fair share from its rates		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
193	Email	n/a	Ward 1	Property Management	Develop municipal land for the benefit of local residents, to support business and economic upliftment such as ERF412, 217 and 284		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
194	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement policy on Short Term rentals in the village in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
195	Email	n/a	Ward 1	Fire and Disaster	Introduce a strategy particular to Franschhoek to manage the high fire risk as well as high flood risks both recently seen in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
196	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement an effective management and maintenance system for public toilets in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
197	Email	n/a	Ward 1	Parks and Open Spaces	Implement an effective management and maintenance system for public spaces in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
198	Email	n/a	Ward 1	Area Cleaning	Implement an effective management and maintenance system for street cleanliness in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
199	Email	n/a	Ward 1	Housing Development	Identify and preserve unused government land for social housing and implement x housing units in Franschhoek areas		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
200	Email	n/a	Ward 1	Recreation and Sport	Implement Groendal swimming pool - identify land consider ERF 412, 217 and 284		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
201	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement Short Term Rental policy to protect community and heritage in Franschhoek. The permanent residential population is critical to health of the village and has been decimated by short term rental housing. STRs are also not paying the correct commercial taxes. Rather encourage small, registered hotels.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
202	Email	n/a	Ward 1	Heritage and Historic Buildings	Protect heritage buildings and cultural landscapes and scenic heritage (scenic route R45) (Planning portfolio) to preserve major driver of tourism economy in Franschhoek. Protect land use and agriculture coverage. Limit departures from zoning by-laws.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
203	Email	n/a	Ward 1	Environmental Management (Nature areas and Tree management	Implement tree planting program along R45 main road and selected neighbourhood streets as well as trees lost during R45 construction outside the village in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
204	Email	n/a	Ward 1	Waste Management	Installation of additional skips and more frequent collection for residents along the Stiebeuel River (pollution control) and implement river litter trap in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
205	Email	n/a	Ward 1	Waste Management	Clean the pedestrian walkway between Groendal and the village regularly and remove waste.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
206	Email	n/a	Ward 1	Waste Management	Clean streets regularly and implement a regular bin cleaning schedule on public streets especially R45 main road, Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
207	Email	n/a	Ward 1	Roads, Transport and Stormwater	Clean streets and stormwater drains on public streets especially R45 main road, Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
208	Email	n/a	Ward 1	Roads, Transport and Stormwater	Rebuilding of culvert at R45 main road; and at Dirkie Uys street at Varkblaardrif		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
209	Email	n/a	Ward 1	Roads, Transport and Stormwater	Implement sidewalk plan for main road including widening pavements for pedestrian safety in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
210	Email	n/a	Ward 1	Roads, Transport and Stormwater	Implement municipalities Universal Access Policy. Make sidewalks accessible for people with disabilities, with more entry and exit points.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
211	Email	n/a	Ward 1	Roads, Transport and Stormwater	Lift and re-lay the sidewalks in the main road to create an even surface. Replace all broken tiles and kerbstones in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
212	Email	n/a	Ward 1	Roads, Transport and Stormwater	Remove excess signs and obstructions that block pedestrian flow in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
213	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replace or repair damaged or illegible street-name signs, as most are difficult to see and read, remove illegal signage in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
214	Email	n/a	Ward 1	Roads, Transport and Stormwater	Complete the project set out in the previous IDP priorities, including one way streets and speed tables in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
215	Email	n/a	Ward 1	Roads, Transport and Stormwater	Implement traffic circle at Uitkyk street and R45		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
216	Email	n/a	Ward 1	Electrical Services	Investigate why Franschhoek has unreliable electricity and high number of outage days and implement measures to improve reliability		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
217	Email	n/a	Ward 1	Electrical Services	Repair the substation that powers the R45 streetlights.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
218	Email	n/a	Ward 1	Electrical Services	Install security lights at the Langrug public toilets for residents' safety at night.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
219	Email	n/a	Ward 1	Electrical Services	Implement better Christmas street lighting project		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
220	Email	n/a	Ward 1	Municipal Hall Facilities	Provide well managed public toilets in the village, for example by opening the Franschhoek Town Hall toilets to the public and circus grounds toilets		Director: Community and Protection Services	Department: Community Services	Community Development and Protection Services	Local	Not Applicable
221	Email	n/a	Ward 1	Local Economic Development and Tourism	Enforce by-laws requiring toilets by commercial businesses for public use in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
222	Email	n/a	Ward 1	Roads, Transport and Stormwater	Undertake and implement road safety audit on R45		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
223	Email	n/a	Ward 1	Roads, Transport and Stormwater	Lower speed limit on R45		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
224	Email	n/a	Ward 1	Safety and Security	Deploy additional law enforcement officers in all areas. Specifically in residential streets.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
225	Email	n/a	Ward 1	Community Development	Violence and gender based violence: Enhance services in Franschhoek		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
226	Email	n/a	Ward 1	Safety and Security	Repair or replace the Franschhoek Town Hall CCTV camera, which has never worked.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
227	Email	n/a	Ward 1	Safety and Security	Install additional CCTV cameras in Groendal and at the Wemmershoek intersection.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
228	Email	n/a	Ward 1	Safety and Security	Implement the CCTV Master Plan listed in the current IDP, with security sector participation.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
229	Email	n/a	Ward 1	Local Economic Development and Tourism	It is unacceptable that the majority of guest houses in the centre of the town of Franschhoek utilise the parking on the street for their visitors, who seldom use their cars. This causes terrible congestion in the streets, and one can hardly travel. Is off-road parking not a requirement before approval of the guesthouse? If Guesthouses are supposed to have off-road parking, then the law is not being enforced.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
230	Email	n/a	Ward 1	Property Management	Fencing of the Stellenbosch Municipal Property upon which the Franschhoek Bowling is situated at 1 Lambrechts Street, Franschhoek. Fencing of this property was approved two or three years ago, but nothing ever happened. The municipality can use the same "Clear View" fencing used around the Medi Clinic in Die Boord in Stellenbosch, and the standard/quality of fencing should be sufficient.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
231	Email	n/a	Ward 1	Roads, Transport and Stormwater	The traffic in Franschhoek is now unbearable at certain times and on certain days. The circles that were introduced on Dorp Street in Stellenbosch will definitely suffice and be more than sufficient to help with the flow of traffic on the Main Road in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
232	Email	n/a	Ward 1	Roads, Transport and Stormwater	Installation of circles at the Franschhoek Monument, Post Office and Pick'n Pay in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
233	Email	n/a	Ward 1	Roads, Transport and Stormwater	The Traffic flow problem though the Franschhoek Town investigates the use of very large cones as circle at the intersections of the Monument, Crossing of Hugenot Street and Reservoir Street and Uitkyk and Main Road near Pick and Pay in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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234	Email	n/a	Ward 1	Communications	The telephone system (not only the music) Staff who simply cannot be reached by phone. The 3-month waiting period before a staff member needs to attend to a problem on their desk		Director: Corporate Services	Section: Registry and Office Auxiliary Services	Corporate Services	Local	Not Applicable
235	Email	n/a	Ward 1	Council Support	Appoint a senior Mayors representative based in Franschhoek Municipal Building		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
236	Email	n/a	Ward 1	Property Management	Develop municipal land for the benefit of local residents, to support business and economic upliftment, notably erf 412 Groendal.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
237	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement a strict policy on Short-Term Rentals (STRs) in the village in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
238	Email	n/a	Ward 1	Fire and Disaster	Introduce a strategic Disaster Management Plan particular to Franschhoek, given the high fire risk as well as high flood risks, both recently in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
239	Email	n/a	Ward 1	Water Services	Implement a management system for clean public toilets in Franschhoek.		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
240	Email	n/a	Ward 1	Area Cleaning	Implement a management system for clean streets in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
241	Email	n/a	Ward 1	Safety and Security	Increase visibility of law enforcement in the residential areas in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
242	Email	n/a	Ward 1	Housing Development	Identify and preserve public / goverment land for social housing in Franschhoek		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
243	Email	n/a	Ward 1	Recreation and Sport	Construction of Groendal swimming pool.		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
244	Email	n/a	Ward 1	Local Economic Development and Tourism	Erf 412 to be utilsied for residents in business in Francshhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
245	Email	n/a	Ward 1	Recreation and Sport	Erf 412 to be utilsied for residents in recreational in Franschhoek		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
246	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement Short Term Rental policy to protect community and heritage.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable

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247	Email	n/a	Ward 1	Heritage and Historic Buildings	Protect Heritage buildings and cultural landscape patterns and Scenic Route heritage to facilitate the preservation of contextual heritage as a major driver of the tourism economy		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
248	Email	n/a	Ward 1	Land Use Management	Protect land use and agriculture coverage.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
249	Email	n/a	Ward 1	Land Use Management	Limit departures from zoning by-laws and enforce building compliance on “As Built” buildings		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
250	Email	n/a	Ward 1	Environmental Management (Nature areas and Tree management	Implementation of trees planting program along the R45 main road and selected neighborhood streets in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
251	Email	n/a	Ward 1	Environmental Management (Nature areas and Tree management	Replant trees lost along the R45 due to roadway improvements and construction outside the village.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
252	Email	n/a	Ward 1	Waste Management	Installation of additional skips and more frequent collection along the Stiebeuel River in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
253	Email	n/a	Ward 1	Waste Management	Install a “River Litter Trap” on the Stiebeuel River, Franschhoek below the informal settlement to help control pollution		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
254	Email	n/a	Ward 1	Waste Management	Clean the pedestrian walkway between Groendal and the village regularly and remove waste.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
255	Email	n/a	Ward 1	Waste Management	Clean streets in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
256	Email	n/a	Ward 1	Roads, Transport and Stormwater	Clean stormwater drains regularly in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
257	Email	n/a	Ward 1	Waste Management	Clear and clean pedestrian rubbish bins on a regular / two daily basis in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
258	Email	n/a	Ward 1	Roads, Transport and Stormwater	Lift nd re-lay uneven sidewalks or pavements in the main road in Franschhoek to create an even surface.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
259	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replace all broken tiles and kerbstones in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
260	Email	n/a	Ward 1	Roads, Transport and Stormwater	Repair dangerously damaged road drainage culverts and install or repair missing gratings in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
261	Email	n/a	Ward 1	Roads, Transport and Stormwater	Make sidewalks or pavements accessible to all by implementing the Universal Access Policy, thus making sidewalks accessible for people with disabilities, with more entry and exit points in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
262	Email	n/a	Ward 1	Roads, Transport and Stormwater	Relay and level consistently the sloping pavement sidewalk from Terbadore to the NG Church in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
263	Email	n/a	Ward 1	Roads, Transport and Stormwater	Remove excess signage and obstructions that impede pedestrian flow in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
264	Email	n/a	Ward 1	Electrical Services	Remove dangerous, exposed electrical boards at the water pump point at the top of Van Riebeek and at the bottom of Heide Street in Franschhoek. Close access to the public to stop people sleeping in the building		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
265	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replace or repair damaged or illegible street-name signs, as most are difficult to see and read in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
266	Email	n/a	Ward 1	Roads, Transport and Stormwater	Remove illegal signage in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
267	Email	n/a	Ward 1	Roads, Transport and Stormwater	Complete the traffic calming project set out in the previous IDP priorities fro Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
268	Email	n/a	Ward 1	Roads, Transport and Stormwater	Implement a Traffic circle at the intersection of R45 & Uitkyk streets. This is a dangerous intersection in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
269	Email	n/a	Ward 1	Roads, Transport and Stormwater	Introduce one-way streets to residential areas, including speed bumps/tables on roads running parallel near / adjacent to R45 in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
270	Email	n/a	Ward 1	Electrical Services	Repair the substation that powers the R45 street lights in Franschhoek		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
271	Email	n/a	Ward 1	Electrical Services	Install security lights at the Langrug public toilets for residents' safety at night.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
272	Email	n/a	Ward 1	Electrical Services	Improve the Christmas ligh□ng on the high street R 45.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
273	Email	n/a	Ward 1	Municipal Hall Facilities	Provide well-managed public toilets in the village by opening the Franschhoek Town Hall toilets to the public		Director: Community and Protection Services	Department: Community Services	Community Development and Protection Services	Local	Not Applicable
274	Email	n/a	Ward 1	Building Control	Enforce the Zoning Scheme development parameters on commercial buildings to provide public toilets in Franschhoek		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
275	Email	n/a	Ward 1	Sanitation	Maintain the existing public toilets at the Municipality, which are currently not fit for purpose in Franschhoek		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
276	Email	n/a	Ward 1	Roads, Transport and Stormwater	Undertake and implement road safety audit on R45.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
277	Email	n/a	Ward 1	Roads, Transport and Stormwater	Introduce an 80km/h speed limit from La Mo□e to Franschhoek.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
278	Email	n/a	Ward 1	Safety and Security	Installation of CCTV cameras linked to Law Enforcement and Pepler Alarms control in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
279	Email	n/a	Ward 1	Safety and Security	Repair or replace the Franschhoek Town Hall camera, which has never worked.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
280	Email	n/a	Ward 1	Safety and Security	Install additional CCTV cameras in Groendal and at the Wemmershoek intersection.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
281	Email	n/a	Ward 1	Safety and Security	Implement the CCTV Master Plan listed in the current IDP, with security sector participation		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
282	Email	n/a	Ward 1	Safety and Security	Deploy additional SAPS police officers in all residential areas beyond the R45 High Street. SAPS to focus on residential areas		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
283	Email	n/a	Ward 1	Council Support	Appoint a senior Mayors representative based in Franschhoek Municipal Building		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
284	Email	n/a	Ward 1	Property Management	Develop municipal land for the benefit of local residents, to support business and economic upliftment, notably erf 412 Groendal.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
285	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement a strict policy on Short-Term Rentals (STRs) in the village in Franschhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
286	Email	n/a	Ward 1	Fire and Disaster	Introduce a strategic Disaster Management Plan particular to Franschhoek, given the high fire risk as well as high flood risks, both recently in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
287	Email	n/a	Ward 1	Water Services	Implement a management system for clean public toilets in Franschhoek.		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
288	Email	n/a	Ward 1	Area Cleaning	Implement a management system for clean streets in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
289	Email	n/a	Ward 1	Safety and Security	Increase visibility of law enforcement in the residential areas in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
290	Email	n/a	Ward 1	Housing Development	Identify and preserve public / goverment land for social housing in Franschhoek		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
291	Email	n/a	Ward 1	Recreation and Sport	Construction of Groendal swimming pool.		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
292	Email	n/a	Ward 1	Local Economic Development and Tourism	Erf 412 to be utilsied for residents in business in Francshhoek		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
293	Email	n/a	Ward 1	Recreation and Sport	Erf 412 to be utilsied for residents in recreational in Franschhoek		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
294	Email	n/a	Ward 1	Local Economic Development and Tourism	Implement Short Term Rental policy to protect community and heritage.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
295	Email	n/a	Ward 1	Heritage and Historic Buildings	Protect Heritage buildings and cultural landscape patterns and Scenic Route heritage to facilitate the preservation of contextual heritage as a major driver of the tourism economy		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
296	Email	n/a	Ward 1	Land Use Management	Protect land use and agriculture coverage.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
297	Email	n/a	Ward 1	Land Use Management	Limit departures from zoning by-laws and enforce building compliance on “As Built” buildings		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable

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298	Email	n/a	Ward 1	Environmental Management (Nature areas and Tree management	Implementation of trees planting program along the R45 main road and selected neighborhood streets in Franschhoek		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
299	Email	n/a	Ward 1	Environmental Management (Nature areas and Tree management	Replant trees lost along the R45 due to roadway improvements and construction outside the village.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
300	Email	n/a	Ward 1	Waste Management	Installation of additional skips and more frequent collection along the Stiebeuel River in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
301	Email	n/a	Ward 1	Waste Management	Install a "River Litter Trap" on the Stiebeuel River, Franschhoek below the informal settlement to help control pollution		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
302	Email	n/a	Ward 1	Waste Management	Clean the pedestrian walkway between Groendal and the village regularly and remove waste.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
303	Email	n/a	Ward 1	Waste Management	Clean streets in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
304	Email	n/a	Ward 1	Roads, Transport and Stormwater	Clean stormwater drains regularly in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
305	Email	n/a	Ward 1	Waste Management	Clear and clean pedestrian rubbish bins on a regular / two daily basis in Franschhoek		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
306	Email	n/a	Ward 1	Roads, Transport and Stormwater	Lift nd re-lay uneven sidewalks or pavements in the main road in Franschhoek to create an even surface.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
307	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replace all broken tiles and kerbstones in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
308	Email	n/a	Ward 1	Roads, Transport and Stormwater	Repair dangerously damaged road drainage culverts and install or repair missing gratings in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
309	Email	n/a	Ward 1	Roads, Transport and Stormwater	Make sidewalks or pavements accessible to all by implementing the Universal Access Policy, thus making sidewalks accessible for people with disabilities, with more entry and exit points in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
310	Email	n/a	Ward 1	Roads, Transport and Stormwater	Relay and level consistently the sloping pavement sidewalk from Terbadore to the NG Church in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
311	Email	n/a	Ward 1	Roads, Transport and Stormwater	Remove excess signage and obstructions that impede pedestrian flow in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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312	Email	n/a	Ward 1	Electrical Services	Remove dangerous, exposed electrical boards at the water pump point at the top of Van Riebeek and at the bottom of Heide Street in Franschhoek. Close access to the public to stop people sleeping in the building		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
313	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replace or repair damaged or illegible street-name signs, as most are difficult to see and read in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
314	Email	n/a	Ward 1	Roads, Transport and Stormwater	Remove illegal signage in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
315	Email	n/a	Ward 1	Roads, Transport and Stormwater	Complete the traffic calming project set out in the previous IDP priorities fro Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
316	Email	n/a	Ward 1	Roads, Transport and Stormwater	Implement a Traffic circle at the intersection of R45 & Uitkyk streets. This is a dangerous intersection in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
317	Email	n/a	Ward 1	Roads, Transport and Stormwater	Introduce one-way streets to residential areas, including speed bumps/tables on roads running parallel near / adjacent to R45 in Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
318	Email	n/a	Ward 1	Electrical Services	Repair the substation that powers the R45 street lights in Franschhoek		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
319	Email	n/a	Ward 1	Electrical Services	Install security lights at the Langrug public toilets for residents' safety at night.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
320	Email	n/a	Ward 1	Electrical Services	Improve the Christmas ligh□ng on the high street R 45.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
321	Email	n/a	Ward 1	Municipal Hall Facilities	Provide well-managed public toilets in the village by opening the Franschhoek Town Hall toilets to the public		Director: Community and Protection Services	Department: Community Services	Community Development and Protection Services	Local	Not Applicable
322	Email	n/a	Ward 1	Building Control	Enforce the Zoning Scheme development parameters on commercial buildings to provide public toilets in Franschhoek		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
323	Email	n/a	Ward 1	Sanitation	Maintain the existing public toilets at the Municipality, which are currently not fit for purpose in Franschhoek		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
324	Email	n/a	Ward 1	Roads, Transport and Stormwater	Undertake and implement road safety audit on R45.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
325	Email	n/a	Ward 1	Roads, Transport and Stormwater	Introduce an 80km/h speed limit from La Mo□e to Franschhoek.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
326	Email	n/a	Ward 1	Safety and Security	Installation of CCTV cameras linked to Law Enforcement and Pepler Alarms control in Franschhoek		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
327	Email	n/a	Ward 1	Safety and Security	Repair or replace the Franschhoek Town Hall camera, which has never worked.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
328	Email	n/a	Ward 1	Safety and Security	Install additional CCTV cameras in Groendal and at the Wemmershoek intersection.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
329	Email	n/a	Ward 1	Safety and Security	Implement the CCTV Master Plan listed in the current IDP, with security sector participation		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
330	Email	n/a	Ward 1	Safety and Security	Deploy additional SAPS police officers in all residential areas beyond the R45 High Street. SAPS to focus on residential areas		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
331	Email	n/a	Ward 1	Sanitation	Construction and maintenance of ablution facilities to a standard commensurate with Franschhoek's reputation to accommodate high-end shops, festivals and events that include a Bastille Day Festival, a Chamber Music Festival, a Literary Festival, a Festival of Bubbles, a Classic Car Weekend and the globally significant Montreux Jazz Festival		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
332	Email	n/a	Ward 1	Roads, Transport and Stormwater	Replacement of the uneven sidewalks in Huguenot Street, Franschhoek		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
333	IDP Open Day	Sept 26/ A1/126	Ward 2	Local Economic Development and Tourism	Why is there a small or less increase in the wage of EPWP, but the municipality is doing year increase to its employees.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
334	IDP Open Day	Sept 26/ A1/126	Ward 2	Local Economic Development and Tourism	Why is EPWP only 6 months instead of a year-long contract, which can be less costly to the Municipality as far as PPE is concerned		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
335	IDP Open Day	Sept26/A1/126	Ward 2	Safety and Security	Law Enforcement and Red Ants operate on all days in the wards. People are building shacks in the area, while some people have been stopped		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
336	IDP Open Day	Sept26/A1/126	Ward 2	Safety and Security	Provision of clarity on why the municipality demolished some structures, allowed others to remain, and allowed extensions to their informal structures, while others were stopped		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
337	IDP Open Day	Sept26/A1/126	Ward 2	Safety and Security	There is inconsistency from the municipality in the manner in which enforcement is being carried out, as some residents are allowed to make extensions to their shacks while others are prevented		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
338	IDP Open Day	Sept126/A1/96	Ward 2	Income and Expenditure	Tariff for electricity for sport clubs. Why is the tariff high, and is it applicable to all	Senior Management and the finance department are better positioned to provide the client with a comprehensive response regarding the 2026/27 tariffs approved by NERSA.	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
339	IDP Open Day	Sept26/A1/124	Ward 2	Electrical Services	Installation of new electrical connections in Langrug	The department is facing staff shortages but is working with the capacity they have at the moment. Street lights are being attended to, but they get vandalised the very next day.	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
340	IDP Open Day	Sept26/A1/124	Ward 2	Electrical Services	Repairing street lights that are not working at Langrug	The department is facing staff shortages but is working with the capacity they have at the moment. Street lights are being attended to, but they get vandalised the very next day.	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
341	IDP Open Day	Sept26/A1/124	Ward 2	Electrical Services	Electrical Services personnel are selective about whom to help in Langrug	If personnel are over coercive or good, it must be reported to the department with the relevant proof. All applications are constantly monitored and will be attended to as and when they are submitted	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
342	IDP Open Day	Sept26/A1/126	Ward 2	Electrical Services	Provision of clarity on whether a foreign nation is allowed to have an electrical box	Complaint to be reported to municipal offices as soon as possible with a reference number. Then a proper investigation will be conducted per application form to establish any foul play	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
343	IDP Open Day	Sept26/A1/28	Ward 2	Electrical Services	Provision of clarity on why the electricity tariff is so expensive	The client was invited to visit the municipal office to properly explain to how the tariff structure works	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
344	IDP Open Day	Sept26/A1/124	Ward 2	Water Services	Attend to the smell of grey water in Langrug	The smell of the grey water is due to people residing in the informal settlement who dispose / through their used water on the road.	Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
345	IDP Open Day	Sept26/A1/124	Ward 2	Informal Settlements	Repair of the vandalised ablution facilities at J2 and J3 in Langrug	The Langrug vandalised toilets will be inspected by the services provider appointed, and arrangements will be made for refurbishment.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
346	IDP Open Day	Sept26/A1/124	Ward 2	Water Services	Repair of the overflowing drain in Boonzaaier Street in Langrug	The overflowing drain is due to the Sand trap in Boonzaaier Street, frequent cleaning is done to prevent reoccurrence by the sewer operations team.	Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
347	IDP Open Day	Sept26/A1/124	Ward 2	Area Cleaning	Regular cleaning of the skips at Langrug at the Dennegeer area		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
348	IDP Open Day	Sept26/A1/124	Ward 2	Area Cleaning	Placement of more cleaning teams near the Reservoir in Langrug		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
349	IDP Open Day	Sept26/A1/124	Ward 2	Area Cleaning	Distribution of refuse bags in Langrug		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable

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350	IDP Open Day	Sept26/A1/124	Ward 2	Roads, Transport and Stormwater	Extension of the water channel a bit up, far from the houses in Langrug		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
351	IDP Open Day	Sept26/A1/144	Ward 2	Housing Development	Provision of housing development opportunities in the Franschhoek area	La Motte was identified as a possibility for a housing project. The land is owned by Public Works. There is an ongoing process to get the land transferred to the municipality. Thereafter a process for a housing project will commence and allocations will be done according to the criteria parameters.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
352	IDP Open Day	Sept26/A1/144	Ward 2	Housing Development	Provision of clarity on what is happening regarding the land at the back of the municipal Library, Erf 412		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
353	IDP Open Day	Sept26/A1/94	Ward 2	Housing Development	Provision of housing development opportunities in the Franschhoek area	La Motte was identified as a possibility for a housing project. The land is owned by Public Works. There is an ongoing process to get the land transferred to the municipality. Thereafter, a process for a housing project will commence, and allocations will be made according to the criteria parameters.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
354	IDP Open Day	Sept26/A1/94	Ward 2	Housing Development	Provision of clarity on what is happening regarding the land at the back of the Municipal Library, Erf 412		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
355	IDP Open Day	Sept26/A1/126	Ward 2	Property Management	The enquiry concerns the lease agreement between Stellenbosch Municipality and Efata Educare Centre. Concerns were raised about Ms Fata being denied access to keys and the premises on which Kabouterland Educare is situated		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
356	IDP Open Day	Sept26/A1/148	Ward 2	Property Management	The complaint is that erf 748 was up for auction, and Mr D Adonis won the bid. According to Mr Adonis, it has been 4 months, and as of yet, no feedback has been received from the municipality or the auctioneer, even though the R110 000,00 was paid.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
357	IDP Open Day	Sept26/A1/94	Ward 2	Property Management	Enquiry about the plans or development of erf 412, Franschhoek. If so, what is the plan? Is there a timeline for this project? If not, what are the reasons? According to the complainant, the erf was put out for a development where small units or shops will be at ground level and housing or dwelling units on the floor(s) above.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
358	IDP Open Day	Sept26/A1/124	Ward 2	Informal Settlements	Enquiry on whether the informal settlements can be developed and whether people can get plots in Langrug	No, the municipality cannot give plots	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
359	IDP Open Day	Sept26/A1/124	Ward 2	Informal Settlements	Maintenance of ablution facilities in Langrug		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
360	IDP Open Day	Sept26/A1/124	Ward 2	Informal Settlements	Conduct a survey of structures that do not have numbers or electricity in Langrug	Councillor must send an email to the manager informal settlement requesting survey.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
361	IDP Open Day	Sept26/A1/124	Ward 2	Housing Development	The client wants to know about ERF 1653. What is the municipality's plan?		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
362	Online Form	n/a	Ward 2	Safety and Security	Installation of CCTV cameras in Groendal, Mooiwater, and Langrug to combat crime. Make use of small businesses in the area to assist with procurement and installation in Groendal		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
363	Online Form	n/a	Ward 2	Community Development	Invest in Service providers to offer courses on Basic technology. This will assist the community to apply for work where the requirements require computer Literacy Groendal		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
364	Online Form	n/a	Ward 2	Health	Establishment of a possible partnership for ambulatory services between Medicare EMR and the municipality in Franchhoek		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Western Cape Government Health and Wellness
365	Online Form	n/a	Ward 2	Health	Establishment of a possible partnership for patient transport services between Medicare EMR and the municipality in Franchhoek		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Western Cape Government Health and Wellness
366	Email	n/a	Ward 2	Recreation and Sport	Request for outdoor Gym at Groendal Sports Grounds		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
367	Email	n/a	Ward 2	Recreation and Sport	An outdoor Gym is a necessity for sportsmen and women in Franschhoek to compete at the highest level.		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
368	IDP Open Day	Sept26/A2/182	Ward 3	Area Cleaning	Placement of skip at sports ground at / near the gate in Wemmershoek	Department to evaluate and determine if it is necessary to place a 3 rd skip	Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
369	IDP Open Day	Sept26/A2/182	Ward 3	Area Cleaning	EPWP team cleans the streets, but doesn't pick the garden waste at Brahms Afrika in Wemmershoek	Department to evaluate and determine if it is necessary to place a 3 rd skip	Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
370	IDP Open Day	Sept26/A2/192	Ward 3	Income and Expenditure	Provision of assistance to apply for indigent		Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
371	IDP Open Day	Sept26/A2/222	Ward 3	Housing Administration	Provision of assistance to transfer the deceased mother's property bequeathed in her name. There are no funds in accounts for executor (Bank) to finalise the matter	It was explained to the client that the executor (Bank) will have to resign as the representative of the estate if they are unable to attend to the estate administration. The bank will have to nominate a replacement representative, who could be herself. Depending on the value of the estate, should the estate exceed R250K, an estate administrator (Lawyer) should be appointed. Once the estate is registered, the property may be transferred accordingly	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
372	IDP Open Day	Sept26/A2/182	Ward 3	Parks and Open Spaces	Cutting of the overgrown grass in Prins Afrika Drive on the road reserve from the Wemmershoek Sport Grounds to the Water Treatment Plant		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
373	IDP Open Day	Sept26/A2/182	Ward 3	Environmental Management (Nature areas and Tree management	Removal of certain trees and pruning of others along the outside of the fence line of Wemmershoek Sport Grounds.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
374	IDP Open Day	Sept26/A2/212	Ward 3	Income and Expenditure	Will his refusal to install the water management device on his property cause him to not receive free electricity units in the future?		Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
375	IDP Open Day	Sept26/A2/212	Ward 3	Income and Expenditure	He is committed to paying off the debt on his municipal account. Will it still be required of him to get the water management device installed on his property?		Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
376	IDP Open Day	Sept26/A2/212	Ward 3	Income and Expenditure	What will he need to do not to get the water management device installed?		Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
377	IDP Open Day	Sept26/A2/212	Ward 3	Water Services	Will his refusal to install the water management device on his property cause him to not receive free electricity units in the future?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
378	IDP Open Day	Sept26/A2/212	Ward 3	Water Services	He is committed to paying off the debt on his municipal account. Will it still be required of him to get the water management device installed on his property?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
379	IDP Open Day	Sept26/A2/212	Ward 3	Water Services	What will he need to do not to get the water management device installed?		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
380	IDP Open Day	Sept26/A2/182	Ward 3	Parks and Open Spaces	Inquired about open space on the land; the community wants to make a garden or use open spaces that will benefit the community and implement some beautification in open spaces for the community	It was explained to the client that the land does not belong to the municipality, but he can address his plan or concern to the ward office and consult with his councillor.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
381	IDP Open Day	Sep26/A2/224	Ward 3	Property Management	Enquiry about leasing a portion of the Wemmershoek community hall for a creche	Property Management Policy is currently being updated. The department is currently investigating the way forward to make municipal land available for leases	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
382	IDP Open Day	Sep26/A2/224	Ward 3	Property Management	Enquiry about the white building next to the Wemmershoek community hall for use by the neighbourhood watch	Property Management Policy is currently being updated. The department is currently investigating the way forward to make municipal land available for leases	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
383	IDP Open Day	Sep26/A2/164	Ward 3	Property Management	Enquiry about leasing Erf 11 and 12 for a community garden	Property Management Policy is currently being updated. The department is currently investigating the way forward to make municipal land available for leases	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
384	IDP Open Day	Sep26/A2/214	Ward 3	Property Management	Enquiry about leasing the white building next to the Wemmershoek Community Hall for use by the Anglican Church. Mrs Adams does not currently have a cell phone and requested that feedback on the request be provided to Alexander Kannemeyer (HR)	Property Management Policy is currently being updated. The department is currently investigating the way forward to make municipal land available for leases	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
385	IDP Open Day	Sept26/A2/232	Ward 3	Libraries	Provision of a container library at Wemmershoek or La Motte / Bosbou to be operated from the Groendal Library		Director: Community and Protection Services	Department: Community Services	Community Development and Protection Services	Provincial	Department of Cultural Affairs and Sport
386	IDP Open Day	Sept26/A2/202	Ward 3	Community Development	Enquiry about the next round of applications for the GiA applications	Compulsory Clarification – 30 October 2026 at 9 am at Groendal Community Hall. Call for proposals with RSVP date still to appear in the newspaper – awaiting order for the advert	Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
387	IDP Open Day	Sept26/A2/232	Ward 3	Recreation and Sport	Provision of future plans for maintenance and upgrading of the Wemmershoek sportground facilities, including ablutions, lights, fencing, and general maintenance of the fields		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
388	IDP Open Day	Sept26/A2/232	Ward 3	Recreation and Sport	Request that Mr G Abrahams of the sport department set up a meeting with Wemmershoek Sport Council to discuss and plan maintenance works for the following 5 years		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
389	IDP Open Day	Sep26/A2/244	Ward 3	Property Management	Enquiry about land availability at Jim Fouche, specifically for the Khoi San community		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
390	IDP Open Day	Sep26/A2/244	Ward 3	Community Development	Provision of water tanks to start a community garden at Jim Fouche		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information						
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
391	IDP Open Day	Sep26/A2/244	Ward 3	Parks and Open Spaces	Enquiry whether the Jim Fouche area will be reinstated as a camping site		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
392	IDP Open Day	Sep26/A2/244	Ward 3	Roads, Transport and Stormwater	Enquiry into who gave permission for the construction of a new road to the dam at Jim Fouche		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
393	IDP Open Day	Sept26/A2/202	Ward 3	Safety and Security	Provision of assistance regarding dogs frequently running loose with no control from the owners in Lelie Street, Lanquedoc		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
394	IDP Open Day	Sept26/A2/202	Ward 3	Safety and Security	Address reports of noise disturbance associated with an alleged illegal shebeen in Lanquedoc		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
395	IDP Open Day	Sept26/A2/242	Ward 3	Safety and Security	Attend to reports of loud music and people gathering in Akkerlaan, Lanquedoc		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
396	IDP Open Day	Sept26/A2/242	Ward 3	Safety and Security	Provision of assistance with the removal of people who are gathering and consuming alcohol in front of the church in Akkerlaan, Lanquedoc		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
397	Online Form	n/a	Ward 3	Area Cleaning	To do a good job in Lanquedoc		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
398	Online Form	n/a	Ward 3	Council Support	Construction of the Ward office administrator in Lanquedoc		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
399	Online Form	n/a	Ward 3	Safety and Security	Increase visibility of law enforcement in Lanquedoc		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
400	IDP Open Day	Sept26/A2/204	Ward 4	Housing Administration	Removal and replacement of the asbestos roof in Kylemore. Is there funding for the removal and replacement of asbestos?	For the removal of the asbestos roofs, a qualified Asbestos removal contractor must be appointed, and these contractors should be appointed through a tender process. The client was advised that they should visit the Housing Administration offices to complete the relevant legal documentation for the transfer of the property to be finalised	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
401	IDP Open Day	Unknown	Ward 4	Safety and Security	Increase visibility and patrols of law enforcement, documented patrol-response plan; in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
402	IDP Open Day	Unknown	Ward 4	Safety and Security	Respond promptly to properly reported suspicious or unlawful activity in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
403	IDP Open Day	Unknown	Ward 4	Safety and Security	Coordinate, where appropriate, with SAPS, recognised neighbourhood watches, social-development services and other relevant organisations in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
404	IDP Open Day	Unknown	Ward 4	Safety and Security	Establish a clear reporting and escalation channel of law enforcement issues for residents in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
405	IDP Open Day	Unknown	Ward 4	Safety and Security	Address unlawful activity consistently, lawfully and without unfair discrimination in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
406	IDP Open Day	Unknown	Ward 4	Safety and Security	Activation of the municipal satellite law-enforcement office in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
407	IDP Open Day	Unknown	Ward 4	Safety and Security	Confirm the designated purpose and current status of the municipal satellite law-enforcement office in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
408	IDP Open Day	Unknown	Ward 4	Safety and Security	Allocate appropriate personnel or patrol resources to improve response times, patrol coverage, and visible enforcement of the municipal satellite law-enforcement office in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
409	IDP Open Day	Unknown	Ward 4	Safety and Security	Provide a written implementation plan, or reasons and feasible alternatives if activation is not presently possible, of the municipal satellite law-enforcement office in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
410	IDP Open Day	Unknown	Ward 4	Electrical Services	Inspect and repair all defective streetlights identified by residents in Pniël (petition signed by 144 residents)		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
411	IDP Open Day	Unknown	Ward 4	Electrical Services	Provision of service-request reference numbers and anticipated repair dates of streetlights identified by residents in Pniël (petition signed by 144 residents)		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
412	IDP Open Day	Unknown	Ward 4	Electrical Services	Conduct a lighting and safety assessment of the broader area, in Pniël (petition signed by 144 residents)		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
413	IDP Open Day	Unknown	Ward 4	Electrical Services	Installation of additional energy-efficient and vandal-resistant street lighting at dark or high-risk locations in Pniël (petition signed by 144 residents)		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
414	IDP Open Day	Unknown	Ward 4	Traffic Enforcement	Conduction of feasibility and risk assessment for licence-plate-recognition (LPR) and / or CCTV cameras at strategically selected entrances, exits, and identified crime hotspots in Pniël (petition signed by 144 residents)		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
415	IDP Open Day	Unknown	Ward 4	Roads, Transport and Stormwater	Inspect, repair or replace the damaged river boundary fence urgently in Pniël (petition signed by 144 residents)		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
416	IDP Open Day	Unknown	Ward 4	Roads, Transport and Stormwater	Assess whether durable, environmentally responsible fencing should be extended along other vulnerable sections of the river in Pniël (petition signed by 144 residents)		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
417	IDP Open Day	Unknown	Ward 4	Roads, Transport and Stormwater	Consider flood risks, environmental requirements, pedestrian safety, and lawful public access when repairing the fence of the boundary river in Pniël (petition signed by 144 residents)		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
418	IDP Open Day	Unknown	Ward 4	Roads, Transport and Stormwater	Discourage unsafe or unauthorised river crossings without unlawfully restricting legitimate access to the river in Pniël (petition signed by 144 residents)		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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419	IDP Open Day	Unknown	Ward 4	Roads, Transport and Stormwater	Install appropriate signs directing pedestrians to the newly constructed bridge or designated route between Pniël and Lanquedoc, where applicable (petition signed by 144 residents)		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
420	IDP Open Day	Sept26/A2/232	Ward 4	Supply Chain Management	Ms Du Preez owns a small business and would like to be added to the SCM database for small businesses.	Forwarded the request through to SCM department for handling.	Director: Financial Services	Department: Supply Chain Management	Financial Services	Local	Not Applicable
421	IDP Open Day	Sept26/A2/212	Ward 4	Safety and Security	Increased law enforcement visibility at the park located at the corner of Suikerbos Street, Wildeklawer Street and Baarde Street in Kylemore		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
422	Online Form	n/a	Ward 4	Electrical Services	It is truly unacceptable to be without power almost every day. In Johannesdal, the power is off more often than it is on, yet we have to pay dearly for electricity and municipal rates		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
423	Online Form	n/a	Ward 4	Water Services	The Johannesdal water pump station is located on our property. The station is not being maintained. I have already lodged complaints, but nothing has happened. It has an asbestos roof, which poses health risks. I really hope that this matter receives attention as soon as possible, please		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
424	Online Form	n/a	Ward 4	Electrical Services	There are a lot of issues with Johannesdal's electrical status. When bad weather arrives, there is typically a long period of power outages. For several years now, this has been the situation. Since I arrived to the region three years ago, there have been discussions about an improvement to the electricity infrastructure, but things appear to be growing worse with time. There are numerous real estate developments in the neighborhood, and as the population increases, the already outdated infrastructure is put under even more strain. In September 2026 alone (it is now the 15th of September), we have had 5 unplanned outages, some lasting more than 24 hours. This needs to be addressed urgently, as rates are being paid by the residents for the full 30-day period, and there are many days when the basic services we pay for are not being supplied.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
425	Online Form	n/a	Ward 4	Area Beautification	In particular, Morgenster Street and other parts of Pniël have a lot of public gardens on the roadside that are neglected. Weeds have taken over the gardens, and they are growing into storm water swales and obstructing the pipes.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
426	Online Form	n/a	Ward 4	Electrical Services	There is constant electrical outages on a weekly basis. Need proper electrical infrastructure during rain and lower prices for units! Can't afford electricity in Johannesdal		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
427	Online Form	n/a	Ward 4	Electrical Services	The pensioer bought units for R500 and only received 134 units. We are pensioners living here. Unit no. is 04289483796, Johannesdal		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable

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428	Online Form	n/a	Ward 4	Electrical Services	Electricity is becoming an everyday issue. How about our appliances? Do you think it's pleasant to get up in the dark when we have to go to work and get the kids ready for school? Arrive home without power. We pay for services on a monthly basis. Why don't you carry out the upgrades that were promised years ago? All of the new homes in Johannesdal are too much for the power connections to handle. You now use new fuses every day, but they barely last for two hours. These issues do not exist in the other places.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
429	Online Form	n/a	Ward 4	Electrical Services	How can we live like this its either there is no electricity or no water Johannesdal.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
430	Online Form	n/a	Ward 4	Water Services	How can we live like this its either there is no electricity or no water Johannesdal.		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
431	Online Form	n/a	Ward 4	Water Services	The Electricity and water problems in Johannesdal is going on for years and they don't get fixed. More house developments and no upgrade to the power lines. The cables can't handle the capacity. Now they keep replacing fuses in Johannesdal		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
432	Online Form	n/a	Ward 4	Electrical Services	The power disruptions that occur during the winter or on days with harsh winds and precipitation are insane. This has been an issue for so long in Johannesdal and Pniël. Please fix the power outages in Johannesdal and Pniël. The amount of hours without electricity is insane and yet we pay our rates and taxes fully.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
433	Online Form	n/a	Ward 4	Electrical Services	The power outages in Johannesdal and Pniël need to be fixed. The amount of hours without electricity is insane and yet we pay our rates and taxes fully. People are tired of this problem.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
434	Email	n/a	Ward 4	Roads, Transport and Stormwater	Inclusion of the lack of adequate stormwater infrastructure in Jooste Street, Kylemore, in the Integrated Development Plan (IDP) as a priority infrastructure		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
435	Email	n/a	Ward 4	Roads, Transport and Stormwater	Installation of an adequate stormwater drainage system and additional stormwater drains/pipes at Jooste Street Kylemore		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
436	Email	n/a	Ward 4	Roads, Transport and Stormwater	Investigate the current stormwater drainage situation in Jooste Street, Kylemore		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
437	Email	n/a	Ward 4	Roads, Transport and Stormwater	Address the existing drainage problems and blockages as an interim measure in Jooste Street, Kylemore		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
438	Email	n/a	Ward 4	Roads, Transport and Stormwater	Provide residents with feedback regarding whether and when this stormwater drains/pipes at Jooste Street Kylemore can be considered for implementation.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
439	Email	n/a	Ward 4	Roads, Transport and Stormwater	Installation of a high fence along the river running the length of East End Crescent, Riverside Street, and extending all the way to the cemetery. The fence should have no gates or breaks. If parts of the proposed fence border land belonging to Rhodes Food Group, then the municipality must request that RFG construct or fund part of the fence bordering their land		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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440	Email	n/a	Ward 4	Environmental Management (Nature areas and Tree management	Cut the bushes alongside the river running the length of Riverside Street and East End Crescent. Again, criminals use this as a hiding place from which they watch properties and residents.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
441	Email	n/a	Ward 4	Safety and Security	Increase visibility of law enforcement to conduct regular nighttime patrols (random between midnight, 02h00 am, and 04h00 am) and daytime patrols at Riverside Street and East End Crescent, Pniël		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
442	Email	n/a	Ward 4	Safety and Security	Increase visibility of "Truant Officer" to conduct regular patrols at Riverside Street and East End Crescent, Pniël, during the day. Some of the Languedoc loiterers are juveniles and should be in school at those times		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
443	Email	n/a	Ward 4	Safety and Security	Removal of the informal settlement called "Die Ghif"(Afrikaans pronunciation) located next to Pniël's cemetery. Stellenbosch Municipality is well aware of the settlement, as its Fire Department and Disaster Management often bring water and respond when these people start fires to clear more land. Those living in "Die Ghif" engage in criminal activity such as theft, street harassment, and vandalism in the Pniël or Johannesdal area		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
444	Email	n/a	Ward 4	Informal Settlements	Relocation of the "Die Ghif" informal settlements away from Pniël to Stellenbosch, where there is economic activity (and the possibility of employment) and social services. This was accomplished promptly in the case of the informal settlement located opposite Meerlust forestry village and next to the train tracks when the Franschhoek Wine Tram was established		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
445	Email	n/a	Ward 4	Environmental Management (Nature areas and Tree management	Cut down the bush of trees located across the road from the main entrance of the Pniël cemetery. The "Die Ghif" criminal element use it to watch when visitors to graves bring flowers or new vases and then steal these items when they leave		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
446	Email	n/a	Ward 4	Spatial Planning	Objection to 'green' zoning and request for reclassification to 'Residential' within the Urban Edge: the owners and beneficiaries of portions 11, 12, 13, 14, 17, 18, 19, and other portions of Farm 1331, Johannesdal—as indicated in the Spatial Development Framework (SDF), lodge a formal objection against the current 'green' (open space) zoning of the aforementioned properties.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
447	Email	n/a	Ward 4	Spatial Planning	Objection to 'green' zoning and request for reclassification to 'Residential' within the Urban Edge: owners and beneficiaries, were never notified in writing regarding the proposed change in zoning for their land. No notice was received, and no opportunity to provide comment was granted. In our view, therefore, the process is unlawful (in terms of SPLUMA).		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
448	Email	n/a	Ward 4	Spatial Planning	Objection to 'green' zoning and request for reclassification to 'Residential' within the Urban Edge: The decision is administratively unfair, unreasonable, and lacks transparency. We were not consulted regarding the decision; we therefore request that written reasons for this decision be provided (in terms of PAJA).		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
449	Email	n/a	Ward 4	Spatial Planning	The land is situated within the Urban Edge as approved by both the Municipality and the Province and is suitable for residential development. Furthermore, the 'green' designation contradicts the Integrated Development Plan (IDP) objective of promoting housing. To this end, we reiterate our request for a access route (road) to be established on the said land.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
450	Email	n/a	Ward 4	Spatial Planning	Owners and beneficiaries on the 8-mangronde, portions 11, 12, 13.14, 17 , 18 and 19 of the Farm 1331, Johannesdal. Proposal: That the approved MSDF be amended to reclassify the portions mentioned above from "Green / Open Space" to "Residential" within the Urban Edge		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
451	Email	n/a	Ward 4	Roads, Transport and Stormwater	Request that the construction of at least an access road to service the 8- Mangronde, Johannesdal, be prioritised and included in the 2026/2027 Integrated Development Plan and capital budget for implementation.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
452	IDP Open Day	SEPT/A3/346	Ward 5	Traffic Enforcement	Enforcement of bylaws for the four-way stop at Lindeba Drive		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
453	IDP Open Day	SEPT/A3/346	Ward 5	Safety and Security	Enforcement of bylaws for the children playing soccer on the roadway, posing a safety risk at Lindeba Drive		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
454	IDP Open Day	SEPT/A3/346	Ward 5	Roads, Transport and Stormwater	Installation of additional and improved traffic signage at Lindeba Drive		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
455	IDP Open Day	SEPT/A3/346	Ward 5	Electrical Services	Installation of additional street lighting at Lindeba Drive		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
456	IDP Open Day	SEPT/A3/346	Ward 5	Safety and Security	Installation of CCTV cameras and CCTV surveillance is needed to improve safety and security at Lindeba Drive		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
457	IDP Open Day	SEPT/A3/346	Ward 5	Safety and Security	Address public drinking and related anti-social behaviour at Lindeba Drive		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
458	IDP Open Day	SEPT/A3/346	Ward 5	Parks and Open Spaces	Improve pathway safety, lighting, and monitoring at Gratitude Playpark		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
459	IDP Open Day	SEPT/A3/346	Ward 5	Environmental Management (Nature areas and Tree management	Improve safety, lighting, and monitoring at the river near Gratitude Playpark		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
460	IDP Open Day	SEPT/A3/346	Ward 5	Electrical Services	Improve safety, lighting, and monitoring at the river near Gratitude Playpark		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
461	IDP Open Day	SEPT/A3/346	Ward 5	Safety and Security	Control Room WhatsApp complaints allegedly not resulting in officers being dispatched in Ida's Valley		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
462	IDP Open Day	SEPT26/A3/388	Ward 5	Traffic Enforcement	Enforcement of bylaws for the vehicles that frequently park on the road, creating obstruction and reducing visibility at Starking Road, Ida's Valley		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
463	IDP Open Day	SEPT26/A3/388	Ward 5	Roads, Transport and Stormwater	Installation of the traffic mirror at the sharp corner near House 2 Village		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
464	IDP Open Day	SEPT26/A3/388	Ward 5	Roads, Transport and Stormwater	Installation of higher speedhumps on Wolgevonden Street and Acacia Street, Ida's Valley		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
465	IDP Open Day	SEPT26/A3/388	Ward 5	Roads, Transport and Stormwater	Installation of a traffic mirror at the three-way stop from Lindela Drive onto Waveren Street		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
466	IDP Open Day	Sept26/A3/306	Ward 5	Roads, Transport and Stormwater	Installation of a traffic mirror on the bend in Wilgerboom Street in Ida's Valley	Roads department to assess the requirement of a traffic mirror and provide feedback to the resident.	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
467	IDP Open Day	Sept26/A3/314	Ward 5	Roads, Transport and Stormwater	Concern regarding the stormwater pipe at the corner of Moses and Martin Street in Ida's Valley because of the large trees on the property of the church	Stormwater section will conduct an inspection	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
468	IDP Open Day	Sept26/A3/336	Ward 5	Water Services	Address the issue of sewer overflow in Ida's Valley when it rains, causing manholes to lift	Wastewater to do inspections when it rains/ assess stormwater ingress,	Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
469	IDP Open Day	Sept26/A3/336	Ward 5	Land Use Management	Address the approval of developments without significant infrastructure upgrades		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
470	IDP Open Day	Sept26/A3/336	Ward 5	Water Services	Provision of clarity on the moving of the water pipe for the Fynbos development in Ida's Valley		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
471	IDP Open Day	Sept26/A3/336	Ward 5	Water Services	Repair the burst pipe at the corner of Maroela and Pendoring Street, Ida's Valley		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
472	IDP Open Day	Unknown	Ward 5	Electrical Services	Repair the streetlight near 11 Granaat Street, Ida's Valley		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
473	IDP Open Day	Unknown	Ward 5	Environmental Management (Nature areas and Tree management	Repair the spotlight at Botmanskop		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
474	IDP Open Day	REF 26 A3/306	Ward 5	Parks and Open Spaces	Installation of a fence near houses at Johnson Playpark in Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
475	IDP Open Day	REF 26 A3/306	Ward 5	Electrical Services	Installation of additional streetlights at Johnson Playpark in Ida's Valley		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
476	IDP Open Day	REF 26 A3/306	Ward 5	Parks and Open Spaces	Construction of a playpark for Starking Road residents in Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
477	IDP Open Day	REF 26 A3/306	Ward 5	Parks and Open Spaces	Regular cutting of grass between Ouhelshoogte and Asagaai Street in Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable

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478	IDP Open Day	SEP26 A3/388	Ward 5	Parks and Open Spaces	Installation of benches at Talana playpark in Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
479	IDP Open Day	SEP26 A3/388	Ward 5	Parks and Open Spaces	Installation of a new fence at Packham Playpark in Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
480	IDP Open Day	SEP26 A3/388	Ward 5	Parks and Open Spaces	Repair the fence and install new locks at Lindida Playpark in Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
481	IDP Open Day	SEP26 A3/388	Ward 5	Parks and Open Spaces	Installation of bins and benches and pickup of rubble at the Weiveren open space in Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
482	IDP Open Day	Sept26/A3/336	Ward 5	Environmental Management (Nature areas and Tree management	Placement of a container coffee shop in Ida's Valley Nature Reserve that will also address & improve security for cyclists in the nature area		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
483	IDP Open Day	Sept26/A3/370	Ward 5	Electrical Services	Covering of the exposed cables at the electrical transformer near House No. 83 Davy Street, Ida's Valley		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
484	IDP Open Day	Sept26/A3/370	Ward 5	Electrical Services	Repair the streetlights at Gordou Street, Ida's Valley		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
485	IDP Open Day	Sept26/A3/370	Ward 5	Roads, Transport and Stormwater	Construction of pedestrian walkways/sidewalks from Bruckery to Devilious Primary School in Ida's Valley	Assessment to be carried out by June 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
486	IDP Open Day	Sept26/A3/370	Ward 5	Roads, Transport and Stormwater	Construction of a wider sharp turn (too narrow) from Bruckery to Devilious Primary School in Ida's Valley	Assessment to be carried out by June 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
487	IDP Open Day	Sept26/A3/370	Ward 5	Waste Management	Installation of a skip to stop the illegal dumping at the open space at Newman Street, Ida's Valley		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
488	IDP Open Day	Sep26/A3/398	Ward 5	Roads, Transport and Stormwater	Installation of a security gate at Fransesca at The Ridge, Ida's Valley	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
489	IDP Open Day	Sep26/A3/398	Ward 5	Parks and Open Spaces	Installation of the letters of the "The Ridge" sign at the entrance of The Ridge and the large pot has been vandalised		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
490	IDP Open Day	Sep26/A3/398	Ward 5	Waste Management	Installation of a "No dumping" sign and a "No littering" sign at the The Ridge entrance, Ida's Valley		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
491	IDP Open Day	Sept26/A3/326	Ward 5	Roads, Transport and Stormwater	Repairing of potholes and crocodile cracks at Old Helshoogte Road between Knorhoek houses and the stop road in Ida's Valley	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
492	IDP Open Day	Sept26/A3/388	Ward 5	Roads, Transport and Stormwater	Installation of a bus stop shelter similar to the one next to the library at Bloekom Laan – Wes Chate Super Market in Ida's Valley	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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493	IDP Open Day	Sept26/A3/386	Ward 5	Roads, Transport and Stormwater	Removal of the garden created outside the property in the Road Reserve. This is obstructing pedestrians when they walk on the sidewalk at Starking Street, Ida's Valley	Assessments will be conducted by 30 October 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
494	IDP Open Day	Sept26/A3/386	Ward 5	Roads, Transport and Stormwater	Conduct an assessment and repair the stormwater downpipe that does not drain properly at 49 Welgeboom Street, Oak Tree Village	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
495	IDP Open Day	Sept26/A3/386	Ward 5	Roads, Transport and Stormwater	Installation of additional speed bumps and higher speed bumps on Welgeboom Road, Oak Tree Village	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
496	IDP Open Day	Sept26/A3/386	Ward 5	Roads, Transport and Stormwater	Installation of a safety mirror on the corner of Welgeboom Street, Ida's Valley, for better visibility	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
497	IDP Open Day	Sept26/A3/398	Ward 5	Roads, Transport and Stormwater	Provision of paved parking opposite the house at 75 Maroela Crescent, Ida's Valley	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
498	IDP Open Day	Sept26/A3/400	Ward 5	Roads, Transport and Stormwater	Installation of a signboard that shows how people must drive to Oak Tree Village, perhaps at Starking Street, Ida's Valley	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
499	IDP Open Day	Sept26/A3/306	Ward 5	Roads, Transport and Stormwater	Construction of sidewalks in Martin and Moses Street, Ida's Valley	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
500	IDP Open Day	Sept26/A3/306	Ward 5	Roads, Transport and Stormwater	Investigate for a speedhump in Martin Street, Ida's Valley	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
501	IDP Open Day	Sept26/A3/400	Ward 5	Housing Construction	Installation of the sign to identify the area or residential neighbourhood at Oak Tree Village		Director: Infrastructure Services	Department: Development Services, Asset Management and Systems & Project	Infrastructure Services	Local	Not Applicable
502	IDP Open Day	SEP 26 A3/346	Ward 5	Parks and Open Spaces	Regular grass cutting, tree lifting, and installation of additional lights at Lindida Playpark, Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
503	IDP Open Day	SEPT26/A3/306	Ward 5	Property Management	Provision of clarity on whether the properties will be transferred to the occupiers at the Leopont matter- Hansie van Niekerk (winemaker). Knorhoek	Erf files to be retrieved and check for development condition. Follow up with Finance on the possible write-off of debt. Contact Feenstra attorneys to request update on the matter.	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
504	IDP Open Day	Sept26/A3/336	Ward 5	Roads, Transport and Stormwater	Stabilising the Krom River that feeds the Ida's Valley Dam due to unstable rainfall		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
505	IDP Open Day	Sept26/A3/336	Ward 5	Climate Change	How climate change will impact the flow of water of the Krom River, which can enter the houses		Office of the Municipal Manager	Section: Climate Change	Executive Mayor	Local	Not Applicable
506	IDP Open Day	Sept26/A3/336	Ward 5	Climate Change	The climate change expert promised a report by 30 June 2026. No response to date.		Office of the Municipal Manager	Section: Climate Change	Executive Mayor	Local	Not Applicable
507	IDP Open Day	Sept26/A3/336	Ward 5	Climate Change	The client would like to have a meeting with the climate change expert. Hendrikse Deliveries uses electric bikes to reduce emissions		Office of the Municipal Manager	Section: Climate Change	Executive Mayor	Local	Not Applicable
508	IDP Open Day	ENG2026_CP0125	Ward 5	Environmental Management (Nature areas and Tree management	Cutting of trees on Botmanskap Street near House No. 78		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable

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509	IDP Open Day	SEPT26 A3/326	Ward 5	Parks and Open Spaces	Construction of a playpark at Hillside, Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
510	IDP Open Day	SEPT26 A3/326	Ward 5	Parks and Open Spaces	Construction of a playpark at Oaks Valley, Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
511	IDP Open Day	Sept.26/A6/761	Ward 5	Informal Settlements	Raised concern with regards of two brothers that they still resides at Oak village underneath a water channel running into a river	Matter being referred to I.H.S. department for further investigation.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
512	Have Your Say	n/a	Ward 5	Roads, Transport and Stormwater	Replacement of the missing road sign located after the speed hump in Ward 5, Ida's Valley		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
513	Have Your Say	n/a	Ward 5	Roads, Transport and Stormwater	Installation of a higher speed hump in Oak Tree Village, Ida's Valley		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
514	Have Your Say	n/a	Ward 5	Electrical Services	Provision of clarity on the application process for the installation of two spotlights-one on each streetlight pole-to illuminate both sides of the bridge in Ward 5, Ida's Valley		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
515	Have Your Say	n/a	Ward 5	Environmental Management (Nature areas and Tree management	Pruning of overhanging trees and debris in Ward 5, Ida's Valley		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
516	IDP Open Day	SEPT26/A3/378	Ward 6	Recreation and Sport	A community member offered to sponsor the construction of the Astro Turf with lighting and a multipurpose field next to it in Ida's Valley sport ground		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
517	IDP Open Day	SEPT26/A3/400	Ward 6	Safety and Security	Installation of a CCTV camera at La Gratitude Park opposite Brookner De Villiers School in Ida's Valley		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
518	IDP Open Day	SEPT26/A3/400	Ward 6	Safety and Security	Installation of a CCTV camera at the corner of Hector and Davie Street in Ida's Valley		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
519	IDP Open Day	SEPT26/A3/400	Ward 6	Safety and Security	Increase visibility of law enforcement in Ida's Valley		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
520	IDP Open Day	SEPT26/A3/400	Ward 6	Roads, Transport and Stormwater	Installation of an information board is needed at Oaktree Village to notify drivers		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
521	IDP Open Day	SEPT26/A3/304	Ward 6	Traffic Enforcement	Removal of a fine issued for parking in the loading zone (collecting and dropping off packages) with a motorcycle near U-Save in Ida's Valley		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
522	IDP Open Day	SEPT26/A3/304	Ward 6	Traffic Enforcement	Reconsideration of two infringements totalling R800 was received		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
523	IDP Open Day	Unknown	Ward 6	Roads, Transport and Stormwater	Construction of enough parking down the street from the old age home in Ida's Valley, particularly for elderly residents aged 60–80		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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524	IDP Open Day	Unknown	Ward 6	Roads, Transport and Stormwater	Ambulances have difficulty finding parking at the old age home during emergencies in Ida's Valley		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
525	IDP Open Day	Unknown	Ward 6	Roads, Transport and Stormwater	Installation of enough parking spaces for Uber vehicles who collects residents in Ida's Valley		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
526	IDP Open Day	Unknown	Ward 6	Roads, Transport and Stormwater	Reservation of one parking space in front of Noah's Old Age Home, Ida's Valley, for emergency use		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
527	IDP Open Day	Sept26/A3/338	Ward 6	Roads, Transport and Stormwater	Repair or close the excavation on the driveways of 9, 11 and 17 Bakker Street, Ida's Valley	Excavations to be closed and driveways repaired at 9,11 and 17 Bakker street	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
528	IDP Open Day	Sept26/A3/338	Ward 6	Roads, Transport and Stormwater	Repair the damaged asphalt surfacing on Lilly Street at the kerb inlet in Ida's Valley	Asphalt surfacing at Kerb inlet in Lilly street to be repaired.	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
529	IDP Open Day	Sept26/A3/336	Ward 6	Water Services	Repairing of the blocked sewer at 58 Juffenbruch Street, Ida's Valley	Assessment should be made, and if it is an internal sewer then the client should be notified	Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
530	IDP Open Day	Sept26/A3/376	Ward 6	Roads, Transport and Stormwater	Installation of parking in front of the gate at Nuwag Old Age Home, Ida's Valley	Roads to investigate the possibility of a no, no parking road marking in front of Nuwag Old Age home	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
531	IDP Open Day	Sept26/A3/376	Ward 6	Water Services	Repairing of the sewer blockages and possible stormwater ingress in Rustenberg Road, Carla Street, Bloekom Laan and Weber Street in Ida's Valley	The department: Wastewater Services will investigate	Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
532	IDP Open Day	Sept26/A3/348	Ward 6	Recreation and Sport	Request for an Astro soccer field at Ida's Valley Sport Fields		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
533	IDP Open Day	Sept26/A3/348	Ward 6	Recreation and Sport	Construction of an indoor multipurpose cricket centre in Ida's Valley		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
534	IDP Open Day	Sept26/A3/348	Ward 6	Recreation and Sport	Installation of plastic seating on the concrete at the Ida's Valley stadium		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
535	IDP Open Day	Sept26/A3/316	Ward 6	Roads, Transport and Stormwater	The municipality says that an embayment was constructed at the Old Apostolic Church in Luckhoff Street to improve the traffic flow, but no embayment has actually been built	The construction of embayment was not supported by the Municipality	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
536	IDP Open Day	Sept26/A3/320	Ward 6	Roads, Transport and Stormwater	Request a one-way system near the New Apostolic Church and Haleu Street to allow traffic to flow more easily; Haleu Street is in front of the church in Ida's Valley	Assessments will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
537	IDP Open Day	SEPT26/A3/304	Ward 6	Parks and Open Spaces	Received an account for his vacant property, Botmaskop 370, for grass cutting without being informed beforehand that grass would be cut and he would be billed	Mr Bergstedt to forward the last correspondence in order to follow up with the relevant department	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
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538	IDP Open Day	SEPT26/A3/388	Ward 6	Property Management	Requests an extension of his erf at Lindida / Newman Street, Ida's Valley	The client was requested to set up a meeting with Yolande van den Berg and Ehrel Malettzky	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
539	IDP Open Day	SEPT26/A3/388	Ward 6	Safety and Security	Request a faster response time to reported incidents by law enforcement, especially at night in Ida's Valley		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
540	IDP Open Day	Unknown	Ward 7	Electrical Services	Maintenance of the streetlights at Mostertdrift		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
541	IDP Open Day	Unknown	Ward 7	Electrical Services	Jamestown Mountainview: Issues with Eskom Power	The department advised we are continuously engaging with Eskom to assist the residents residing within the Eskom areas.	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
542	IDP Open Day	Sept26/A4/863	Ward 7	Roads, Transport and Stormwater	Properly repair the road that was damaged when fixing the burst pipe at 8 Schoonzicht Street, CBD	Roads department to assess repair of asphalt surfacing	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
543	IDP Open Day	Sept26/A4/863	Ward 7	Roads, Transport and Stormwater	Repair the damaged fence at Devil Fork Street, CBD	Insurance claim form sent to client for repair of fence	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
544	IDP Open Day	Sept28/A4/922	Ward 7	Water Services	Replacement of asbestos pipes at Oranje Laan, Unie Park		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
545	IDP Open Day	Sept28/A4/922	Ward 7	Water Services	Concerns: Pipe location, previous location used instead of road reserve		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
546	IDP Open Day	Sept26/A4/892	Ward 7	Roads, Transport and Stormwater	Installation of a speed hump at Unie-Laan near the top of the road	Investigate speed-hump at the top of Unie Laan by 31 June 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
547	IDP Open Day	Sept26/A4/932	Ward 7	Roads, Transport and Stormwater	Construction of a circle at Martison 2 between Omega and Hendrik Berg , CBD		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
548	IDP Open Day	Sept26/A4/932	Ward 7	Roads, Transport and Stormwater	Conduct assessment for pedestrian crossing at Martison 2 between Omega and Hendrik Berg , CBD	An assessment for pedestrian crossing and sidewalk will be conducted by 31 June 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
549	IDP Open Day	Sept26/A4/932	Ward 7	Roads, Transport and Stormwater	Conduct assessment for sidewalk at Martison 2 between Omega and Hendrik Berg , CBD	An assessment for pedestrian crossing and sidewalk will be conducted by 31 June 2028	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
550	IDP Open Day	Unknown	Ward 7	Roads, Transport and Stormwater	Construction of a parking areas an Martison Street and Simonsberg Road	Assessment of parking areas on Martison Street and Simonsberg Road will be conducted by 30 June 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
551	IDP Open Day	Unknown	Ward 9	Environmental Management (Nature areas and Tree management	Planting of trees and ensure uniformity around trees in the CBD		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
552	IDP Open Day	Unknown	Ward 9	Roads, Transport and Stormwater	Construction of access road at Azalea Hoff, CBD	Azalea Hoff's access to be assessed by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
553	Email	n/a	Ward 9	Traffic Enforcement	Request that the municipality urgently strengthen enforcement of short-term parking regulations at Andmar building on the corner of Church and Ryneveld Street, CBD		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
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554	IDP Open Day	Sept26/A6/734	Ward 10	Local Economic Development and Tourism	The resident inquired about training opportunities for small contractors	The department will add Mr King on the database to ensure that he will be included on future communication regarding training opportunities for small contactors and business owners	Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
555	IDP Open Day	Sept26/A4/912	Ward 10	Safety and Security	Enquiry regarding whether a 24-hour Law Enforcement shift is currently in place or proposed by the Municipality.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
556	IDP Open Day	Sept26/A4/912	Ward 10	Safety and Security	Clarification on the financial implications and projected costs of such an arrangement over the next 30 years.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
557	IDP Open Day	Sept26/A4/912	Ward 10	Safety and Security	Suggested that, should additional funding be allocated towards Law Enforcement, consider prioritising identified hotspot areas, such as Cloetesville and Kayamandi, where increased law-enforcement presence may be required.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
558	IDP Open Day	Sept 26/A4/911	Ward 11	Roads, Transport and Stormwater	Construction of two separate lines at the T–junction of Mark/Dorp Street left corner for traffic control		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
559	IDP Open Day	Sept 26/A4/911	Ward 11	Roads, Transport and Stormwater	Resealing of road at Old Lane by the library, in front of the lane, near the rubbish bins, CBD		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
560	IDP Open Day	Sept 26/A4/911	Ward 11	Roads, Transport and Stormwater	Resealing of the road at the end of Church Street, towards Checkers at Mill Street, CBD		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
561	IDP Open Day	Sept 26/A4/911	Ward 11	Roads, Transport and Stormwater	Tar on the roads is thin at stops: Riebeeck Street before crossing of Neethling, Bird and Dorp Street, because of these vehicles breaks. Review tender processes to ensure standards of the roads are adhered too		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
562	IDP Open Day	Sept 26/A4/911	Ward 11	Electrical Services	Street lamp in Church Street has been reported for 5 months but eventually it was repaired		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
563	IDP Open Day	Unknown	Ward 11	Parks and Open Spaces	Removal of tree branches on the park in Tarentaal Street, Onder-Pappegaaiberg		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
564	IDP Open Day	Unknown	Ward 11	Environmental Management (Nature areas and Tree management	Transform the Onder-Pappegaaiberg Nature Reserve into a tourist attraction destination		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
565	IDP Open Day	Unknown	Ward 11	Environmental Management (Nature areas and Tree management	Request for a controlled fire to be carried out in Onder-Pappegaaiberg Nature Reserve to burn down the bushes and vegetation	Request will be given through to the Environmental Management Department.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
566	IDP Open Day	Unknown	Ward 11	Safety and Security	Monitoring of the shooting range next to the cemetery at Onder-Pappegaaiberg	Inspection and site meeting to be scheduled with all relevant parties	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
567	IDP Open Day	Unknown	Ward 11	Environmental Management (Nature areas and Tree management	Replacement of the stolen fence at the old shooting range at Onder-Pappegaaiberg	Inspection and site meeting to be scheduled with all relevant parties	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
568	IDP Open Day	Unknown	Ward 11	Safety and Security	Increased visibility of Law Enforcement patrols and monitoring of areas affected by vagrancy at Onder Papegaaiberg near Papplaas	A security service provider appointed by the Municipality is currently monitoring the area. The service provider conducts regular patrols, follows up on reported incidents and carries out inspections in the area. In addition, Law Enforcement officers using quad bikes are also conducting patrols to monitor the area and address any incidents that may arise	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
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569	IDP Open Day	Unknown	Ward 11	Safety and Security	Removal of vagrants in the vicinity of Huis Horison	A security service provider appointed by the Municipality is currently monitoring the area. The service provider conducts regular patrols, follows up on reported incidents and carries out inspections in the area. In addition, Law Enforcement officers using quad bikes are also conducting patrols to monitor the area and address any incidents that may arise	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
570	IDP Open Day	Unknown	Ward 11	Safety and Security	Increased and consistent patrols of law enforcement in the vicinity of Huis Horison	A security service provider appointed by the Municipality is currently monitoring the area. The service provider conducts regular patrols, follows up on reported incidents and carries out inspections in the area. In addition, Law Enforcement officers using quad bikes are also conducting patrols to monitor the area and address any incidents that may arise	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
571	IDP Open Day	Unknown	Ward 11	Safety and Security	Monitor and address the recurring complaints regarding vandalism, fighting, fires and the erection of informal structures at Onder Papegaaiberg near Papplaas and in the vicinity of Huis Horison	A security service provider appointed by the Municipality is currently monitoring the area. The service provider conducts regular patrols, follows up on reported incidents and carries out inspections in the area. In addition, Law Enforcement officers using quad bikes are also conducting patrols to monitor the area and address any incidents that may arise	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
572	IDP Open Day	Sept.26/A6/761	Ward 12	Informal Settlements	Provision of accommodation assistance to a family with two disabled children in the Kayamandi area.	The matter is being referred to Informal Settlements department for further action. An appointment was than arrange with the clients on 11/09/2026 for further investigation regarding the above request. Case pending.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
573	IDP Open Day	Sept26/A5/612	Ward 12	Housing Development	Client enquires about the process with the Zone O development and the way forward	We explained the status of the project and what caused the delays and the way forward on the project/development	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
574	IDP Open Day	Sept26/A5/658	Ward 12	Informal Settlements	Installation of additional public ablution facilities in the Enkanini area	A service provider was appointed to replace the stolen pots and to do maintenance on the public ablutions. The department will do inspections for repairs; however, new toilets / public ablutions to be constructed must be discussed with the informal settlement department.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
575	IDP Open Day	Sept26/A5/658	Ward 12	Water Services	Repairing and replacement of water leaks and stolen toilet pots of public ablution facilities in the Enkanini area	A service provider was appointed to replace the stolen pots and to do maintenance on the public ablutions. The department will do inspections for repairs; however, new toilets / public ablutions to be constructed must be discussed with the informal settlement department.	Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
576	IDP Open Day	Sept26/A5/658	Ward 12	Roads, Transport and Stormwater	Repair access roads are in poor condition in Enkanini Roads (Idutywa)	Road works and work on the drainage system are scheduled for October 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
577	IDP Open Day	Sept26/A5/658	Ward 12	Roads, Transport and Stormwater	Regular cleaning of drains in Enkanini Roads (Idutywa)	Road works and work on the drainage system are scheduled for October 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
578	IDP Open Day	Sept26/A5/658	Ward 12	Roads, Transport and Stormwater	Repair the 3x unsafe bridges utilised by the public in Enkanini Bridge (Footpath)	Inspection will be conducted by 30 September 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
579	IDP Open Day	SEPT 206/A5/624	Ward 12	Electrical Services	What is the process to apply for electricity boxes for multiple informal structures		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
580	IDP Open Day	SEPT 206/A5/624	Ward 12	Income and Expenditure	Provision of assistance for indigent application	A person with multiply shack can not have multiply electricity boxes.	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
581	IDP Open Day	Sept 26/A5/608	Ward 12	Recreation and Sport	Construction of a tennis court or a multi-sport centre in Kayamandi		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable

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582	IDP Open Day	Sept 26/A5/608	Ward 12	Housing Administration	Housing waiting list enquiry	The client must visit the Housing Administration department to request for an application form.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
583	IDP Open Day	Sept26/A5/628	Ward 12	Informal Settlements	Provision of electricity for the new applicants in Kayamandi informal Settlements	Client must come to Informal settlements offices to get assistance on filling new application form and informal settlement will send the form to the relevant department.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
584	IDP Open Day	Sept26/A5/628	Ward 12	Informal Settlements	Provision of clarity on why others are allowed to do renovation of structures and extensions	Extension is not allowed. For renovation client must come to our offices and ask for permission/Approval.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
585	IDP Open Day	Sept26/A5/628	Ward 12	Informal Settlements	Complain about red ants, they don't demolish other / some structures because they got bribery. So, if you don't have money to bribe them, they will demolish your structure		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
586	Online Form	n/a	Ward 12	Human Resource Management	The client has a C1 licence and is available immediately, able to work under pressure, and speak 2 officially language Xhosa and English, have computer Digital Literacy and Cashier course and a fast learner based in Kayamandi		Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable
587	Online Form	n/a	Ward 12	Human Resource Management	The client is flexible; can work in a team and independently; good at counting; is computer literate; skilled in Cashier and Merchandising with a skill of counting and handling stock based in Kayamandi		Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable
588	Online Form	n/a	Ward 12	Area Cleaning	Regularly cleaning of Kayamandi area and the environment		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
589	Online Form	n/a	Ward 12	Informal Settlements	Maitanance of ablution facilities in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
590	Online Form	n/a	Ward 12	Housing Development	Acceleration provision of housing development in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
591	Online Form	n/a	Ward 12	Informal Settlements	Upgrading of informal settlements, and providing safer, dignified shelters with electricity and running water connections in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
592	Online Form	n/a	Ward 12	Roads, Transport and Stormwater	Resurfacing pothole-ridden main roads, grading gravel roads, and clearing stormwater drains to prevent localized flooding during heavy rains in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
593	Online Form	n/a	Ward 12	Local Economic Development and Tourism	Promote small business growth, support entrepreneurs, and attract visitors through cultural events and tourism initiatives. This will create jobs, strengthen the local economy, and showcase our community's unique Kayamandi		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
594	Online Form	n/a	Ward 12	Area Cleaning	Enhance public spaces with landscaping, clean-up campaigns, and improved infrastructure. A more attractive environment encourages community pride, reduces crime, and makes the ward more appealing to residents and visito Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
595	Online Form	n/a	Ward 12	Information and Communication Technology (ICT)	Open to IT job level entry to gain some experience on how IT and communication is utilized in the real world		Director: Corporate Services	Department: Information Communications Technology (ICT)	Corporate Services	Local	Not Applicable

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596	Online Form	n/a	Ward 12	Human Resource Management	Provision of an opportunity to gain practical experience for a final-year student. Requires work experience in order to complete the degree		Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable
597	IDP Open Day	Sept26/A5/618	Ward 13	Roads, Transport and Stormwater	Regular cleaning of the blocked stormwater drains at Masithandane Street, Kayamandi	Cleaning of the stormwater drains will form part of the operational maintenance programme	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
598	IDP Open Day	Sept 26/A5/646	Ward 13	Electrical Services	Repair the electrical power that keeps tripping in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
599	IDP Open Day	Sept 26/A5/646	Ward 13	Housing Administration	Housing waiting list enquiry	The client must visit the Housing Administration department to request for an application form.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
600	IDP Open Day	Sept26/A5/606	Ward 13	Informal Settlements	Enquiry about change of ownership in an informal settlement structure	The department informal settlements do not do change of ownership. We only do the change if the owner passed on.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
601	IDP Open Day	Sept26/AS/618	Ward 13	Local Economic Development and Tourism	Address misuse of the sink meant for street vendors by the community, causing blockages in 2nd Avenue, Kayamandi		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
602	IDP Open Day	Sept26/AS/618	Ward 13	Local Economic Development and Tourism	Installation of the larger sink for street venders in 2nd Avenue, Kayamandi		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
603	IDP Open Day	Sept26/AS/618	Ward 13	Roads, Transport and Stormwater	Regula cleaning and covering of stormwater drains in 2nd Avenue, Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
604	IDP Open Day	Sept26/AS/618	Ward 13	Electrical Services	Maintenance of the streetlights in 2nd Avenue, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
605	IDP Open Day	Sept26/AS/618	Ward 13	Waste Management	Distribution of black bags/ recycling bags to be provided to the residents to prevent waste from being left lying around in 2nd Avenue, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
606	IDP Open Day	Unknown	Ward 13	Roads, Transport and Stormwater	Regular cleaning of drains in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
607	Have Your Say	n/a	Ward 13	Waste Management	Distribution of waste bags to people in Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
608	Have Your Say	n/a	Ward 13	Housing Development	Provision of housing development in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
609	Have Your Say	n/a	Ward 13	Safety and Security	Deployment of soldiers to reduce crime in Kayamdi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
610	Have Your Say	n/a	Ward 13	Community Development	Provision of skills development training and support community projects in Kayamandi		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
611	Have Your Say	n/a	Ward 13	Electrical Services	Installation of an electricity box at J374, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable

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612	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electricity at J 177, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
613	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electricity at J 198, Ndumela Street, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
614	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electricity at J 326, Ndumela Street, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
615	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electrical connection at location J375 Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
616	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electrical connection at location at J6 in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
617	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electrical connection in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
618	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electrical connection in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
619	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electrical connection in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
620	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electrical connection in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
621	Have Your Say	n/a	Ward 13	Informal Settlements	Installation of additional public ablution facilities at Ward 13 Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
622	Have Your Say	n/a	Ward 13	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
623	Have Your Say	n/a	Ward 13	Housing Development	Provision of housing development oppportunities in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
624	Have Your Say	n/a	Ward 13	Informal Settlements	Installation of additional public ablution facilities in Ward 13, Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
625	Have Your Say	n/a	Ward 13	Waste Management	Distribution of plastic waste disposal bags in Ward 13, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
626	Have Your Say	n/a	Ward 13	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
627	Have Your Say	n/a	Ward 13	Waste Management	Distribution of plastic waste disposal bags in Ward 13, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
628	Have Your Say	n/a	Ward 13	Electrical Services	Installation of street lights in Ward 13 in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
629	Have Your Say	n/a	Ward 13	Water Services	Improve and increase water supply in Kayamandi		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
630	Have Your Say	n/a	Ward 13	Waste Management	Distribution of plastic waste disposal bags in Ward 13, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
631	Have Your Say	n/a	Ward 13	Area Cleaning	Regular cleaning of roads in Ward 13 in Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
632	Have Your Say	n/a	Ward 13	Informal Settlements	Installation of additional public ablution facilities at Ward 13 Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
633	Have Your Say	n/a	Ward 13	Waste Management	Distribution of plastic waste disposal bags in Ward 13, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
634	Have Your Say	n/a	Ward 13	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
635	Have Your Say	n/a	Ward 13	Informal Settlements	Installation of additional public ablution facilities at Ward 13 Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
636	Have Your Say	n/a	Ward 13	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
637	Have Your Say	n/a	Ward 13	Waste Management	Distribution of plastic waste disposal bags in Ward 13, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
638	Have Your Say	n/a	Ward 13	Informal Settlements	Installation of additional public ablution facilities at Ward 13 Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
639	Have Your Say	n/a	Ward 13	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
640	Have Your Say	n/a	Ward 13	Housing Development	Provision of affordable housing deevelopment opportunities in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
641	Have Your Say	n/a	Ward 13	Informal Settlements	Installation of additional public ablution facilities at Ward 13 Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
642	Have Your Say	n/a	Ward 13	Waste Management	Distribution of plastic waste disposal bags in Ward 13, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
643	Have Your Say	n/a	Ward 13	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
644	Have Your Say	n/a	Ward 13	Informal Settlements	Installation of additional public ablution facilities at Ward 13 Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
645	Have Your Say	n/a	Ward 13	Informal Settlements	Improvement and maintenance of water and sanitation infrastructure to access clean water in Ward 13, Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
646	Have Your Say	n/a	Ward 13	Waste Management	Distribution of plastic waste disposal bags in Ward 13, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
647	Have Your Say	n/a	Ward 13	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
648	Have Your Say	n/a	Ward 13	Electrical Services	Installation of electricity in the informal area of Ward 13 in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
649	Have Your Say	n/a	Ward 13	Housing Development	Provision of affordable housing deevelopment opportunities in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
650	Have Your Say	n/a	Ward 13	Safety and Security	Increase visibility of law enforcement in Kayamandi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
651	Have Your Say	n/a	Ward 13	Health	Provision of healthcare facilities and medical services at Ward 13 in Kayamandi		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Western Cape Government Health and Wellness
652	Have Your Say	n/a	Ward 13	Housing Development	Provision of affordable housing deevelopment opportunities in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
653	Have Your Say	n/a	Ward 13	Community Development	Provision of more youth-focused programs and opportunities in Ward 13 Kayamandi		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
654	Have Your Say	n/a	Ward 13	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
655	Have Your Say	n/a	Ward 13	Informal Settlements	Installation of additional toilets in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
656	Have Your Say	n/a	Ward 13	Local Economic Development and Tourism	Increased development and strategic support for the small business community at Ward 13 in Kayamandi		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
657	Online Form	n/a	Ward 13	Traffic Enforcement	Enforce traffic bylaws to ensure road safety, protect all road users, and prevent accidents in Stellenbosch areas		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
658	Online Form	n/a	Ward 13	Traffic Enforcement	Enforce traffic laws fairly and consistently, ensuring compliance and promoting responsible behaviour among all road users on Stellenbosch areas		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
659	Online Form	n/a	Ward 13	Safety and Security	Consider surveillance cameras in high risk areas like Masithandane, Luyolo, Makhuphula and George Blake n Kayamandi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
660	Online Form	n/a	Ward 13	Community Development	Make suitable municipal agricultural land available to qualifying NPOs and community-based organisations for sustainable food production, with the aim of enhancing food security and establishing a reliable local supply of fresh produce for soup kitchens, registered NPOs and vulnerable communities across the Stellenbosch municipal area		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
661	IDP Open Day	Sept 26/A5/650	Ward 14	Informal Settlements	Repair the public toilets that have been vandalised in Zone I, Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
662	IDP Open Day	Sept 26/A5/650	Ward 14	Informal Settlements	Cutting of the trees in Zone I, Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
663	IDP Open Day	Sept 26/A5/650	Ward 14	Property Management	Transfer of the serviced plots to current users in Zone I, Kayamandi		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
664	IDP Open Day	Sept 26/A5/650	Ward 14	Housing Administration	Housing waiting list enquiry	The client must visit the Housing Administration department to request for an application form.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
665	IDP Open Day	Sept 26/A5/646	Ward 14	Housing Administration	Housing waiting list enquiry	The client must visit the Housing Administration department to request for an application form.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
666	IDP Open Day	Sept/A5/624	Ward 14	Income and Expenditure	What is the process to apply for free electricity if the owner is currently residing in Eastern Cape [pensioner] the kids are occupying the house		Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
667	IDP Open Day	Sept 26 /A5/650	Ward 14	Informal Settlements	Requesting to be relocated to an open space [land]		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
668	IDP Open Day	Sept 26 /A5/650	Ward 14	Electrical Services	Maintenance of streetlights in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
669	IDP Open Day	Sept 26/AS5/640	Ward 14	Property Management	Put the plot on tender or sell it in Kayamandi	The municipality advertised vacant residential plot the client was advised to check various municipal platforms	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
670	IDP Open Day	Septz6/AS/626	Ward 14	Property Management	Inquiry about Makupula renovation: Why is a local service provider and local labour not appointed?		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
671	IDP Open Day	Sept 26/AS/626	Ward 14	IDP and public participation	Educate residents of Kayamandi about IDP processes and the term of the Council		Office of the Municipal Manager	Section: IDP/PMS/PP	Executive Mayor	Local	Not Applicable
672	IDP Open Day	Sept 26/AS/626	Ward 14	Property Management	Remove the informal structure to extend Makuphula Community Hall instead of renovating		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
673	IDP Open Day	Sept 26/AS/626	Ward 14	Property Management	Propose that the Makuphula Community Hall be donated to Makuphula High School, as the hall is on the premises of the school		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
674	IDP Open Day	Sept 26/AS/626	Ward 14	Property Management	Propose that Makuphula Community Hall also have a kitchen		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
675	IDP Open Day	Sept 26/AS/626	Ward 14	Property Management	The supply chain should inform community/ councillor why people from KZN were working at the hall		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
676	IDP Open Day	Sept26/AS/650	Ward 14	Electrical Services	Repair streetlights on Setona Street, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
677	IDP Open Day	Sept26/AS/650	Ward 14	Electrical Services	Provision of feedback on complaints of DB Board and meter box that were stolen, leaving the client without power since 2023 at N50 7th Avenue, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
678	IDP Open Day	Sept26/AS/646	Ward 14	Electrical Services	Repair streetlights on Setona Street, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
679	IDP Open Day	Sept26/AS/646	Ward 14	Roads, Transport and Stormwater	Regular cleaning of the blocked stormwater drains in Setona Street, Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
680	Have Your Say	n/a	Ward 14	Area Cleaning	Regular cleaning of streets and the area of Thubelitsha, Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
681	Have Your Say	n/a	Ward 14	Parks and Open Spaces	Construction of playpark in Thubelitsha, Kayamandi		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
682	Have Your Say	n/a	Ward 14	Roads, Transport and Stormwater	Resealing of potholes and widening the roads in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
683	Have Your Say	n/a	Ward 14	Safety and Security	Increase visibility of police and law enforcement in Kayamandi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
684	Have Your Say	n/a	Ward 14	Parks and Open Spaces	Construction of a dedicated community park featuring flower gardens in Kayamandi		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
685	Have Your Say	n/a	Ward 14	Parks and Open Spaces	Installation of acommunity fitness facility such as open air gym in Kayamandi.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
686	Have Your Say	n/a	Ward 14	Parks and Open Spaces	Construction of a dedicated community park featuring flower gardens in Ward 14, Kayamandi		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
687	Have Your Say	n/a	Ward 14	Parks and Open Spaces	Installation of a community fitness facility or open air gym in Ward 14, Kayamandi.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
688	Have Your Say	n/a	Ward 14	Safety and Security	Increase visibility of law enforcement in Kayamandi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
689	Have Your Say	n/a	Ward 14	Electrical Services	Maintenance of nun-functional streetlights in Ward 14, Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
690	Online Form	n/a	Ward 14	Area Cleaning	I am dimakatso mokoqama from stellenbosch khayamandi i am looking a job for cleaner Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
691	Online Form	n/a	Ward 14	Area Cleaning	Provision of area cleaning job in Kayamandi		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
692	IDP Open Day	Sept26/A5/602	Ward 15	Local Economic Development and Tourism	Cleaning of the Kayamandi Corridor everyday, it is dirty		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
693	IDP Open Day	Sept26/A5/648	Ward 15	Roads, Transport and Stormwater	Installation of a cover on the catch pit / drains at Bassie Street next to Fire Street, Kayamandi	Inspection will be conducted by 30 September 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
694	IDP Open Day	Sept26/ A5/588	Ward 15	Communications	The client is complaining that she does not get responses on the WhatsApp Let's Fix It. She further stated that she must send the same complaints many times for her to get the reference numbers.		Director: Corporate Services	Section: Registry and Office Auxiliary Services	Corporate Services	Local	Not Applicable
695	Have Your Say	n/a	Ward 15	Housing Development	Provision of housing development in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
696	Have Your Say	n/a	Ward 15	Municipal Hall Facilities	Building of a community hall in Kayamandi		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
697	Have Your Say	n/a	Ward 15	Safety and Security	Deployment of soldiers to reduce crime in Kayamdi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
698	Have Your Say	n/a	Ward 15	Housing Development	Provision of housing development in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
699	Have Your Say	n/a	Ward 15	Local Economic Development and Tourism	Utilise the Kayamandi Corridor to accommodate SASSA, Department of Home Affairs and SARS to render services in Kayamandi		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
700	Have Your Say	n/a	Ward 15	Community Development	Utilise the Kayamandi Corridor to accommodate SASSA, Department of Home Affairs and SARS to render services in Kayamandi		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
701	Have Your Say	n/a	Ward 15	Housing Development	Utilise the block approach for housing development in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
702	Have Your Say	n/a	Ward 15	Community Development	provision of materials to start community gardens		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
703	Have Your Say	n/a	Ward 15	Safety and Security	Deployment of soldiers to reduce crime in Kayamdi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
704	Have Your Say	n/a	Ward 15	Roads, Transport and Stormwater	Installation of speedhumps in Zone O, Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
705	Have Your Say	n/a	Ward 15	Housing Development	Provision of housing development in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
706	Have Your Say	n/a	Ward 15	Safety and Security	Increase visibility of police and law enforcement in Kayamandi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
707	Have Your Say	n/a	Ward 15	Health	Expand the Kayamandi clinic to accommodate the Kayamandi residents		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Western Cape Government Health and Wellness
708	Have Your Say	n/a	Ward 15	Water Services	investigate and address the disruption of clean water supply in Ward 15, Kayamandi		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
709	Have Your Say	n/a	Ward 15	Electrical Services	Repair and maintenance of non-functional streetlights in Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
710	Have Your Say	n/a	Ward 15	Roads, Transport and Stormwater	Mantanenca of drainage infrastructure at Ward 15 in Kayamandi		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
711	Have Your Say	n/a	Ward 15	Health	Building of healthcare facilities and medical services within Kayamandi		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Western Cape Government Health and Wellness
712	Have Your Say	n/a	Ward 15	Safety and Security	Increase visibility of law enforcement in Kayamandi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
713	Have Your Say	n/a	Ward 15	Housing Development	Provision of affordable housing deevelopment opportunities in Kayamandi		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
714	Have Your Say	n/a	Ward 15	Safety and Security	Increase visibility of law enforcement in Kayamandi		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
715	Have Your Say	n/a	Ward 15	Water Services	Monitor and address the disruption in water supply in Ward 15, Kayamandi		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
716	Have Your Say	n/a	Ward 15	Electrical Services	Installation of electrical connection in Kayamandi		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
717	IDP Open Day	Sept26/A6/721	Ward 16	Housing Administration	Repair water and plumbing issues in the TRA on Curry Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
718	IDP Open Day	Sept26/A6/761	Ward 16	Housing Development	Provide clarity on why nothing has happened for the burnt houses in 5 years at Long Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
719	IDP Open Day	Sept26/A6/708	Ward 16	Housing Administration	Closure of the small passages at the Steps in Cloetesville to prevent the ongoing shooting		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
720	IDP Open Day	Sept26/A6/708	Ward 16	Housing Administration	Closure of passages in between all the flats in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
721	IDP Open Day	Sept.26/A6/753	Ward 16	Housing Administration	Repairing the faulty Geyser; water leaks in the bathroom; loose tiles; sealings in all rooms have fallen out; broken windows; and mould in the bathroom and rooms at Flat I7, Lang Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
722	IDP Open Day	Sept.26/A6/831	Ward 16	Housing Administration	Enquire regarding house no. 5 Kudu Street, Cloetesville, that was affected by fire two years ago.		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
723	IDP Open Day	Sept.26/A6/831	Ward 16	Housing Administration	Completely close off house no. 5 Kudu street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
724	IDP Open Day	Sept.26/A6/831	Ward 16	Housing Administration	Repairing the house at 16 Pine Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
725	IDP Open Day	Sept26/A6/815	Ward 16	Safety and Security	Enforcement of bylaws for unauthorised/ trespassing at Sylvia Straat Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
726	IDP Open Day	Sept26/A6/815	Ward 16	Safety and Security	Increase visibility of law enforcement in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
727	IDP Open Day	Sept26/A6/831	Ward 16	Safety and Security	Provision of information on whether the CCTV cameras in Cloetesville are currently operational and how to access or obtain the recorded footage	When an incident occurs, a case must be opened with the South African Police Service (SAPS). A detective can then come out to view the relevant CCTV footage as part of the investigation	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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728	IDP Open Day	Sept26/A6/835	Ward 16	Safety and Security	Conduct and facilitate awareness sessions with Law Enforcement, Traffic Services and Fire Services in White City, Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
729	IDP Open Day	Sept26/A6/A23	Ward 16	Housing Administration	Repairing of front door; kitchen wall sockets are faulty, cracked tiles; installation of more washing lines at 112B, Eike Street, Cloetesville	Matter will be referred to the maintenance section of Housing Administration for further feedback and action to be taken.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
730	IDP Open Day	Sept26/A6/793	Ward 16	Housing Administration	Maintenance issue at RDP Housing project, there is no warm water in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
731	IDP Open Day	Sept26/A6/819	Ward 16	Housing Administration	Maintenance of the leaking geyser; water in basin isn't draining; and water in kitchen sink isn't draining at 39 Noth End Street, Cloetesville	No transfer/Registration on this property. Client has been informed that maintenance issues on these properties are the responsibility of the beneficiaries as this is a state subsidised house and these properties are regarded as private property. Advised client to visit the offices of Housing Administration so that a deed of sale may be concluded to transfer the property. Previous correspondence has been sent to this property to inform the client that they should visit the offices of Housing Administration for the transfer process to be started. Letter was sent on 20 January 2026.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
732	IDP Open Day	Sept26/A6/819	Ward 16	Roads, Transport and Stormwater	When it rains, the water in the drainage system pushes up and leaks into the house at 39 North End Street, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
733	IDP Open Day	Sept26/A6/754	Ward 16	Housing Administration	Removal of the neighbour's big dog in a rental unit at 112D Eike Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
734	IDP Open Day	Sept26/A6/784	Ward 16	Housing Administration	Provision of assistance to transfer property ownership of 111 Pine Street in Cloetesville	Client was informed that the property is still municipal owned and the reason that they were referred to the office of the Master of the High Court was so that they could register the estates of the deceased individuals. After the estates are registered the ownership transfer process may start. Client was informed that the property firstly had to be transferred to the estates of the deceased individuals and after that registration the family may decide on what happens to the property afterwards.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
735	IDP Open Day	Sept26/A6/725	Ward 16	Housing Administration	Housing waiting List enquiry. Registered since 2000. When will she be assisted	Informed the client that the Rental Stock section is currently only allocating rental units to applicants who are on the waiting list since: 1996-97 for 1 Bedroom units and 1991-92 for 2 and more Bedrooms. Informed the client that her application date may be considered for allocation to a RDP (Low Income Housing) opportunity, should she meet all the other qualifying criteria and there is an active housing project in her area.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
736	IDP Open Day	Sept26/A6/725	Ward 16	Housing Administration	The landlord has been refusing tenants access to electricity for a year now in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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737	IDP Open Day	SEPT26/A6/763	Ward 16	Income and Expenditure	Account Number: 10294323: The customer received a letter that indicated that the municipal account was in arrears and that they should visit the municipal offices to make an arrangement on the account that is currently in arrears with R1800. Even though customer paid the R1000 on the account, they still received an account in arrears notification again this month. Arrangement was made with Jazerol at accounts department.	Official that handled the query Mr Jerome Petersen informed the customer that the indigent application for the new cycle was approved. Jerome Petersen to liaise with Jazerol and follow-up on the arrangement to transfer the debt to arrangement account to the amount of R944.98.	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
738	IDP Open Day	SEPT26/A6/741	Ward 16	Income and Expenditure	Account Number: 379215700 (ERVEN CVILL 765800001): The customer indicated that the account instalment is very high. Installation of a prepaid meter is required because, even though the account is in arrears, the electricity is not blocked and the customer can still use the service.	Jerome Petersen to follow-up and provided details to the customer. Recommended that the customer visit the municipal offices and come to his office to assist in resolving this matter and provide alternative means w.r.t the arrears on account.	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
739	IDP Open Day	SEPT26/A6/791	Ward 16	Income and Expenditure	Account Number: 10274040 (Erven: CVILL 1510400001): The account is in arrears, electricity is blocked and they don't qualify for indigent	Jerome Petersen recommended that the customer come together with their aunt to the municipal office to see how they can be assisted in this regard. Official provided their contact details, will be in contact with the customer to make necessary arrangements for the visit to the municipal office.	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
740	IDP Open Day	SEPT26/A6/743	Ward 16	Income and Expenditure	Review their policies in terms of rebates and indigent to make provision for state pensioner	Customer was satisfied with feedback given. Still made the above recommendation for council to consider	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
741	IDP Open Day	SEPT26/A6/843	Ward 16	Income and Expenditure	Review their policies in terms of rebates and indigent to make provision for state pensioner	Customer was satisfied with feedback given. Still made the above recommendation for council to consider	Director: Financial Services	Department: Revenue and Expenditure	Financial Services	Local	Not Applicable
742	IDP Open Day	Sept26/A6/761	Ward 16	Environmental Management (Nature areas and Tree management	Cutting or trimming of the trees blocking the view from Stellcare to Helshoogte Road traffic lights		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
743	IDP Open Day	Sept26/A6/825	Ward 16	Roads, Transport and Stormwater	Address the issue of stormwater flowing from the top of Long Street to properties during rains in Cloetesville	An assessment will be conducted by 31 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
744	IDP Open Day	Sept26/A6/835	Ward 16	Roads, Transport and Stormwater	Permanent repair of the recurring pothole at Davids Street, Cloetesville	Permanent repair will be conducted by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
745	IDP Open Day	Unknown	Ward 16	Roads, Transport and Stormwater	Repair premix or tar at Curry Street No86, Cloetesville	Repair premix will be done by 30 December 2026	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
746	IDP Open Day	Sept26/A6/802	Ward 16	Housing Administration	Replacement and repair of the cracked walls and windows; water seeping in under the front door when it rains; loose kitchen tap; top floor is cracked; and blockage in the shower water do not draining fast enough at 51 Sylvia Street, Cloetesville	Private Issue, house has been transferred over to the owner.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
747	IDP Open Day	Sept26/A6/771	Ward 16	Housing Administration	Replacement and repair of the windows and the door where water comes in when it rains; broken piece in the kitchen sink; and broken bathroom door handle at 43 Sylvia Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
748	IDP Open Day	Sept26/A6/702	Ward 16	Housing Administration	Replacement and repair of the broken kitchen tap; paint cracks in the bathroom; and installation of a gully to get rid of grey water at 53 Sylvia Street, Cloetesville	Private Issue, house has been transferred over to the owner.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
749	IDP Open Day	Sept26/A6/706	Ward 16	Housing Administration	Replacement and repair of the loose trap door, roof plate missing; difficult to open and close the bathroom door after the installation of a new bath; difficult to open and close the taps in the bathroom; damaged floors in the bathroom; and bad quality bath, request for tiles in front of the bath at Flat I3 Lang Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
750	IDP Open Day	Sept26/A6/706	Ward 16	Electrical Services	Replacement broken electricity meter box at Flat I3 Lang Street, Cloetesville		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
751	IDP Open Day	Sept26/A6/811	Ward 16	Housing Administration	Installation of tar around TRA houses at Curry Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
752	IDP Open Day	Sept26/A6/811	Ward 16	Water Services	Locate and clean the blocked sewer drain at TRA houses in Curry Street, Cloetesville		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
753	IDP Open Day	Sept26/A6/721	Ward 16	Housing Administration	Replacement of the old plumbing pipes; replacement of the broken shower & toilet handles at TRA houses 2 in Curry Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
754	IDP Open Day	Sept26/A6/831	Ward 16	Housing Administration	Replacement and repair of the ceiling has holes; toilet is broken, unable to flush; holes in the floor, no tiles; cracks on the walls, water seeping in when it rains; cracked asbestos roof at 106 Pine Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
755	IDP Open Day	Sept26/A6/831	Ward 16	Housing Administration	Urgently repair the doors to lock Wendy House and for renovations of the burned house to start soon as the family is not safe at 5 Kudu Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
756	IDP Open Day	Sept26/A6/835	Ward 16	Parks and Open Spaces	Installation of the artificial grass on the whole park at Robyn playpark, Cloetesville	The request will be referred to the Parks Department	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
757	IDP Open Day	Sept26/A6/835	Ward 16	Parks and Open Spaces	Installation of mini soccer and netball poles at Robyn playpark, Cloetesville	The request will be referred to the Parks Department	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
758	IDP Open Day	Sept26/A6/835	Ward 16	Parks and Open Spaces	Pick up or collection of the grass after grass cutting at Robyn playpark; Cloetesville	The request will be referred to the Parks Department	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
759	IDP Open Day	Sept26/A6/831	Ward 16	Parks and Open Spaces	Installation of flowers and river stones at Pine Street Corridors, Cloetesville	The request will be referred to the Ornamental Horticulture Department	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
760	IDP Open Day	Sept26/A6/831	Ward 16	Parks and Open Spaces	Planting of Jacaranda tree and roses and succulent plants at Pine Street Corridors, Cloetesville	The request will be referred to the Ornamental Horticulture Department	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable

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761	IDP Open Day	Sept26/A6/831	Ward 16	Parks and Open Spaces	Installation of irrigation system at Pine Street Corridors, Cloetesville	The request will be referred to the Ornamental Horticulture Department	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
762	IDP Open Day	Sept26/A6/831	Ward 16	Parks and Open Spaces	Planting or installation of small, beautiful plants at Pine Street Corridors, Cloetesville	The request will be referred to the Ornamental Horticulture Department	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
763	IDP Open Day	Sept26/A6/831	Ward 16	Environmental Management (Nature areas and Tree management	Removal of an Oak Tree at the back of number 104 Pine Street, Cloetesville	The request will be forwarded to the Urban Forestry section. The tree is on private property, and the section or Municipality is not responsible for doing maintenance work on private property.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
764	IDP Open Day	Sept26/A6/831	Ward 16	Environmental Management (Nature areas and Tree management	Inspection and pruning of the tree branches that are falling on rooftops in Cloetesville	The request will be forwarded to the Urban Forestry section. The tree is on private property, and the section or Municipality is not responsible for doing maintenance work on private property.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
765	IDP Open Day	Sept26/A6/761	Ward 16	Water Services	Connection of the sewer system at 15 North End Street, Cloetesville (Stellcare)		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
766	IDP Open Day	Sept26/A6/725	Ward 16	Electrical Services	Cutting off electricity for tenants at 236 Arnolds Street, Cloetesville		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
767	IDP Open Day	Sept26/A6/835	Ward 16	Water Services	There is a bad smell of sewer, especially at night at White City, Cloetesville (Corner Last & Crombie Street)		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
768	Have Your Say	n/a	Ward 16	Council Support	The ward administrators have to be appointed as a permanent staff		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
769	Have Your Say	n/a	Ward 16	Safety and Security	Increase visibility of law enforcement in Slabtown in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
770	Have Your Say	n/a	Ward 16	Informal Settlements	Installation of additional public ablution facilities at Ward 16 in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
771	Have Your Say	n/a	Ward 16	Electrical Services	Installation of street lights in at Ward 16 in Cloetesville		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
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772	Have Your Say	n/a	Ward 16	Waste Management	Regular collection of waste in Ward 17, Cloetesville		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
773	Have Your Say	n/a	Ward 16	Area Cleaning	Regular cleaning of the street in Ward 17, Cloetesville		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
774	Have Your Say	n/a	Ward 16	Roads, Transport and Stormwater	Maintenance of the road in Ward 17, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
775	Have Your Say	n/a	Ward 16	Parks and Open Spaces	Upgrade the playpark located in Ward 16, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
776	Have Your Say	n/a	Ward 16	Safety and Security	Increase visibility of law enforcement in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
777	Have Your Say	n/a	Ward 16	Housing Development	Provision of affordable housing development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
778	Have Your Say	n/a	Ward 16	Safety and Security	Increase visibility of law enforcement in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
779	Have Your Say	n/a	Ward 16	Community Development	Provision of assistance with food for the residents of Ward 16 in Cloetesville		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
780	Have Your Say	n/a	Ward 16	Safety and Security	Increase visibility of law enforcement in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
781	Have Your Say	n/a	Ward 16	Safety and Security	Deployment of more Law Enforcement officers at Chipendale Street, Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
782	Have Your Say	n/a	Ward 16	Electrical Services	Repair and maintain the broken streetlight in Cloetesville		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
783	Have Your Say	n/a	Ward 16	Environmental Management (Nature areas and Tree management	Trim the trees in ward 16 beause it obstruct the streetlight in Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
784	Have Your Say	n/a	Ward 16	Parks and Open Spaces	Regularly cut the grass and remove the weeds in Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable

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785	Have Your Say	n/a	Ward 16	Safety and Security	Increase visibility of law enforcement from White City in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
786	Have Your Say	n/a	Ward 16	Housing Development	Provision of affordable housing development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
787	Have Your Say	n/a	Ward 16	Safety and Security	Increase visibility of law enforcement especially for the school children going home after school in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
788	Have Your Say	n/a	Ward 16	Local Economic Development and Tourism	Provision of more youth development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
789	Have Your Say	n/a	Ward 16	Community Development	Provision of more youth development opportunities in Cloetesville		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
790	Have Your Say	n/a	Ward 16	Recreation and Sport	Provision of support to the sports clubs in Cloetesville		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
791	Have Your Say	n/a	Ward 16	Council Support	The ward administrators have to be appointed as a permanent staff		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
792	Have Your Say	n/a	Ward 16	Council Support	The ward administrators have to be appointed as a permanent staff		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
793	Have Your Say	n/a	Ward 16	Council Support	The ward administrators have to be appointed as a permanent staff		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
794	Have Your Say	n/a	Ward 16	Recreation and Sport	Support sport clubs to make the children into sport and off the streets in Cloetesville		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
795	Have Your Say	n/a	Ward 16	Local Economic Development and Tourism	Provision of more youth development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
796	Have Your Say	n/a	Ward 16	Local Economic Development and Tourism	Provision of more youth development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
797	Have Your Say	n/a	Ward 16	Housing Development	Provision of affordable housing development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
798	Have Your Say	n/a	Ward 16	Waste Management	Regular cleaning of the streets in Ward 16, Cloetesville.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
799	Have Your Say	n/a	Ward 16	Roads, Transport and Stormwater	Maintenance of roads in Ward 16, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
800	Have Your Say	n/a	Ward 16	Roads, Transport and Stormwater	Maitenance of drainage infrastructure in Ward 16, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
801	Have Your Say	n/a	Ward 16	Parks and Open Spaces	Regularly cutting the grass and removing the weeds in Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
802	Have Your Say	n/a	Ward 16	Local Economic Development and Tourism	Provision of more youth development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
803	Have Your Say	n/a	Ward 16	Community Development	Provision of more youth development opportunities in Cloetesville		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
804	Have Your Say	n/a	Ward 16	Council Support	The ward administrators have to be appointed as a permanent staff		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
805	Have Your Say	n/a	Ward 16	Waste Management	Regular cleaning of the streets in Ward 16, Cloetesville.		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
806	Have Your Say	n/a	Ward 16	Roads, Transport and Stormwater	Maintenance of roads in Ward 16, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
807	Have Your Say	n/a	Ward 16	Recreation and Sport	Provision of support to the sports clubs in Cloetesville		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
808	Have Your Say	n/a	Ward 16	Local Economic Development and Tourism	Provision of more youth development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
809	Have Your Say	n/a	Ward 16	Council Support	Upgrade the ward office in Cloetesville		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
810	Have Your Say	n/a	Ward 16	Safety and Security	Increase visibility of law enforcement in Ward 16, Cloestesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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811	Have Your Say	n/a	Ward 16	Council Support	The ward administrators have to be appointed as a permanent staff		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
812	Online Form	n/a	Ward 16	Electrical Services	22 September 2026 - our electricity has been blocked. Our rates & tax are paid up to date. When contacting the control room, I was informed to buy electricity for R207, for no reason, based in Cloetesville		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
813	Online Form	n/a	Ward 16	Area Beautification	Beautification of Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
814	Stakeholder Engagement	n/a	Ward 16	Safety and Security	There are concerns raised regarding municipal safety planning, the K9 unit, violent crime, and the municipality needs to increase the visibility of law enforcement officers in Cloetesville	safety plan is in place and indicated that it would be presented to Council annually for consideration and further action. It was noted that certain safety and security matters may be sensitive and are not always suitable for public discussion. The Mayor highlighted the municipality's efforts to strengthen community safety through the establishment and expansion of local law enforcement capacity. It was noted that the municipality had allocated resources within its budget and existing frameworks to support the South African Police Service (SAPS) and enhance its operational capacity.	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
815	Stakeholder Engagement	n/a	Ward 16	Roads, Transport and Stormwater	Resealing of potholes in Cloetesville	In response, the relevant Director thanked the councillor for raising the concern and confirmed that pothole repairs were treated seriously by the municipality. The Director explained that reported potholes were generally attended to within a short turnaround time, provided that sufficient information, such as a reference number or street address, was available to enable the maintenance team to locate the problem. It was further noted that while some potholes could be repaired quickly by the municipal team, larger or more complex repairs might require the involvement of external contractors.	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
816	IDP Open Day	Sept26/A6/773	Ward 17	Housing Administration	How many people in Cloetesville have received title deeds since 1994?		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
817	IDP Open Day	Sept26/A6/723	Ward 17	Housing Administration	Replacement and repair of the broken windows and broken door; broken tiles in the flat and mould on the walls & ceiling; faulty geyser; and water running down on the flat from the flat upstairs at Melody Flat 6, Rhode Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
818	IDP Open Day	Sept/A6/839	Ward 17	Housing Administration	Replacement and repair of the bath has holes and water is running out; holes in the walls in one of the rooms; and tiles need to be replaced in the flat at Melody Flat 4, Rhode Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
819	Have Your Say	n/a	Ward 17	Safety and Security	Installation of municipal CCTV surveillance cameras in Williams Street, located within Ward 17, Cloetesville.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
820	Have Your Say	n/a	Ward 17	Safety and Security	Increase visibility of law enforcement in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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821	Have Your Say	n/a	Ward 17	Local Economic Development and Tourism	Provision of sustainable employment opportunities within Ward 17, Cloetesville.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
822	Have Your Say	n/a	Ward 17	Local Economic Development and Tourism	Provision of sustainable employment opportunities within Ward 17, Cloetesville.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
823	Have Your Say	n/a	Ward 17	Safety and Security	Increase visibility of law enforcement in Ward 17, Cloetesville.		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
824	Have Your Say	n/a	Ward 17	Area Cleaning	Regular cleaning of the roads in Ward 17, Cloetesville		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
825	Have Your Say	n/a	Ward 17	Local Economic Development and Tourism	Provision of more youth-focused opportunities in Ward 17, Cloetesville.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
826	Have Your Say	n/a	Ward 17	Community Development	Provision of more youth-focused programs in Ward 17, Cloetesville.		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
827	Have Your Say	n/a	Ward 17	Recreation and Sport	Provision of support and resources for sports clubs in Ward 17, Cloetesville		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
828	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of a play park at Rhoda Street flats in Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
829	Have Your Say	n/a	Ward 17	Electrical Services	Installation of brighter lighting around the residential flats in Ward 17, Cloetesville		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
830	Have Your Say	n/a	Ward 17	Roads, Transport and Stormwater	Installation of more drains at the flats in Rhoda Street, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
831	Have Your Say	n/a	Ward 17	Housing Administration	Repair the step railings at the flats in Rhoda Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
832	Have Your Say	n/a	Ward 17	Housing Administration	Repairing of the damaged step railings at the flats on Rhoda Street in Ward 17, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
833	Have Your Say	n/a	Ward 17	Community Development	Development of more youth skills development opportunities in Cloetesville		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
834	Have Your Say	n/a	Ward 17	Safety and Security	Increase visibility of law enforcement in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
835	Have Your Say	n/a	Ward 17	Roads, Transport and Stormwater	Painting of the parking area at the flats on Rhoda Street in Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
836	Have Your Say	n/a	Ward 17	Electrical Services	Request the installation of brighter lighting around the residential flats at Ward 17 in Cloetesville		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
837	Have Your Say	n/a	Ward 17	Housing Administration	Ensure better access for disabled people at the flats on Rhoda Street in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
838	Have Your Say	n/a	Ward 17	Roads, Transport and Stormwater	Paving in front of Melody flats in Rhoda Street, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
839	Have Your Say	n/a	Ward 17	Environmental Management (Nature areas and Tree management	Planting of additional trees around the flats on Rhoda Street in Ward 17, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
840	Have Your Say	n/a	Ward 17	Housing Administration	Painting of the cement seats at the flats on Rhoda Street in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
841	Have Your Say	n/a	Ward 17	Roads, Transport and Stormwater	Paving in front of Melody flats in Rhoda Street, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
842	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of artificial lawn for the playpark at Melody flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
843	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of the open air gym at Melody flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
844	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of a playpark at Rhoda Street flats, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
845	Have Your Say	n/a	Ward 17	Environmental Management (Nature areas and Tree management	Planting of more trees at the flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
846	Have Your Say	n/a	Ward 17	Community Development	Needs more community development in Cloetesville		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
847	Have Your Say	n/a	Ward 17	Roads, Transport and Stormwater	Installation of street name boards throughout Ward 17in Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
848	Have Your Say	n/a	Ward 17	Housing Administration	Upgrade the braai area at Rhoda Street flats in Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
849	Have Your Say	n/a	Ward 17	Waste Management	Installation of more waste bins at the flats in Rhoda Street, Cloetesville		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
850	Have Your Say	n/a	Ward 17	Housing Administration	Painting of the cement seats at the flats on Rhoda Street, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
851	Have Your Say	n/a	Ward 17	Waste Management	Installation of more waste bins at the flats in Rhoda Street, Cloetesville		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable

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852	Have Your Say	n/a	Ward 17	Roads, Transport and Stormwater	Construction of more drains at the flats in Rhoda Street, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
853	Have Your Say	n/a	Ward 17	Council Support	The ward administrators have to be appointed as a permanent staff		Director: Corporate Services	Section: Councillor's Support	Corporate Services	Local	Not Applicable
854	Have Your Say	n/a	Ward 17	Local Economic Development and Tourism	Provision of more youth development opportunities in Cloetesville		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
855	Have Your Say	n/a	Ward 17	Community Development	Provision of more youth development opportunities in Cloetesville		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
856	Have Your Say	n/a	Ward 17	Safety and Security	Increase visibility og law enforcement in Cloetesville		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
857	Have Your Say	n/a	Ward 17	Waste Management	Installation of more waste bins at the flats in Rhoda Street, Cloetesville		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
858	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of the open-air gym at Melody Flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
859	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Construction of a playpark at flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
860	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of artificial lawn for the playpark at the Melody flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
861	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of the open-air gym at Melody Flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
862	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Construction of a playpark at flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
863	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of artificial lawn for the playpark at the Melody flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
864	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of the open-air gym at Melody Flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
865	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Construction of a playpark at flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
866	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of artificial lawn for the playpark at the Melody flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable

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867	Have Your Say	n/a	Ward 17	Housing Administration	Upgrade to the communal braai area at the Rhoda Street flats in Ward 17, Cloetesville.		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
868	Have Your Say	n/a	Ward 17	Housing Administration	Upgrade to the communal laundry line facilities at the Rhoda Street flats in Ward 17, Cloetesville		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
869	Have Your Say	n/a	Ward 17	Housing Administration	Allocation of designated laundry lines for each block of flats in Ward 17, Cloetesville. To maintain order and ensure fair access for everyone		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
870	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Installation of the open-air gym at Melody Flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
871	Have Your Say	n/a	Ward 17	Parks and Open Spaces	Construction of a playpark for the flats in Rhoda Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
872	Have Your Say	n/a	Ward 17	Roads, Transport and Stormwater	Repair of road at the corner of February and Long Street, Cloetesville		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
873	IDP Open Day	SEPT26 /47/476	Ward 18	Property Management	Interested in property and partnership agreements with the municipality		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
874	IDP Open Day	SEPT26 /47/476	Ward 18	Waste Management	Removal and cleaning of the illegal trash dumping at the corner of Brounger and Old Paarl Rd, Klapmuts		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
875	IDP Open Day	SEPT26 /47/476	Ward 18	Waste Management	Regular cleaning and emptying of the dustbin in front of Shoprite, Klapmuts		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
876	IDP Open Day	SEPT26 /47/476	Ward 18	Waste Management	Owner / rental must be instructed to clean every week in front of Shoprite, Klapmuts		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
877	IDP Open Day	SEPT26 /47/476	Ward 18	Environmental Management (Nature areas and Tree management	Regular cutting of trees in Klapmuts		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
878	IDP Open Day	SEPT26 /47/476	Ward 18	Electrical Services	Address electrical cable theft and stripping near doctors' offices, Klapmuts		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
879	IDP Open Day	SEPT26 /47/476	Ward 18	Safety and Security	Issuing a fine for the noise and nuisance from Funky Hotel / Club Casino, Klapmuts		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable

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880	IDP Open Day	SEPT26 /47/476	Ward 18	Safety and Security	Issuing a fine for the noise and nuisance from Funky Hotel / Club Casino, Klapmuts		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
881	IDP Open Day	Sept26/A7/540	Ward 18	Electrical Services	Maintenance of the streetlights at Zenele Street, informal settlement (TRA), next to Alexander Street, right side; Gorma Street (on the left side), in Klapmuts	Investigate why streetlights are not operational and repair; requested the client to report the fault to Let's Fix It; the client will get a reference number from Let's Fix It	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
882	IDP Open Day	Sept26/A7/540	Ward 18	Housing Development	Provision of information concerning the next step for the La Rochelle housing development	The planning process has been submitted for approval, and we are currently waiting for environmental approval to go ahead with construction	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
883	IDP Open Day	Sept26/A7/540	Ward 18	Electrical Services	Installation of electrical services at the TRA, Klapmuts		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
884	IDP Open Day	Sept 26/A7/490	Ward 18	Waste Management	Requesting designated access points for proper waste disposal to address the illegal dumping near the dam at Arra Vineyards Farm from Mandela City, Klapmuts	The area cleaning team will be requested to address the illegal dumping and explore the feasibility of providing a skip for community waste disposal. Additionally, separation at source, educational and awareness programmes can be organised.	Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
885	IDP Open Day	Sept 26/A7/490	Ward 18	Waste Management	Conduct discussions or dialogues to address the issues of illegal dumping between Arra Vineyards Farm and Mandela City, Klapmuts		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
886	IDP Open Day	Sept 26/A7/490	Ward 18	Housing Development	Provision of housing development for Mandela City, Klapmuts		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
887	IDP Open Day	Sept26/A7/540	Ward 18	Electrical Services	Provision of electricity at the TRA 47 Zanele Street, Klapmuts	The client was advised that once the fault is reported via the Let's Fix It App and a reference number is obtained, he will escalate the matter for urgent attention	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
888	IDP Open Day	Sept26/A7/540	Ward 18	Electrical Services	Repairing of lamp post at the TRA 47 Zanele Street, Klapmuts	The client was advised that once the fault is reported via the Let's Fix It app and a reference number is obtained, he will escalate the matter for urgent attention	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
889	IDP Open Day	Sept26/A7/540	Ward 18	Roads, Transport and Stormwater	Installation of speedhumps at the TRA 47 Zanele Street, Klapmuts		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
890	IDP Open Day	Sept26/A7/548	Ward 18	Safety and Security	Provision of an update on the status of the CCTV cameras at the clubhouse, Klapmuts, as crimes are reportedly being committed in the area		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
891	IDP Open Day	Sept26/A7/548	Ward 18	Safety and Security	Provision of clarity on why residents from Klapmuts are not being appointed as Law Enforcement officers through the EPWP programme	When applying for Law Enforcement positions through the EPWP programme, applicants must have completed the required 6-week training qualification and be registered on the EPWP database.	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
892	IDP Open Day	Sept26/A7/498	Ward 18	Traffic Enforcement	Address the problem of taxis driving on sidewalks and on the wrong side of the road in Klapmuts		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
893	IDP Open Day	Sept26/A7/498	Ward 18	Roads, Transport and Stormwater	Installation of additional speed bumps on Merchant Street, Klapmuts, to help control speeding and improve road safety		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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894	IDP Open Day	Sept26/A7/498	Ward 18	Safety and Security	Issuing of a fine for the noise complaint at 19 Merchant Street, Klapmuts		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
895	IDP Open Day	Sept26/A7/498	Ward 18	Safety and Security	Increased visibility of law enforcement, women are being robbed in Klapmuts		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
896	IDP Open Day	Sept26/A7/536	Ward 18	Safety and Security	Provision of assistance with registering a Neighbourhood Watch (NHW) and obtaining the necessary equipment to support the NHW in Klapmuts	Officer Magwaza and Officer Bula will make contact to arrange for the fingerprinting process and to provide the necessary equipment	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
897	IDP Open Day	Sept26/A7/478	Ward 18	Traffic Enforcement	Enforcement of bylaws for the trucks parking at the entrance of Rozenmeer, Klapmuts	Enforcement will be conducted	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
898	IDP Open Day	Sept26/A7/478	Ward 18	Roads, Transport and Stormwater	Installation of "No Parking" signage at the entrance of Rozenmeer, Klapmuts		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
899	IDP Open Day	Sept26/A7/540	Ward 18	Roads, Transport and Stormwater	Installation of speedhumps in Zenile Street in Klapmuts		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
900	IDP Open Day	Sept 26/A7/490	Ward 18	Water Services	Investigate and address sewer blockage at the back of the housing development during heavy rainfall events, Klapmuts		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
901	IDP Open Day	Sep26/A7/500	Ward 18	Water Services	Investigate and address the recurring sewer blockages at Klapmuts Pump Stations. Resulting in sewer spillages and persistent unpleasant odours affecting the surrounding environment, particularly residents of Rosenmeer Estate	"The department takes note of the sewer problems experienced in Klapmuts, specifically at Pump Station 2, including the recurring blockages, sewer spillages and associated odour. The recurring blockages are primarily attributed to the disposal of foreign materials into the sewer network through manholes and household connections, from backyard dwellers and informal	Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
902	IDP Open Day	Sept26/A7/498	Ward 18	Recreation and Sport	Construction of alternative Sportsgrounds for soccer practices in Klapmuts		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
903	IDP Open Day	Sept26/A7/498	Ward 18	Recreation and Sport	Maintenance of the Sportsgrounds and renovation of buildings in Klapmuts		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
904	IDP Open Day	Sept26/A7/476	Ward 18	Environmental Management (Nature areas and Tree management	Removal or cutting of the tree situated on the corner of Old Paarl Rd and Klapmuts Hotel		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
905	IDP Open Day	Unkown	Ward 18	Water Services	The water in the area is severely polluted; the stench is the major issue, alongside other materials present in the water in the area next to Rosenmere Estate in Klapmuts		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
906	Online Form	n/a	Ward 18	Human Resource Management	Provision of a job for a client with experience as a storekeeper Receiving inventory Stocktake Syspro system Forklift Driver Code B driver license based in Klapmuts		Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable

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907	Online Form	n/a	Ward 18	Waste Management	Implementation and monitoring of waste recycling in Klapmuts		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
908	Online Form	n/a	Ward 18	Health	Establishment of a possible partnership for ambulatory services between Medicare EMR and the municipality in Klapmuts		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Western Cape Government Health and Wellness
909	Online Form	n/a	Ward 18	Cemeteries	Establishment of a possible partnership for crematory services between Medicare EMR and the municipality in Klapmuts		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
910	Email	n/a	Ward 18	Spatial Planning	As per the approval of the Department of Agriculture dated 2024 – 09 -17, the area excluded from the provisions of Act 70 of 1970 has been based on the current development edge indicated in The Bridge Development Framework.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
911	Email	n/a	Ward 18	Spatial Planning	Reconsideration of the existing urban edge and the proposed inclusion of approximately 30 hectares of Portion 7 of Farm 744, Klapmuts, within the Klapmuts urban edge		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
912	Email	n/a	Ward 18	Spatial Planning	Reconsider the existing urban-edge alignment as it affects Portion 7 of Farm 744 in southern Klapmuts		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
913	Email	n/a	Ward 18	Spatial Planning	Consider the inclusion of approximately 30 hectares of Portion 7 within the Klapmuts urban edge, using the revised 2026 ±24-hectare indicative core-area plan (Annexure A) as the basis for delineation and considering whether adjoining land associated with the dam and its safety interface should form part of the final boundary, subject to technical assessment.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
914	Email	n/a	Ward 18	Spatial Planning	Assess the proposal in the context of adjoining settlement, Stellenbosch Bridge, potential transport and infrastructure corridors, the dam safety interface, and the retained agricultural land.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
915	Email	n/a	Ward 18	Spatial Planning	Consider the indicative ±5-hectare community-facilities opportunity (Annexure B) as a potential public benefit, without treating it as a binding land offer.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
916	Email	n/a	Ward 18	Spatial Planning	Engage with Arra and its professional team on the preferred delineation and advise what further high-level information is required for consideration of the MSDF request.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
917	Email	n/a	Ward 18	Spatial Planning	Proposed amendment of the Klapmuts Urban Edge for the inclusion of Portion 2 of Farm No 742 and Portion 2 of Farm No 748, Klapmuts.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
918	Email	n/a	Ward 18	Spatial Planning	Previously approved phases (Phase 3 (Erf 3968 Klapmuts (16.0391 ha); Phase 2 (Erf 3967 Klapmuts (4.7521 ha); and Phase 5 (Erf 3969 Klapmuts (4.0615 ha)) of Anura Development should be included in the urban Edge of Klapmuts as part of a review of the current SDF		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
919	IDP Open Day	Sept26/A9/2063	Ward 19	Housing Development	When will the next housing development happen in Ida's Valley?	Ida's Valley already had a project; there are no plans currently for any future developments in the pipeline. Northern Extension is one of the projects that are in the pipeline.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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920	IDP Open Day	Sept26/A9/2063	Ward 19	Housing Administration	Waiting List Application query	Ref: 640440 – Date: 2015.09.23. Must update; there are no documents uploaded. Advised to always update	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
921	IDP Open Day	Sept26/A9/2079	Ward 19	Housing Development	When will the next housing development happen in Ida's Valley?	Ida's Valley already had a project; there are no plans currently for any future developments in the pipeline. Northern Extension is one of the Projects that are in the pipeline.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
922	IDP Open Day	Sept26/A9/2079	Ward 19	Housing Administration	Waiting List Application query	Ref: 704409 – Date: 2019.10.25 . Must update; there are no Documents uploaded. Advised to always update	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
923	IDP Open Day	Sept26/A9/2083	Ward 19	Housing Development	When will the next housing development happen in Ida's Valley?	Ida's Valley already had a project; there are no plans currently for any future developments in the pipeline. Northern Extension is one of the Projects that are in the pipeline.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
924	IDP Open Day	Sept26/A9/2083	Ward 19	Housing Administration	Waiting List Application query	No application on waiting list. Advised to register on the Housing Demand Database	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
925	IDP Open Day	Sept26/A9/2073	Ward 19	Housing Development	When will the next housing development happen in Ida's Valley?	Ida's Valley already had a project; there are no plans currently for any future developments in the pipeline. Northern Extension is one of the Projects that are in the pipeline.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
926	IDP Open Day	Sept26/A9/2073	Ward 19	Housing Administration	Waiting List Application query	No application on waiting list. Advised to register on the Housing Demand Database	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
927	IDP Open Day	Sept26/A9/2069	Ward 19	Housing Development	When will the next housing development happen in Ida's Valley? The client was skipped in the Klapmuts housing project	Ida's Valley already had a project; there are no plans currently for any future developments in the pipeline. Northern Extension is one of the Projects that are in the pipeline.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
928	IDP Open Day	Sept26/A9/2069	Ward 19	Housing Administration	Waiting List Application query	No application on the waiting list; that is why she was never allocated to a property in Klapmuts. Advised to register on the Housing Demand Database	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
929	IDP Open Day	Sept26/A9/2070	Ward 19	Housing Administration	Provision of assistance to residents and the Development Forum in De Novo still to get title deeds from the Blackbird contractor	All matters above must be discussed with the ward councillor	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
930	IDP Open Day	Sept26/A9/2085	Ward 19	Housing Development	Are there any housing projects planned for Koelenhof?	Public Works is the custodian of the land. Land must be transferred to Stellenbosch Municipality to provide any infrastructure Services or Top Structures.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
931	IDP Open Day	Sept26/A9/2085	Ward 19	Housing Development	Are there any developments planned for Malanshoop or Simonsig	Public Works is the custodian of the land. Land must be transferred to Stellenbosch Municipality to provide any infrastructure Services or Top Structures.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
932	IDP Open Day	Sept26/A9/2085	Ward 19	Land Use Management	Plans were submitted for Simonsig – Still no answer. Plans were submitted in 2005 for House D13		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
933	IDP Open Day	Sept26/A9/2075	Ward 19	Housing Administration	Waiting List Application Query. Client was supposed to get a house in Klapmuts.	Waiting List Ref: 552492 – Date: 14/11/1991. No subsidy applications were found on the system relating to the client, meaning that client never completed any subsidy application form for approval of a subsidy. Allocation to properties is strictly under approval of a State Subsidy.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
934	IDP Open Day	Sept26/A9/2079	Ward 19	Roads, Transport and Stormwater	Installation of speedhumps closer to the residential development of the institute at Kromme Rhee Provincial Training Institute to curb the speeding of vehicles		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
935	IDP Open Day	Sept 26/A6/2073	Ward 19	Parks and Open Spaces	Construction of a playpark at Krommerhee		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
936	IDP Open Day	Sept 26/A6/2073	Ward 19	Recreation and Sport	Upgrading of Krommerhee Clubhouse		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
937	IDP Open Day	Sept 26/A6/2073	Ward 19	Recreation and Sport	Construction of netball facilities at Krommerhee		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
938	IDP Open Day	Sept 26/A6/2073	Ward 19	Recreation and Sport	Provision of sports equipment in Krommerhee		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
939	IDP Open Day	Sept 26/A6/2079	Ward 19	Recreation and Sport	Construction of netball facilities at Krommerhee		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
940	IDP Open Day	Sept 26/A6/2079	Ward 19	Recreation and Sport	Construction of sports facilities at Krommerhee		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
941	IDP Open Day	Sept26/A6/713	Ward 19	Roads, Transport and Stormwater	Construction of more parking at Peter Langeveldt School, Cloetesville	An assessment will be conducted by 31 June 2027	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
942	IDP Open Day	Sept26/A6/713	Ward 19	Environmental Management (Nature areas and Tree management	Cleaning of the growing weed by the river in Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
943	Email	n/a	Ward 19	Roads, Transport and Stormwater	Kromme Rhee Road carries a high volume of traffic, including trucks, yet it is very narrow and often feels unsafe for motorists, cyclists, and pedestrians. There are no proper sidewalks or shoulders, forcing pedestrians and cyclists to share the road with vehicles. I recently experienced a near miss due to the lack of space for two vehicles and a cyclist to pass safely		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
944	Email	n/a	Ward 19	Roads, Transport and Stormwater	The intersection where Kromme Rhee Road joins the R44 is another concern, as it creates significant traffic delays and presents safety risks, particularly during peak hours		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
945	Email	n/a	Ward 19	Electrical Services	Installation of streetlights at Kromme Rhee Road the road is dark making it extremely difficult to see pedestrians at night. In addition, there have been numerous accidents on one of the bends due to poor visibility.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
946	Email	n/a	Ward 19	Roads, Transport and Stormwater	Kromme Rhee Road / R44 intersection: That the intersection be listed as a priority safety project, and that the Municipality formally engage the Western Cape Department of Infrastructure to install traffic signals or a roundabout, with interim measures (a reduced speed limit, speed enforcement and warning signage) in the meantime		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
947	Email	n/a	Ward 19	Roads, Transport and Stormwater	Kromme Rhee Road should be included for upgrading, including shoulders or a separate walkway, street lighting, and pedestrian crossings where needed, whether funded by the Municipality or jointly with the Province.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
948	Email	n/a	Ward 19	Spatial Planning	Inclusion of Hazendal (Remainder Farm 222, Portion 11 of Farm 214 and Portion 13 of Farm 214) as a Tourism Node in terms of the Municipal SDF and IDP review		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
949	Email	n/a	Ward 19	Recreation and Sport	Construction of a small, multi-purpose sports court that can accommodate activities such as mini soccer, netball and tennis. The facility should be designed to suit the available space and provide opportunities for children and young people to participate in sport and recreational activities at Waaierpalm Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
950	Email	n/a	Ward 19	Parks and Open Spaces	Establishment of a dedicated play area for toddlers between the ages of zero and three years. This area should include age-appropriate play equipment, safe ground surfaces, and suitable protective measures to ensure a safe play environment for younger children at Waaierpalm Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
951	Email	n/a	Ward 19	Parks and Open Spaces	Assessment, repair, and upgrading of existing playground equipment, where necessary, to ensure that the equipment is safe, functional, and suitable for children of different age groups at Waaierpalm Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
952	Email	n/a	Ward 19	Parks and Open Spaces	Installation of benches and shaded seating areas where parents, caregivers, and other community members can sit comfortably while supervising children or enjoying the playpark at Waaierpalm Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
953	Email	n/a	Ward 19	Parks and Open Spaces	Improvement of the playpark's landscaping through the planting of suitable trees, grass, and other greenery. This would enhance the appearance of the park, provide natural shade and create a more pleasant outdoor environment at Waaierpalm Street, Cloetesville		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
954	Email	n/a	Ward 19	Parks and Open Spaces	Installation of waste bins, appropriate lighting, clear signage, safe pathways, and ongoing maintenance measures to ensure that the playpark at Waaierpalm Street, Cloetesville remains clean, accessible and well-maintained		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
955	Email	n/a	Ward 19	Parks and Open Spaces	Exploring opportunities for a phased implementation approach should the full upgrade of the playpark at Waaierpalm Street, Cloetesville not be feasible within a single financial year		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
956	Email	n/a	Ward 19	Housing Development	Request for part of Farm RE/34, which is part of Vaaldraai, to be used for housing development, town establishment and housing for residents who are registered on municipal property **(Submitted by 25 residents)**		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
957	Email	n/a	Ward 19	Housing Development	Vaaldraai to be included in the municipal boundaries for housing development / town establishment and to form part of the Housing Pipeline **(Submitted by 25 residents)**		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
958	Email	n/a	Ward 19	Spatial Planning	Vaaldraai to be included in the Spatial Development Framework and surrounding land to be used for town establishment **(Submitted by 25 residents)**		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
959	IDP Open Day	Sept26/A8/990	Ward 20	Electrical Services	Installation of streetlights at Raithby Road, entrance on Winery Road		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
960	IDP Open Day	Sept26/A8/1026	Ward 20	Electrical Services	Repairing the two streetlights that are not operational at Newland Farms	The streetlights will be reported and investigated, after which the repairs will be done.	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
961	IDP Open Day	Sept26/A8/1026	Ward 20	Parks and Open Spaces	Fencing at the playpark in Raithby on the corner / bend of Hendrik Street		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
962	IDP Open Day	Sept 26/A8/1026	Ward 20	Roads, Transport and Stormwater	Installation of signage boards at Watson Way to Raithby		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
963	IDP Open Day	Sept 26/A8/1026	Ward 20	Roads, Transport and Stormwater	Resealing of the damaged road at Watson Way and Wagner Road, Riathby		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
964	IDP Open Day	Sept 26/A8/1026	Ward 20	Roads, Transport and Stormwater	Installation of the sign indicating a cul-de-sac at Watson Way and Wagner Road, Riathby		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
965	IDP Open Day	Sept 26/A8/1026	Ward 20	Housing Development	Conduct public participation for the new developments taking place at the bottom end of Watson Way, e.g., Newlands Estate and Copper Kettle development		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
966	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Construction of sidewalk pavement at the entrance of Raithby Road to Watson Way		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
967	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Widening of the bridge at the dip and also repairs to allow 2 cars to pass at Raithby Road		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
968	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Grading the gravel road or tarring the gravel road from Anandale Road to Raithby Road		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
969	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Maintenance of the damaged taxi shelter opposite the school in Raithby		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
970	IDP Open Day	Sept 26/A8/990	Ward 20	Electrical Services	Maintenance of the streetlights opposite the school in Raithby		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
971	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Maintenance of the bus stop opposite the school in Raithby		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
972	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Resealing of the potholes at Watson Way, Raithby		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
973	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Installation of speed signage boards and indicating the loading limit for trucks to prevent overloading at Watson Way and Raithby Road		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
974	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Request that the province do a public participation process for the proposed R44 / Winery Road flyover		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
975	IDP Open Day	Sept 26/A8/1062	Ward 20	Municipal Hall Facilities	Building of a Community Hall in Vlottenburg		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
976	IDP Open Day	Sept 26/A8/1062	Ward 20	Recreation and Sport	Construction of Sportsgrounds and sport facilities in Vlottenburg		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
977	IDP Open Day	Sept 26/A8/1062	Ward 20	Community Development	Request more visible mobile services in Vlottenburg that can assist residents with the registration of ID cards, SASSA, etc.		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
978	IDP Open Day	Sept 26/A8/990	Ward 20	Roads, Transport and Stormwater	Replacement of the CBS sign in Raithby		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
979	IDP Open Day	Sept 26/A8/990	Ward 20	Safety and Security	Provision of an update on the status of the CCTV cameras and whether they are currently operational in Raithby		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
980	IDP Open Day	Sept 26/A8/990	Ward 20	Traffic Enforcement	Provision of assistance to address the taxis in Paradyskloof that are driving through red traffic lights		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
981	IDP Open Day	Sept26/A8/1026	Ward 20	Traffic Enforcement	Increased visibility of Traffic Services in Raithby due to vehicles reportedly racing in the area		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
982	IDP Open Day	Sept26/A8/1026	Ward 20	Roads, Transport and Stormwater	Installation of a speed bump in Raithby to improve road safety		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
983	IDP Open Day	Sept26/A8/1026	Ward 20	Safety and Security	Installation of CCTV cameras at both entrances in Raithby		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
984	IDP Open Day	Sept26/A8/1026	Ward 20	Safety and Security	Increased visibility of Law Enforcement in Raithby		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
985	IDP Open Day	Sept26/A8/1072	Ward 20	Safety and Security	Provision of assistance with the registration of the Vlottenberg Neighbourhood Watch (NHW		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
986	Have Your Say	n/a	Ward 20	Roads, Transport and Stormwater	Construction of sidewalks from Vlottenburg and extension as far as Skilpadvlei		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
987	Have Your Say	n/a	Ward 20	Electrical Services	Address cable theft to end power outages lasting five days in Vlottenburg, M12 Polkadraai Road		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable

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988	Have Your Say	n/a	Ward 20	Parks and Open Spaces	Regular grass cutting, the removal of litter, and general maintenance of public areas at Vlottenburg, M12 Polkadraai Road		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
989	Have Your Say	n/a	Ward 20	Area Cleaning	Removal of litter and general maintenance of public areas at Vlottenburg, M12 Polkadraai Road		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
990	Have Your Say	n/a	Ward 20	Safety and Security	Increase visibility of SAPS in Vlottenburg, M12 Polkadraai Road		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
991	Online Form	n/a	Ward 20	Human Resource Management	I would like to be employed by the municipality as UT promise to do good work based in Vlottenburg		Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable
992	Online Form	n/a	Ward 20	Area Beautification	For to by will be a privilege to gave back in the community that we gonna serve Vlottenburg		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
993	Online Form	n/a	Ward 20	Electrical Services	Installation of street lights, especially on the farm roads where workers walk early in the morning and late at night in Vlottenburg		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
994	Online Form	n/a	Ward 20	Electrical Services	Increase visibility of police and law enforcement, and support the neighborhood watch to ensure safety of residents in Vlottenburg		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
995	Online Form	n/a	Ward 20	Parks and Open Spaces	Regular cutting of grass along the roads; maintenance of open spaces to make it safer and cleaner for children and farm workers in Vlottenburg		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
996	Online Form	n/a	Ward 20	Area Beautification	Area beautification of the area to also create temporary EPWP work for local youth in Vlottenburg		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
997	Online Form	n/a	Ward 20	Area Cleaning	Removal of illegal dumping along the roads; area cleaning, placement of more dustbins in Vlottenburg		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
998	Email	n/a	Ward 20	Local Economic Development and Tourism	FPSU STELLENBOSCH respectfully request that Stellenbosch Municipality consider the development of the approximately 65-hectare municipal land on Annandale Road as a strategic agricultural development site for small-scale farmers and agricultural cooperatives. The long-term vision is to develop the land into a Small-Scale Farmer Training, Demonstration and Production Hub		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
999	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road: vision is for the full 65 hectares to eventually operate as a Municipal Small-Scale Farmer Training and Demonstration Farm. The site can become a practical training ground for trained cooperatives and emerging farmers, allowing them to move from theoretical training into real agricultural production.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1000	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: The 65-hectare site requires a properly planned internal road network which includes: Main internal access road; Gravel farm roads; Access to individual production areas; Tractor and agricultural machinery access; Delivery vehicle access; Emergency vehicle access; Proper stormwater drainage alongside roads; Road maintenance programme.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable

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1001	Email	n/a	Ward 20	Roads, Transport and Stormwater	Development of the approximately 65-hectare municipal land on Annandale Road: The 65-hectare site requires a properly planned internal road network which includes: Main internal access road; Gravel farm roads; Access to individual production areas; Tractor and agricultural machinery access; Delivery vehicle access; Emergency vehicle access; Proper stormwater drainage alongside roads; Road maintenance programme.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1002	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: Water & Sanitation, especially drinking water is one of the most important requirements for making the land commercially productive as well as proper sewage system for Global Gap Certification. The development should include an assessment of: Available municipal water sources; Existing water infrastructure; Borehole potential, subject to applicable approvals; Water storage reservoirs; Water tanks; Pumping infrastructure; Main water pipelines; Irrigation distribution networks; Water meters and management systems; Water-efficient irrigation technology; and Rainwater harvesting where feasible		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1003	Email	n/a	Ward 20	Water Services	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: Water & Sanitation, especially drinking water is one of the most important requirements for making the land commercially productive as well as proper sewage system for Global Gap Certification. The development should include an assessment of: Available municipal water sources; Existing water infrastructure; Borehole potential, subject to applicable approvals; Water storage reservoirs; Water tanks; Pumping infrastructure; Main water pipelines; Irrigation distribution networks; Water meters and management systems; Water-efficient irrigation technology; and Rainwater harvesting where feasible		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
1004	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: The site will require appropriate electricity infrastructure for: Water pumps; Irrigation systems; Packhouse operations; Cold storage; Offices; Training facilities; Security systems; Lighting; and Agricultural equipment		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1005	Email	n/a	Ward 20	Electrical Services	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: The site will require appropriate electricity infrastructure for: Water pumps; Irrigation systems; Packhouse operations; Cold storage; Offices; Training facilities; Security systems; Lighting; and Agricultural equipment		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
1006	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: The full agricultural property should be properly secured. Infrastructure should include: Perimeter fencing; Controlled entrance; Security gate; Access-control system; Security lighting; CCTV cameras; Strategic security points; and Appropriate farm security infrastructure		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1007	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: A proper stormwater-management plan is required before major agricultural infrastructure is constructed. The plan should address: Stormwater channels; Roadside drainage; Erosion control; Water runoff; Protection of agricultural soil; Drainage around buildings; and Protection of production areas during heavy rainfall		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable

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1008	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: A central training facility should form part of the long-term development. The facility could provide: Classroom/training space; Agricultural workshops; cooperative management training; business management training; Financial-management training; Marketing training; Food-safety training; Agricultural technology training; Meeting facilities; and Demonstration areas.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1009	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: Demonstration and training plots, the 65 hectares should include designated demonstration areas.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1010	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: A nursery should be considered as part of the development.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1011	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: A shared packhouse would allow participating farmers to improve the quality and presentation of their produce.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1012	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: Where financially and technically feasible, cold-storage facilities should form part of the long-term development		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1013	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: Secure storage should be provided for: Agricultural tools; Machinery; Irrigation equipment; Approved agricultural inputs; Packaging material; Seed; and Maintenance equipment.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1014	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: Appropriate ablution and worker facilities should be provided		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1015	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: The site could include a controlled composting and organic-waste management area.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1016	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: A long-term objective should be to establish a shared agricultural equipment model.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1017	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: The development should not end with production but also should include light industrial zoning area for small factories and agri-business.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1018	Email	n/a	Ward 20	Local Economic Development and Tourism	Development of the approximately 65-hectare municipal land on Annandale Road for small scale farming: The 65-hectare site should also become a practical environment for developing sustainable agricultural cooperatives.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1019	Email	n/a	Ward 20	Spatial Planning	The proposal is for a phased Portion 28 Farm No. 468 Phased Urban Growth Framework SMSDF for the Lynedoch Node. Proposed Amendment to the Stellenbosch Municipal Spatial Development Framework Portion 28 of the Farm Welmoed Estate No. 468, Stellenbosch		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1020	Email	n/a	Ward 20	Spatial Planning	Property comprising Portions 43, 44, 45, 46 and 49 of the Farm Vlottenburg No. 387 and Portions 1–4 of Farm No. 1625 ("the subject property"). The subject property falls within the approved Vlottenburg Node and is included in the Stellenbosch Urban Edge. It is located at the intersection of Baden Powell Drive (R310) and Polkadraai Road (M12), just north of the N2 national road. Although no node-specific plans have been included in the SDF, it appears to earmark future development of the Vlottenburg Node (and by implication, the subject property) for affordable housing. This comment does not oppose the municipality's affordable housing imperative in principle, but objects to the application of that designation to this particular, strategically located site, and requests that the SDF instead recognise the site's suitability for a commercial, landmark "lifestyle and design destination" — the proposed Stellenbosch Design District — combining design- and homeware-related retail with hospitality, tourism and public open-space uses. Additional housing in the Vlottenburg Node will lead to incremental traffic flow into town, as already shown by the recent expansion of the Longlands precinct. Instead, a commercial land use will stimulate traffic flow out of the town centre and along the newly upgraded Baden Powell highway.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1021	IDP Open Day	Sept26/A8/1034	Ward 21	Electrical Services	Installation of streetlights at Parfaite Street 6 corner of Fresno Street in Jamestown		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
1022	IDP Open Day	Sept26/A8/1006	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 708144 – Date: 2019.10.30. Client was informed that taking in to +M204:M216account the current situation that they might be able to qualify for a subsidy approval and allocation, given they are compliant with all other qualifying criteria and they attend the session for completing subsidy applications.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1023	IDP Open Day	Sept26/A8/1006	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	A list of all possible beneficiaries will be advertised, inviting them to complete subsidy applications. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. Elderly and Disabled individuals will also be prioritised. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1024	IDP Open Day	Sept26/A8/1046	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 632668 – Date: 2015.03.19. The client was informed that, taking into account the current situation, they might be able to qualify for a subsidy approval and allocation, given they are compliant with all other qualifying criteria and they attend the session for completing subsidy applications.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1025	IDP Open Day	Sept26/A8/1046	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	A list of names of all possible beneficiaries will be advertised, inviting them to complete subsidy applications. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. Elderly and Disabled individuals will also be prioritised. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1026	IDP Open Day	Sept26/A8/970	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 550785 – Date: 1997.05.29. The client was informed that, taking into account the current situation, they might be able to qualify for a subsidy approval and allocation, given they are compliant with all other qualifying criteria and they attend the session for completing subsidy applications.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1027	IDP Open Day	Sept26/A8/970	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	A list of names of all possible beneficiaries will be advertised, inviting them to complete subsidy applications. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. Elderly and Disabled individuals will also be prioritised. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1028	IDP Open Day	Sept26/A8/1006	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 708144 – Date: 2019.10.30. The client was informed that, taking into account the current situation, they might be able to qualify for a subsidy approval and allocation, given they are compliant with all other qualifying criteria and they attend the session for completing subsidy applications.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1029	IDP Open Day	Sept26/A8/1006	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	A list of all possible beneficiaries will be advertised, inviting them to complete subsidy applications. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. Elderly and Disabled individuals will also be prioritised. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1030	IDP Open Day	Sept26/A8/984	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 737542 – Date: 2023.06.07. The application date is less than 5 years on the waiting list.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1031	IDP Open Day	Sept26/A8/984	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	A list of all possible beneficiaries will be advertised, inviting them to complete subsidy applications. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. Elderly and Disabled individuals will also be prioritised. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1032	IDP Open Day	Sept26/A8/984	Ward 21	Informal Settlements	Provision of assistance to those evicted from Blaauwklippen (Kreefgat)	The office will have to confirm whether they are part of the Blaauwklippen eviction or if they are additional family members. If they are part of the eviction, they will be treated similarly to all other eviction cases in the Blaauwklippen eviction case.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1033	IDP Open Day	Sept26/A8/1090	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 708333 – Date: 2019.10.30. The client was informed that their current income exceeds the threshold of R3 500.00, meaning that they currently will not qualify for an RDP (Top Structure) opportunity. However, they might be able to qualify for a serviced site or GAP Housing in Phase 4 of the Jamestown Housing project. Should they qualify for a serviced site or GAP, they may also consider applying for First Home Finance, which is also a subsidy product that the government provides to first-time homeowners, also subject to qualifying criteria.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1034	IDP Open Day	Sept26/A8/1090	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	The national government is currently in the process of potentially increasing the threshold of the R3 500.00 income band. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1035	IDP Open Day	Sept26/A8/1036	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 539593 – Date: 2004.03.25. The client was informed that their current income exceeds the threshold of R3 500.00, meaning that they currently will not qualify for a RDP (Top Structure) opportunity. However, they might be able to qualify for a serviced site or GAP housing in Phase 4 of the Jamestown Housing project. Should they qualify for a serviced site or GAP, they may also consider applying for First Home Finance, which is also a subsidy product that the government provides to first-time homeowners, also subject to qualifying criteria.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1036	IDP Open Day	Sept26/A8/1036	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	The national government is currently in the process of potentially increasing the threshold of the R3 500.00 income band. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1037	IDP Open Day	Sept26/A8/1010	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 737468 – Date: 2023.06.06. The client was informed that their current income exceeds the threshold of R3 500.00, meaning that they currently will not qualify for an RDP (Top Structure) opportunity. However, they might be able to qualify for a serviced site or GAP Housing in Phase 4 of the Jamestown Housing project. Should they qualify for a serviced site or GAP, they may also consider applying for First Home Finance, which is also a subsidy product that the government provides to first-time homeowners, also subject to qualifying criteria.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1038	IDP Open Day	Sept26/A8/1010	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	The national government is currently in the process of potentially increasing the threshold of the R3 500.00 income band. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1039	IDP Open Day	Sept26/A8/974	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 758092 – Date: 2025.01.25. The client was informed that their current income exceeds the threshold of R3 500.00, meaning that they currently will not qualify for an RDP (Top Structure) opportunity. However, they might be able to qualify for a serviced site or GAP housing in Phase 4 of the Jamestown Housing project. Should they qualify for a serviced site or GAP, they may also consider applying for First Home Finance, which is also a subsidy product that the government provides to first-time homeowners, also subject to qualifying criteria.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1040	IDP Open Day	Sept26/A8/974	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	The national government is currently in the process of potentially increasing the threshold of the R3 500.00 income band. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1041	IDP Open Day	Sept26/A8/1074	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 674036 – Date: 2017.12.13. The client was informed that their current income exceeds the threshold of R3 500.00, meaning that they currently will not qualify for an RDP (Top Structure) opportunity. However, they might be able to qualify for a serviced site or GAP Housing in Phase 4 of the Jamestown Housing project. Should they qualify for a serviced site or GAP, they may also consider applying for First Home Finance, which is also a subsidy product that the government provides to first-time homeowners, and is also subject to qualifying criteria.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1042	IDP Open Day	Sept26/A8/1074	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	The national government is currently in the process of potentially increasing the threshold of the R3 500.00 income band. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1043	IDP Open Day	Sept26/A8/1082	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 699431 – Date: 2000.11.15. The client was informed that their current income exceeds the threshold of R3 500.00, meaning that they currently will not qualify for an RDP (Top Structure) opportunity. However, they might be able to qualify for a serviced site or GAP Housing in Phase 4 of the Jamestown Housing project. Should they qualify for a serviced site or GAP, they may also consider applying for First Home Finance, which is also a subsidy product that the government provides to first-time homeowners, also subject to qualifying criteria.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1044	IDP Open Day	Sept26/A8/1082	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	The national government is currently in the process of potentially increasing the threshold of the R3 500.00 income band. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1045	IDP Open Day	Sept26/A8/1084	Ward 21	Housing Administration	Waiting list query and allocation	Ref: 661327 – Date: 2017.01.24. The client was informed that their current income exceeds the threshold of R3 500.00, meaning that they currently will not qualify for an RDP (Top Structure) opportunity. However, they might be able to qualify for a serviced site or GAP housing in Phase 4 of the Jamestown Housing project. Should they qualify for a serviced site or GAP, they may also consider applying for First Home Finance, which is also a subsidy product that the government provides to first-time homeowners, and is also subject to qualifying criteria.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1046	IDP Open Day	Sept26/A8/1084	Ward 21	Housing Development	Provision of progress report on Jamestown housing project	The national government is currently in the process of potentially increasing the threshold of the R3 500.00 income band. RDP (Top Structures) opportunities will be prioritised in Phases 2 and 3 of the project; Phase 4 will consist of Serviced Sites and GAP Housing. The project is scheduled to commence in October; a community meeting will be held to formally inform residents of this.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1047	IDP Open Day	Sep26/A8/1000	Ward 21	Property Management	Provision of information about the future plans for Mountain Breeze	Concerns raised will be investigated.	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1048	IDP Open Day	Sep26/A8/1000	Ward 21	Property Management	Installation of a fence at Louw se Bos to stop illegal activities and dumping on the property	Concerns raised will be investigated.	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1049	IDP Open Day	Sep26/A8/1000	Ward 21	Waste Management	Removal of the illegal dumping on Stellenrust farm	Concerns raised will be investigated.	Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
1050	IDP Open Day	Sep26/A8/1000	Ward 21	Property Management	Installation of fencing and cleaning of the illegal dumping at Stellenrust farm	Concerns raised will be investigated.	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable

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1051	IDP Open Day	Sep26/A8/1000	Ward 21	Property Management	Provision of feedback on the current status of various lease agreements, referring to the item from March 2026, specifically requested feedback on Flying Club and Riding Club	Concerns raised to be investigated.	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1052	IDP Open Day	Sept26/A8/1034	Ward 21	Electrical Services	Repair the streetlights at Parfait Street, Jamestown, from the house numbers 10 – 12 and upwards	The streetlights will be reported and investigated, whereafter the facilitating of repairs will be done.	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
1053	IDP Open Day	Sept26/A8/1034	Ward 21	Roads, Transport and Stormwater	Repair the broken and open drain at the corner of Parfait Street in Jamestown		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1054	IDP Open Day	Sept26/A8/1034	Ward 21	Roads, Transport and Stormwater	Resealing of the cracked roads at Parfait Street in Jamestown		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1055	IDP Open Day	ENG2026-CP0100	Ward 21	Parks and Open Spaces	Removal of the cement covering at the playground (park) in Jamestown, as it is very dangerous for the kids. Numerous kids have been injured whilst playing		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1056	IDP Open Day	ENG2026-CP0100	Ward 21	Electrical Services	In Mountain View, at the first entrance, the electrical box on the pole is leaking oil, close to Helderberg Road.		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
1057	IDP Open Day	ENG2026-CP0100	Ward 21	Parks and Open Spaces	Cutting the trees and clearing the bushes at the back of Mountain View		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1058	IDP Open Day	Sept 26/A8/1024	Ward 21	Parks and Open Spaces	Installation of artificial grass at the playpark in Mountain View		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1059	IDP Open Day	Sept 26/A8/1024	Ward 21	Parks and Open Spaces	Installation of a fence at the playpark in Mountain View		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1060	IDP Open Day	Sept 26/A8/1024	Ward 21	Parks and Open Spaces	Installation of a cement surface and replacement of the old play equipment with new play equipment at the playpark in Mountain View		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1061	IDP Open Day	Sept 26/A8/1014	Ward 21	Recreation and Sport	Construction of the Netball Field and Netball Facilities in Jamestown		Director: Community and Protection Services	Department: Community Services	Sport, Youth and Culture	Local	Not Applicable
1062	IDP Open Day	Sept 26/A8/1014	Ward 21	Roads, Transport and Stormwater	Conduct an assessment of the width of the road next to the graveyard next to the big tree (people have complained the road is too narrow).		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1063	IDP Open Day	Sept26/A8/1034	Ward 21	Roads, Transport and Stormwater	At the corner of Parfaite Street, the turning radius is so small; big buses keep damaging the catchpit		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1064	IDP Open Day	Sept26/A8/1034	Ward 21	Roads, Transport and Stormwater	Inspected the asphalt at the entrance at No. 6 Parfaite Street		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1065	IDP Open Day	Sept26/A8/1094	Ward 21	Water Services	Installation of a new sewer main line in Webersvallei Road on the low-level side (76 Webersvallei Rd, Jamestown) so that the low-lying erven can connect (currently using septic tanks)		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
1066	IDP Open Day	Sept26/A8/1094	Ward 21	Roads, Transport and Stormwater	Installation of the barrier kerbs to funnel away the stormwater at 76 Webersvallei Rd, Jamestown		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1067	Online Form	n/a	Ward 21	Fire and Disaster	Wildfires are a danger this coming summer in a new era of El Niño drought, heat, and wind in Paradyskloof		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
1068	Online Form	n/a	Ward 21	Parks and Open Spaces	Alien clearance (management of invasive plant species). Critical interventions: drastic increase in budget, upgrading and fully staffing of the Section: Environmental Management. Implement fire preparedness in suburbs and nature areas; install "no-fire" signs at each nature area entrance; appropriate changes to municipal land use and town planning in Paradyskloof		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1069	Online Form	n/a	Ward 21	Fire and Disaster	The municipality must implement fire preparedness in suburbs and nature areas, install "no-fire" signs at each nature area entrance, and make appropriate changes to municipal land use and town planning in Paradyskloof		Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
1070	Email	n/a	Ward 21	Spatial Planning	The urban edge is not expanding in line with demand. Areas such as Brandwacht, Paradyskloof, Blaauwklippen and Die Boord have under-utilised development potential. The IDP's own settlement hierarchy for Stellenbosch town calls for broadening residential opportunities for the lower-to-middle housing market and for sensitive infill and compaction. Request that the MSDF review currently underway provide clear direction on these areas, rather than leaving proposals unresolved for years		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1071	Email	n/a	Ward 21	Housing Development	Provision of low-income housing development opportunities around the established school areas. The current IDP (4th Review) itself acknowledges that property and land in the municipality are inordinately expensive, locking out lower- and middle-income households, and that little is built that is affordable to ordinary workers. Request that the new IDP include specific targets for family housing in the middle and gap markets within reach of existing schools.		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1072	Email	n/a	Ward 21	Roads, Transport and Stormwater	Bypass and link roads should accompany housing development to relieve traffic through the town. The Western Bypass has been discussed for decades, and the municipality's own Roads Master Plan modelling indicated it could reduce traffic on Adam Tas Road and the R44 south of the CBD by more than 1,200 vehicles per hour. Yet the Province has indicated that no work has been done on it. The Wildebosch Road extension (the first section of the Eastern Link Road) has been in the environmental approval process since 2024, and its own traffic study states that only the completed link road will make a noticeable difference. Request that the new IDP include funded, time-bound milestones for these roads, with clear allocation of responsibility between the municipality and the Western Cape Department of Infrastructure		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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1073	Email	n/a	Ward 21	Housing Development	New developments are being concentrated outside the town (for example Koelenbosch, Klapmuts and Longlands). Because residents travel into town for school and work, this adds to morning peak-hour traffic. The IDP itself notes that many new developments are low-density and located in peripheral areas, entrenching dependency on private transport. I request that approvals for such clusters be tied to road-capacity upgrades (see point 3) and the availability of public transport before occupation		Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1074	Email	n/a	Ward 21	Spatial Planning	The request for an external planner to be appointed to investigate and report back on Techstel SRA (Technopark) vision, as we are confident the municipality and WC government will buy into the concept on all similar business parks		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1075	Email	n/a	Ward 21	Land Use Management	The request for an external planner to be appointed to investigate and report back on Techstel SRA (Technopark) vision, as we are confident the municipality and WC government will buy into the concept on all similar business parks		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1076	Email	n/a	Ward 21	Land Use Management	The "Work, Play, Live" concept has transformed urban planning and real estate development over recent years. It's a type of mixed-use development based on the idea that residents don't need to leave a given area to access all of their living needs, including residential housing, office complexes, shopping, recreation, restaurants, etc. at Tecknopark		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1077	Email	n/a	Ward 21	Land Use Management	It is important to take into consideration that Technopark was not designed from the beginning with the "Work, Play, Live" concept in mind therefore the interests of current landowners and tenants need to be protected.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1078	Email	n/a	Ward 21	Land Use Management	The development of a Technopark Precinct Plan, which will include: Adjustments to the Zoning Scheme; Consideration of a Live-Work-Play environment; Development of Public Open Spaces and green areas; Provision and accommodation for parking and/or Park & Ride areas; Repairs to and maintenance of the Technopark Dams; Implementation of the Technopark link to the Western Bypass Road; Integration with the Stellenbosch golf course; and Extension to the NMT routes		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1079	Email	n/a	Ward 21	Spatial Planning	The development of a Technopark Precinct Plan, which will include: Adjustments to the Zoning Scheme; Consideration of a Live-Work-Play environment; Development of Public Open Spaces and green areas; Provision and accommodation for parking and/or Park & Ride areas; Repairs to and maintenance of the Technopark Dams; Implementation of the Technopark link to the Western Bypass Road; Integration with the Stellenbosch golf course; and Extension to the NMT routes		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1080	Email	n/a	Ward 21	Roads, Transport and Stormwater	The development of a Technopark Precinct Plan, which will include: Provision and accommodation for parking and/or Park & Ride areas; Repairs to and maintenance of the Technopark Dams; Implementation of the Technopark link to the Western Bypass Road; Integration with the Stellenbosch golf course; and Extension to the NMT routes		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1081	Email	n/a	Ward 21	Parks and Open Spaces	The development of a Technopark Precinct Plan, which will include: Consideration of a Live-Work-Play environment; Development of Public Open Spaces and green areas		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1082	Email	n/a	Ward 21	Land Use Management	Since the Government and Municipalities have not kept up with providing infrastructure (eg roads, water, sewage and electricity) a Technopark zoning change should not result in an unacceptable net increase of the load on the existing infrastructure and traffic increase, sufficient roads and parking as well as the		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1083	Email	n/a	Ward 21	Land Use Management	Technopark zoning change: Some Municipal vacant land portions should be zoned as green areas, some for sports facilities (eg the Municipal bowling facility) and some for developable space.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1084	Email	n/a	Ward 21	Land Use Management	Technopark zoning change: This is a complex discussion and should therefore be addressed in a second or parallel phase to this process with a key focus that the development contributions on any vacant land zoned for commercial use should provide the required increase in infrastructure by means of development contributions.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1085	Email	n/a	Ward 21	Roads, Transport and Stormwater	Technopark zoning change: Long outstanding and urgent issues need to be prioritized, such as maintenance of the current green areas, dedicated parking areas or Park & Ride, extension of the NMT routes, repair and maintenance of the Dams, and security.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1086	IDP Open Day	Unknown	Ward 22	Electrical Services	Close the kiosks that are open after being vandalised on Pinotage Street, Klein Geluk, Cllr. Groenewald will provide a list of streets in the CBD	The department will on receipt of the list from Cllr. Groenewald we will facilitate the repairs accordingly.	Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
1087	IDP Open Day	Unknown	Ward 22	Water Services	In Die Boord, Dalsig, and Vergelegen, meter readings are done by the residents		Director: Infrastructure Services	Department: Water and Wastewater Services	Infrastructure Services	Local	Not Applicable
1088	IDP Open Day	Unknown	Ward 22	Electrical Services	Ref: Elec1656 (13 May 2026): Replace the Street pole that was removed and never repaired		Director: Infrastructure Services	Department: Electrical Services	Infrastructure Services	Local	Not Applicable
1089	IDP Open Day	Unknown	Ward 22	GIS	Provision of the Ward maps of the new demarcations to ward councillors		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1090	IDP Open Day	Unknown	Ward 22	Land Use Management	All land use applications should be served on ward councillors		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable

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No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1091	IDP Open Day	Unknown	Ward 22	Land Use Management	When a ward councillor lodge a complaint, feedback should be provided by case officer		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1092	IDP Open Day	Unknown	Ward 22	Building Control	Municipality to take into consideration in planning& township establishment in Building Regulations		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1093	IDP Open Day	Unknown	Ward 22	GIS	The municipal GIS maps is static and not updated and poor quality should be addressed.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1094	IDP Open Day	Sept26/A4/942	Ward 22	Waste Management	Provision of clarity on what needs to be recyclable and how many areas do recycle		Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
1095	IDP Open Day	Sept26/A4/942	Ward 22	Waste Management	Municipality to consider a 3rd collection, which entails garden/green waste household collections	The Municipality has included the 3rd collection in the tariff book as a paid service, and this will be rolled out in due course	Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
1096	IDP Open Day	Unknown	Ward 22	Waste Management	Recycling collection is late or not removed at all. No recycling bags are distributed. The recycling bin on Rokewood Park is not installed correctly	The Department will investigate and rectify all issues	Director: Infrastructure Services	Department: Waste Management	Infrastructure Services	Local	Not Applicable
1097	IDP Open Day	Unknown	Ward 22	Roads, Transport and Stormwater	Installation of a traffic mirror at Dennerand Road, CBD		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1098	IDP Open Day	Unknown	Ward 22	Roads, Transport and Stormwater	Reduce the width of the road from Buitekring takes corner on Dennerand		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1099	IDP Open Day	Unknown	Ward 22	Roads, Transport and Stormwater	Reduce speed limit to 30km/h in Dennerand		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1100	IDP Open Day	Unknown	Ward 22	Roads, Transport and Stormwater	Investigate raised intersection at Optopedic hospital in Safraan		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1101	Stakeholder Engagement	n/a	Ward 23	Roads, Transport and Stormwater	Provision of clarity on the proposed road works along Bird Street, understood to be the route towards Kayamandi and the bridge. The councillor requested confirmation as to whether the possible relocation of the taxi rank referred specifically to the Bellville Taxi Rank. Clarify the scope of the proposed relocation and its implications.	Mr Fullard clarified that the facility under discussion was the long-distance taxi facility, which serves primarily as a passenger pick-up and drop-off area. He confirmed that the facility would be relocated, with the proposed new location identified beneath the bridge, in the area currently occupied by an informal settlement.	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1102	Stakeholder Engagement	n/a	Ward 23	Roads, Transport and Stormwater	Concerns were raised regarding the anticipated diversion of traffic into Cloetesville and George Blake during the bridge construction works.	The relocation forms part of a broader infrastructure project that includes the dualling of Dorp Street, construction of the bridge and development of an underpass linking Bird Street with Cloetesville. It was explained that these infrastructure components were intended to be implemented as part of one integrated project, delivered in different phases. In response to the concerns raised about traffic congestion in George Blake, Mr Fullard explained that the municipality was considering additional road infrastructure as part of the planned upgrade of Merriman Road. The proposal includes the construction of a bridge over Adam Tas Road and the railway line, with a connection to George Blake on the opposite side. Mr Fullard confirmed that this project had been included in the presentation and was currently at the design stage.	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1103	Stakeholder Engagement	n/a	Ward 23	Roads, Transport and Stormwater	The councillor highlighted that George Blake Road was already narrow and experienced significant congestion during peak hours, with traffic reportedly backing up as far as Adam Tas Road from approximately 16:00 onwards	The relocation forms part of a broader infrastructure project that includes the dualling of Dorp Street, construction of the bridge and development of an underpass linking Bird Street with Cloetesville. It was explained that these infrastructure components were intended to be implemented as part of one integrated project, delivered in different phases. In response to the concerns raised about traffic congestion in George Blake, Mr Fullard explained that the municipality was considering additional road infrastructure as part of the planned upgrade of Merriman Road. The proposal includes the construction of a bridge over Adam Tas Road and the railway line, with a connection to George Blake on the opposite side. Mr Fullard confirmed that this project had been included in the presentation and was currently at the design stage.	Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1104	Stakeholder Engagement	n/a	Whole Municipal Area: All	Community Development	Request the municipality provide constructive and practical feedback to organisations whose Grant-in-Aid applications were unsuccessful	It was explained that the municipality conducts compulsory clarification meetings annually to communicate policy changes, application requirements and other relevant information for the new Grant-in-Aid application cycle. The next clarification meetings were scheduled for 28, 29 and 30 October. Organisations were requested to RSVP in advance, as the venue available in Stellenbosch had limited capacity and the municipality needed to plan appropriately for the expected attendance. The municipal representative confirmed that governance and financial management workshops were also offered to organisations. However, attendance at these workshops was not compulsory and had often been poor. It was emphasised that governance, financial management and related administrative skills were important for organisations seeking to submit successful Grant-in-Aid applications and manage funding responsibly.	Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
1105	Stakeholder Engagement	n/a	Whole Municipal Area: All	Community Development	Stellenbosch Sport and Recreation works with approximately 14 sports councils and several affiliated clubs, only two organisations had received funding for the 2025/2026 financial year	The municipality was exploring opportunities to secure additional funding to implement a dedicated governance and financial management training programme for sports clubs. Governance and organisational administration. Financial management and accountability. Financial reporting and record-keeping. Understanding and complying with Grant-in-Aid funding requirements.	Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
1106	Stakeholder Engagement	n/a	Whole Municipal Area: All	Community Development	The application documentation provided by the municipality was extensive and could be difficult for some community-based sports organisations to interpret and complete correctly	The municipality was exploring opportunities to secure additional funding to implement a dedicated governance and financial management training programme for sports clubs. Governance and organisational administration. Financial management and accountability. Financial reporting and record-keeping. Understanding and complying with Grant-in-Aid funding requirements.	Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
1107	Stakeholder Engagement	n/a	Whole Municipal Area: All	Environmental Management (Nature areas and Tree management	The damage caused by these incidents had resulted in the closure or partial closure of hiking paths for extended periods	The municipal representative provided feedback on the concerns raised regarding the Mont Rochelle Nature Reserve and confirmed that a meeting had previously been held with the Chairperson of the Reserve's Advisory Board. It was explained that the municipality was in the process of determining the costs of the outstanding repair work, primarily resulting from storm and flood damage. Once the costing exercise had been completed, the municipality intended to appoint contractors through existing tender arrangements to undertake the necessary repairs. The planned work would include the repair of hiking footpaths and other damaged infrastructure within the reserve. Albert van der Merwe further indicated that communication would be maintained with the Chairperson of the Advisory Board to provide updates on progress and the planned remedial work.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1108	Stakeholder Engagement	n/a	Whole Municipal Area: All	Environmental Management (Nature areas and Tree management	Explained that the reserve relied predominantly on entrance-fee revenue to fund its maintenance and management of Mont Rochelle Nature Reserve	The municipal representative provided feedback on the concerns raised regarding the Mont Rochelle Nature Reserve and confirmed that a meeting had previously been held with the Chairperson of the Reserve's Advisory Board. It was explained that the municipality was in the process of determining the costs of the outstanding repair work, primarily resulting from storm and flood damage. Once the costing exercise had been completed, the municipality intended to appoint contractors through existing tender arrangements to undertake the necessary repairs. The planned work would include the repair of hiking footpaths and other damaged infrastructure within the reserve. Albert van der Merwe further indicated that communication would be maintained with the Chairperson of the Advisory Board to provide updates on progress and the planned remedial work.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1109	Stakeholder Engagement	n/a	Whole Municipal Area: All	Environmental Management (Nature areas and Tree management	An application had previously been submitted to the municipality requesting once-off financial assistance, but the requested funding had not yet been received	The municipal representative provided feedback on the concerns raised regarding the Mont Rochelle Nature Reserve and confirmed that a meeting had previously been held with the Chairperson of the Reserve's Advisory Board. It was explained that the municipality was in the process of determining the costs of the outstanding repair work, primarily resulting from storm and flood damage. Once the costing exercise had been completed, the municipality intended to appoint contractors through existing tender arrangements to undertake the necessary repairs. The planned work would include the repair of hiking footpaths and other damaged infrastructure within the reserve. Albert van der Merwe further indicated that communication would be maintained with the Chairperson of the Advisory Board to provide updates on progress and the planned remedial work.	Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1110	Stakeholder Engagement	n/a	Whole Municipal Area: All	Housing Development	The ongoing housing developments within the municipality but questioned whether sufficient consideration was being given to the provision of ECD facilities and open spaces as part of the planning and development process	It was explained that providing additional facilities within already developed urban areas could be challenging because of existing spatial constraints. However, Director Barnes emphasised that the municipality should consider the provision of appropriate social facilities as part of the planning of proposed future developments. Regarding the Newinbosch development, it was explained that the development was privately funded and that the developer determined the sequencing of development activities within the parameters of the approved development arrangements. The municipality did not directly contribute funding towards the development or the facilities provided within its boundaries. Nevertheless, the Director Barnes reiterated that the concerns raised regarding ECD facilities were acknowledged, particularly in relation to ensuring that future proposed developments adequately considered the social infrastructure needs of growing communities.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1111	Stakeholder Engagement	n/a	Whole Municipal Area: All	Housing Development	The issue had previously raised during an IDP meeting regarding the need to incorporate ECD facilities and recreational open spaces into housing development plans	It was explained that providing additional facilities within already developed urban areas could be challenging because of existing spatial constraints. However, Director Barnes emphasised that the municipality should consider the provision of appropriate social facilities as part of the planning of proposed future developments. Regarding the Newinbosch development, it was explained that the development was privately funded and that the developer determined the sequencing of development activities within the parameters of the approved development arrangements. The municipality did not directly contribute funding towards the development or the facilities provided within its boundaries. Nevertheless, the Director Barnes reiterated that the concerns raised regarding ECD facilities were acknowledged, particularly in relation to ensuring that future proposed developments adequately considered the social infrastructure needs of growing communities.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1112	Stakeholder Engagement	n/a	Whole Municipal Area: All	Community Development	There is existing challenges faced by Stellenbosch in relation to unregistered ECD facilities and the growing demand for early childhood development services		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
1113	Stakeholder Engagement	n/a	Whole Municipal Area: All	Housing Development	Despite the number of housing developments being announced and planned, she had not seen clear indications that dedicated ECD facilities were being incorporated into these developments.	It was explained that providing additional facilities within already developed urban areas could be challenging because of existing spatial constraints. However, Director Barnes emphasised that the municipality should consider the provision of appropriate social facilities as part of the planning of proposed future developments. Regarding the Newinbosch development, it was explained that the development was privately funded and that the developer determined the sequencing of development activities within the parameters of the approved development arrangements. The municipality did not directly contribute funding towards the development or the facilities provided within its boundaries. Nevertheless, the Director Barnes reiterated that the concerns raised regarding ECD facilities were acknowledged, particularly in relation to ensuring that future proposed developments adequately considered the social infrastructure needs of growing communities.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1114	Stakeholder Engagement	n/a	Whole Municipal Area: All	Housing Development	The importance of ensuring that social infrastructure keeps pace with residential development so that families have access to appropriate facilities for the care and development of young children.	It was explained that providing additional facilities within already developed urban areas could be challenging because of existing spatial constraints. However, Director Barnes emphasised that the municipality should consider the provision of appropriate social facilities as part of the planning of proposed future developments. Regarding the Newinbosch development, it was explained that the development was privately funded and that the developer determined the sequencing of development activities within the parameters of the approved development arrangements. The municipality did not directly contribute funding towards the development or the facilities provided within its boundaries. Nevertheless, the Director Barnes reiterated that the concerns raised regarding ECD facilities were acknowledged, particularly in relation to ensuring that future proposed developments adequately considered the social infrastructure needs of growing communities.	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1115	Stakeholder Engagement	n/a	Whole Municipal Area: All	Safety and Security	Request for assistance with safety and security against extortion on community projects, in light of the anticipated expansion of the Department of Health's facilities over the next two years.	The speaker, Director Boshoff suggested that Dr Blankenberg engage with the Municipal Manager to explore the establishment of a partnership between the relevant parties. The objective would be to support the successful implementation of the planned facility expansion while addressing potential challenges relating to criminal activity and community safety. It was further indicated that Director Boshoff, responsible for Community and Protection Services, would be available to participate in such an engagement and explore possible municipal assistance.	Director: Community and Protection Services	Department: Protection Services	Community Development and Protection Services	Local	Not Applicable
1116	Stakeholder Engagement	n/a	Whole Municipal Area: All	Human Resource Management	Concerns were raised regarding municipal staff capacity, service delivery, administrative processes and the management of municipal properties. An appeal was made for the municipality to prioritise improvements in these areas and allocate sufficient resources to address the identified challenges	It was explained that staff performance and organisational challenges could be influenced by behaviour, attitudes and workplace culture, all of which required sustained attention to change. The MMC noted that the municipality was working through its Human Resources function to address undesirable workplace behaviours and improve organisational performance. Particular concern was raised regarding the municipality's staffing structure, which reportedly contained 874 unfunded positions. The municipality intended to investigate whether resources could be reprioritised to fund positions regarded as critical to operational performance and service delivery.	Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable
1117	Stakeholder Engagement	n/a	Whole Municipal Area: All	Property Management	Concerns were raised regarding the management of municipal properties. An appeal was made for the municipality to prioritise improvements in these areas and allocate sufficient resources to address the identified challenges	It was noted that a revised policy was expected to be submitted to Council during the week. The policy was intended to address outstanding lease applications and improve the administration of municipal leases. The MMC further explained that the policy review sought to align municipal processes with the applicable legislative framework and address relevant legal and procedural requirements. The development of a standard operating procedure (SOP) was also highlighted as an important measure to establish a more transparent and consistent process, including clearer expectations regarding lease application processing times.	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1118	Stakeholder Engagement	n/a	Whole Municipal Area: All	Human Resource Management	It was emphasised that improvements in staff performance were essential to achieving better service delivery. It was suggested that adequate budgetary provision should be prioritised to strengthen staff capacity and performance		Director: Corporate Services	Department: Human Resources Management	Corporate Services	Local	Not Applicable
1119	Stakeholder Engagement	n/a	Whole Municipal Area: All	Communications	The municipality review its telephone hold music to improve the caller experience and encourage residents to remain on the line while waiting for assistance	In response to concerns about the municipality's telephone system and the music played while callers waited, the MMC undertook to investigate the matter. The MMC acknowledged the feedback and indicated that the current hold music would be reviewed, including consideration of alternative music. The issue was noted as part of the broader effort to improve the experience of residents contacting the municipality.	Director: Corporate Services	Section: Registry and Office Auxiliary Services	Corporate Services	Local	Not Applicable
1120	Stakeholder Engagement	n/a	Whole Municipal Area: All	Property Management	The municipality to address the longstanding difficulties in obtaining a lease for the Franschhoek Bowling Club, stating that the matter had remained unresolved for approximately 12 years. Concern was expressed about delays in the municipality's lease administration processes, and an appeal was made for the matter to receive urgent attention	The MMC reiterated that the revised lease policy and its supporting SOP were intended to improve transparency and consistency in the processing of lease applications. Stakeholders were encouraged to review the draft policy when it became available for public comment after the 21st of the relevant month. The MMC confirmed that comments and recommendations from stakeholders would be considered as part of the process of refining the policy.	Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1121	Stakeholder Engagement	n/a	Whole Municipal Area: All	Land Use Management	The municipality to address the time and financial costs associated with the delay in the process of the property subdivision application, which takes three and a half years to complete		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1122	Stakeholder Engagement	n/a	Whole Municipal Area: All	Property Management	The building costs in Stellenbosch and the importance of maintaining appropriate construction and maintenance standards are crucial		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable

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1123	Stakeholder Engagement	n/a	Whole Municipal Area: All	Property Management	The municipality must ensure that the quality of construction work, maintenance, and repairs is not compromised to manage costs during the maintenance of municipal properties		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1124	Stakeholder Engagement	n/a	Whole Municipal Area: All	Land Use Management	Clarification regarding the approval of guest houses that do not provide off-street parking. The lack of adequate off-street parking had contributed to increased on-street parking, resulting in		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1125	Stakeholder Engagement	n/a	Whole Municipal Area: All	Land Use Management	Provision of clarity on the planning and zoning requirements applicable to guest house approvals, particularly the requirements for parking provision and how these are assessed during the approval process.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1126	Stakeholder Engagement	n/a	Whole Municipal Area: All	Roads, Transport and Stormwater	There are concerns with longstanding traffic congestion in Franschhoek, particularly at intersections where vehicles entering the main road from side streets experience difficulty due to the continuous flow of traffic		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1127	Stakeholder Engagement	n/a	Whole Municipal Area: All	Roads, Transport and Stormwater	Consideration of a temporary traffic-management trial using large traffic cones, supported by Law Enforcement officers for approximately 30 minutes, to assess whether traffic flow could be improved through better regulation.		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable
1128	Stakeholder Engagement	n/a	Whole Municipal Area: All	Municipal Budget	Clarification on whether the municipality had increased the Grant-in-Aid allocation for the current or upcoming funding cycle.	The CFO confirmed that the Grant-in-Aid allocation for the current financial year would remain unchanged. The relevant policy would be reviewed as part of the municipal budget process and emphasised the importance of stakeholder engagement in informing policy reviews and potential adjustments. Stakeholders were encouraged to provide input on municipal policies in addition to participating in the Integrated Development Plan (IDP) engagement process. The comments received would be considered to determine whether amendments or adjustments to the policy were necessary. The CFO indicated that the reviewed and adjusted policies would be presented to Council in March, alongside the IDP and budget documentation.	Director: Financial Services	Department: Financial Management Services	Financial Services	Local	Not Applicable
1129	Stakeholder Engagement	n/a	Whole Municipal Area: All	Housing Development	The municipality needs to invest in appropriate ECD infrastructure in new housing developments to accommodate the growing number of children in developing residential areas	It was noted that ECD facilities were being considered as part of the municipality's larger housing development projects. Specific reference was made to the planned precinct development, which was expected to accommodate such facilities	Director: Planning and Economic Development	Department: Integrated Human Settlements	Human Settlements	Local	Not Applicable
1130	Stakeholder Engagement	n/a	Whole Municipal Area: All	Community Development	There are concerns with the adequacy of the existing provision and the greater municipal investment in purpose-built ECD facilities	The CFO clarified that the issue of ECD facilities was not primarily a question of municipal mandate. He explained that amended legislation issued in previous years placed responsibility for the maintenance of ECD facilities on municipalities. However, he emphasised that municipal expenditure was subject to the applicable legislative and financial management framework, including the Municipal Finance Management Act (MFMA). According to the CFO, municipal funds could be used for the maintenance and upgrading of ECD facilities situated on municipal-owned land. This was the basis on which the municipality had made provision for the maintenance and upgrading of three ECD facilities located on municipal property. The limitation related to the use of municipal funds and the applicable financial management requirements, rather than the municipality's responsibility to support ECD facilities.	Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable

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Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1131	Stakeholder Engagement	n/a	Whole Municipal Area: All	Community Development	The ECD facilities were identified for upgrading and questioned whether the proposed investments adequately reflected the needs of disadvantaged communities. Only two of the facilities requiring upgrades appeared to need substantial intervention, while another facility was comparatively well resourced	The CFO clarified that the issue of ECD facilities was not primarily a question of municipal mandate. He explained that amended legislation issued in previous years placed responsibility for the maintenance of ECD facilities on municipalities. However, he emphasised that municipal expenditure was subject to the applicable legislative and financial management framework, including the Municipal Finance Management Act (MFMA). According to the CFO, municipal funds could be used for the maintenance and upgrading of ECD facilities situated on municipal-owned land. This was the basis on which the municipality had made provision for the maintenance and upgrading of three ECD facilities located on municipal property. The limitation related to the use of municipal funds and the applicable financial management requirements, rather than the municipality's responsibility to support ECD facilities.	Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
1132	Email	n/a	Whole Municipal Area: All	Property Management	Identify suitable municipal land or vacant buildings for ECD.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1133	Email	n/a	Whole Municipal Area: All	Property Management	Make land or buildings available through affordable long-term leases.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1134	Email	n/a	Whole Municipal Area: All	Property Management	Assist existing ECD facilities on municipal property to obtain formal lease agreements.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1135	Email	n/a	Whole Municipal Area: All	Property Management	Identify land that can be rezoned for ECD use where needed.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1136	Email	n/a	Whole Municipal Area: All	Property Management	TEEC has been engaging with the Municipality regarding the purchase or long-term lease of suitable land for an Enrichment Centre to serve children and families.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1137	Email	n/a	Whole Municipal Area: All	Property Management	Identification of suitable municipal land for a Community Enrichment Centre be included as a specific priority in the 6th Generation IDP 2027–2032.		Director: Corporate Services	Section: Properties Management and Municipal Building Maintenance	Corporate Services	Local	Not Applicable
1138	Email	n/a	Whole Municipal Area: All	Environmental Management (Nature areas and Tree management	Integrate biodiversity into planning. Apply the 2023 Western Cape Biodiversity Spatial Plan, including Critical Biodiversity Areas (CBAs), Ecological Support Areas (ESAs) and their management objectives, consistently across land-use and infrastructure decisions. Avoid irreversible losses of irreplaceable biodiversity.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1139	Email	n/a	Whole Municipal Area: All	Land Use Management	Integrate biodiversity into planning. Apply the 2023 Western Cape Biodiversity Spatial Plan, including Critical Biodiversity Areas (CBAs), Ecological Support Areas (ESAs) and their management objectives, consistently across land-use and infrastructure decisions. Avoid irreversible losses of irreplaceable biodiversity.		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable
1140	Email	n/a	Whole Municipal Area: All	Spatial Planning	Make development decisions transparent. Publish urban-edge boundaries, delineation criteria and amendments. Require early biodiversity screening and publish reasons for departures, approval conditions and compliance findings. Commission an independently reviewed audit of the past five years of relevant decisions against the maps and policies applicable at the time.		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1141	Email	n/a	Whole Municipal Area: All	Municipal Budget	Fund implementation and enforcement. Provide sustained funding for ecological and GIS expertise, compliance inspections, invasive-plant follow-up, appropriate fire management and habitat restoration. Prioritise catchments, rivers and wetlands alongside sewer and stormwater improvements.		Director: Financial Services	Department: Financial Management Services	Financial Services	Local	Not Applicable
1142	Email	n/a	Whole Municipal Area: All	Environmental Management (Nature areas and Tree management	Protect connected habitats and improve access to nature. Secure threatened habitat remnants and ecological connections through partnerships with CapeNature, landowners and neighbouring municipalities. Improve access to safe, locally appropriate natural spaces in underserved communities.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1143	Email	n/a	Whole Municipal Area: All	Environmental Management (Nature areas and Tree management	Report ecological outcomes. Establish a fixed baseline and publish annual results on habitat extent and condition, CBA/ESA habitat loss, freshwater health, restoration recovery and compliance, alongside expenditure and corrective actions.		Director: Community and Protection Services	Department: Community Services	Parks, Open Spaces, Environment	Local	Not Applicable
1144	Email	n/a	Whole Municipal Area: All	Community Development	Provision of more skills training facilities and opportunities to address the high levels of unemployment in Stellenbosch **(Late submission)**		Director: Community and Protection Services	Section: Community Development	Community Development and Protection Services	Local	Not Applicable
1145	Email	n/a	Whole Municipal Area: All	Local Economic Development and Tourism	Provision of more skills training facilities and opportunities to address the high levels of unemployment in Stellenbosch (Late submission)		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1146	Email	n/a	Whole Municipal Area: All	Land Use Management	It is important to ensure that the aesthetic quality and character of Stellenbosch is not compromised by urban expansion. Too many developments have recently been permitted in visually prominent locations (high mountain slopes (Botmaskop), ridge lines (Kayamandi extension), and along scenic routes (R44 ribbon development: Office Park off Trumali Street and Brandwagcht-aan-Rivier Estate), collectively adversely affecting the quality and character of Stellenbosch, and consequently its tourism potential. Development within and beyond the historic core should be encouraged to conform more with the original character of Stellenbosch (in form, colour and height), in order to maintain its unique identity and tourism appeal (the value of aesthetic control can be immense, as is evidenced by places such as Paternoster). Developments underway at the lower end of Dorp Street (our main historic street) are unfortunately completely out of character with the historic heritage and human scale of Stellenbosch, comprising bulky, inward-facing, car-dependent shopping centers and parking garages **(Late submission**)		Director: Planning and Economic Development	Department: Development Management	Planning, LED and Tourism	Local	Not Applicable

IDP Public Participation Input - September 2026											
Community and Stakeholder Comments / Input						Municipal Directorate and Western Cape Government Information					
No.	Source	Ref	Ward	Priority	Community / Stakeholder Comments / Input	Departmental Feedback or Action	Linkage to Directorate	Department	Responsible Mayoral Portfolio	Government Competency	WCG: Provincial Department
1147	Email	n/a	Whole Municipal Area: All	Spatial Planning	It is important to ensure that the aesthetic quality and character of Stellenbosch is not compromised by urban expansion. Too many developments have recently been permitted in visually prominent locations (high mountain slopes (Botmaskop), ridge lines (Kayamandi extension), and along scenic routes (R44 ribbon development: Office Park off Trumali Street and Brandwagcht-aan-Rivier Estate), collectively adversely affecting the quality and character of Stellenbosch, and consequently its tourism potential. Development within and beyond the historic core should be encouraged to conform more with the original character of Stellenbosch (in form, colour and height), in order to maintain its unique identity and tourism appeal (the value of aesthetic control can be immense, as is evidenced by places such as Paternoster). Developments underway at the lower end of Dorp Street (our main historic street) are unfortunately completely out of character with the historic heritage and human scale of Stellenbosch, comprising bulky, inward-facing, car-dependent shopping centers and parking garages **(Late submission)**		Director: Planning and Economic Development	Department: Development Planning	Planning, LED and Tourism	Local	Not Applicable
1148	Email	n/a	Whole Municipal Area: All	Roads, Transport and Stormwater	Implementation of alternative forms of transport in Stellenbosch, especially cycling. Construction of more roads and parking will just attract more cars and make the town less liveable **(Late submission)**		Director: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	Infrastructure Services	Local	Not Applicable