



DRAKENSTEIN

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Paarl | Wellington | Gouda | Saron | Simondium

Five-Year 2022 – 2027 Drakenstein Spatial Development Framework (SDF)

Review 2023/24

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Serial No.	ACRONYMS	
1	BNG	Breaking New Ground
2	CAPEX	Capital Expenditure/Capital Cost
3	CBA	Critical Biodiversity Area
4	CBD	Central Business District
5	CCTV	Closed-Circuit Television
6	CEF	Capital Expenditure Framework
7	CIF	Capital Investment Framework
8	COVID-19	Coronavirus Disease 2019
9	CPUT	Cape Peninsula University of Technology
10	CS	Community Survey
11	CSIR	Council for Scientific and Industrial Research
12	CWD	Cape Winelands District
13	DALRRD	Department of Agriculture, Land Reform and Rural Development
14	DEA&DP	Department of Environmental Affairs and Development Planning
15	DLTA	Drakenstein Local Tourism Association
16	DM	Drakenstein Municipality
17	DoHS	Department of Human Settlements
18	DSSN	Drakenstein Smart and Safety
19	DTPW	Department of Transport and Public Works
20	ECD	Early Childhood Development
21	EIA	Environmental Impact Assessment
22	EMF	Environmental Management Framework
23	ESA	Ecological Support Area
24	SFA	Spatial Focus Area
25	FLISP	Finance-Linked Individual Subsidy Programme
26	FPSU	Farmer Production Support Unit
27	GDP	Gross Domestic Product
28	GDPR	Gross Domestic Product per Region
29	HWC	Heritage Western Cape
30	HSP	Human Settlements Plan
31	ICT	Information and Communications Technology
32	IDP	Integrated Development Plan
33	IEGS	Integrated Economic Growth Strategy
34	IRDP	Integrated Residential Development Programme
35	ITP	Integrated Transport Plan
36	IUDG	Integrated Urban Development Grant
37	KPA	Key Performance Areas
38	LED	Local Economic Development
39	LUPA	Western Cape Land Use Planning Act (Act 3 of 2014)
40	LSDF	Local Spatial Development Framework
41	MERO	Municipal Economic Review and Outlook
42	MSA	Municipal Systems Act (Act 32 of 2000)
43	MTREF	Medium-Term Revenue and Expenditure Framework
44	NEMA	National Environmental Management Act (Act 7 of 1998)
45	NHRA	National Heritage Resources Act (Act 25 of 2000)

46	NMT	Non-Motorised Transport
47	OPEX	Operational Expenditure/Operational Cost
48	PDO	Pre-Determined Objectives
49	PHSHDA	Priority Human Settlements and Housing Development Areas
50	PPP	Public Private Partnership
51	PSDF	Provincial Spatial Development Framework
52	SAHRA	South African Heritage Resource Agency
53	SALA	Subdivision of Agricultural Land Act (Act 70 of 1970)
54	SDF	Spatial Development Framework
55	SLUMA	Spatial Planning and Land Use Management Act (Act 16 of 2013)
56	SMME	Small Medium and Micro Enterprises
57	TOD	Transit Orientated Development
58	TRANCAA	Transformation of Certain Rural Areas Act (Act 94 of 1998)
59	UDF	Urban Development Framework
60	UISP	Upgrading of Informal Settlements Programme
61	WWTP	Waste Water Treatment Plant

EXECUTIVE SUMMARY

1 Introduction

Drakenstein Municipality's Spatial Development Framework (SDF) is intended to provide planning systems and approaches, through which the Municipality can achieve its spatial development vision. It is prepared in line with the Municipal Systems Act (Act 32 of 2000) (MSA), the Spatial Planning and Land Use Management Act (Act 16 of 2013) (SPLUMA), the Western Cape Land Use Planning Act (Act 3 of 2014) (LUPA), as well as the Drakenstein Bylaw on Municipal Land Use Planning (2018). It is also prepared in accordance with the Final Guidelines for the Formulation of SDFs (2017), developed by the Department of Rural Development and Land Reform.

2 Purpose of the Municipal Spatial Development Framework

SDFs are frameworks that seek to influence the overall spatial distribution of current, and future, land use within a municipality, in order to give effect to the vision, goals and objectives of a municipal Integrated Development Plan (IDP). In terms of the Municipal Systems Act (MSA) of 2000 (Act 32 of 2000), an SDF *"must include the provision of basic guidelines for a land use management system for the Municipality."*

The Drakenstein Municipal SDF will reflect a 5-year (2022-2027), 10-year (2022-2032) and 20-year (2022-2042) planning horizon.

It is important to note that an SDF is a high level spatial core component of the IDP, and it does not confer/give rights or take away land use rights but guides and informs decisions to be made by the municipality relating to land development.

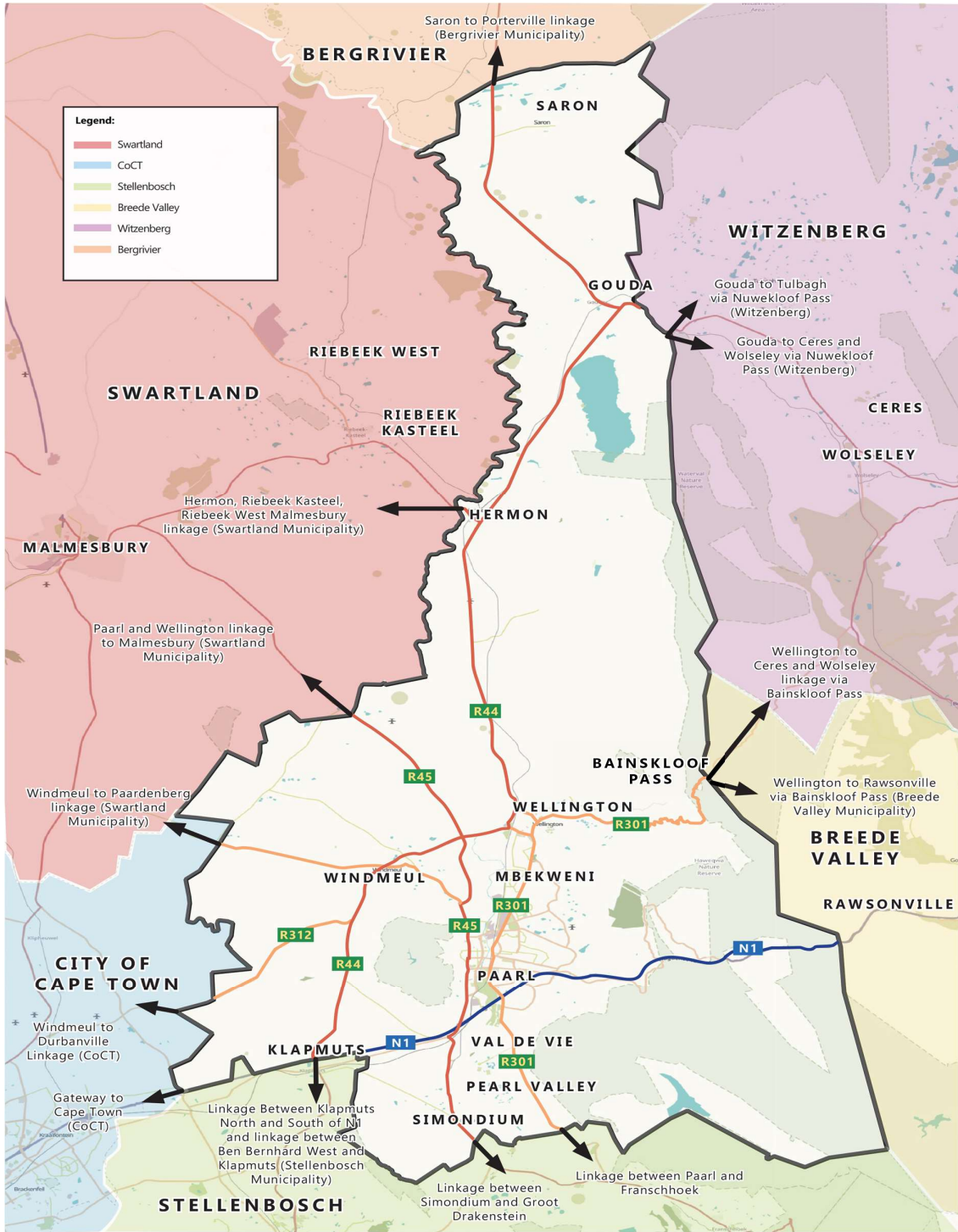
3 Drakenstein Municipality's Regional Context

Drakenstein Municipality is centrally located within the Cape Winelands District (CWD), along the major transport routes (N1 National Road and Cape Town to Wellington Railway) within the Western Cape Province. The Drakenstein Municipality is bordered by the Swartland Local Municipality to the north-west, and by the Witzenberg Municipality to the north-east. The Bergrivier Municipality forms its northern neighbour. Towards the east, the Drakenstein Municipality is bordered by the Breede Valley Municipality, to the south by Stellenbosch Municipality and to the south-west by the City of Cape Town.

4 Local Context

The Municipality covers an area of 1 538km², and the main urban settlements are Paarl, Mbekweni and Wellington. The other settlements include Saron, Gouda, Hermon, Simondium, Windmeul, Bainskloof Village and Klapmuts North. The Municipality stretches from south of the N1 Road, in the south, up to, and including, Saron in the north.

The Klein Drakenstein, Limiet and Saron Mountain ranges from its eastern edge, and the agricultural area immediately to the west of the R45 creates its western border. Map I indicates the Drakenstein Municipality's alignment to its neighbouring local municipalities.



Map I: Drakenstein Municipality's alignment to neighbouring local municipalities.

5 Spatial Vision

The SDF sets out a spatial vision for the Municipality. The spatial vision draws on the principles outlined in the Spatial Planning and Land Use Management Act (2013) (SPLUMA), as well as the vision as set out in the IDP. The key spatial concepts are underpinned by what the vision seeks to achieve, and unpacks the vision spatially, as a means to inform the spatial strategies and framework. These principles are as follows:

- a) **Spatial Justice:** Past spatial and other development imbalances must be redressed through improved access to, and use of, land by disadvantaged communities and persons;
- b) **Spatial Sustainability:** Spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability by: encouraging the protection of prime and unique agricultural land; promoting land development in locations that are sustainable and limit urban sprawl; consider all current and future costs to all parties involved in the provision of infrastructure and social services to ensure the creation of viable communities;
- c) **Efficiency:** Land development must optimise the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined in order to promote growth and employment;
- d) **Spatial Resilience:** Ensure sustainable livelihoods in communities that are likely to suffer the impacts of economic and environmental shocks; and
- e) **Good Administration:** All spheres of government must ensure an integrated approach to land development and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendment of SDFs.

The IDP vision for the Drakenstein Municipality is “*A City of Excellence*”. The long-term Strategic Plan (Vision 2032) is the strategy for the Drakenstein Municipality to realise the IDP vision of being “*A City of Excellence*” within the next ten years. The key facets of this vision are: Economic dynamism, Quality of life for all, A strong well-governed brand and financial sustainability.

5.1 Spatial Development Framework Vision

In lieu of the above, the spatial development framework adopts and shares the IDP vision, and therefore is the spatial representation of the abovementioned IDP vision. The SDF provides the guidance for the development trajectory and development decisions of the Drakenstein Municipality.

6 Consolidated Municipal Concept

6.1 Seven Themes

Seven spatial themes aim to give effect to the vision described above. Based on the key issues and spatial implications analysed, seven spatial themes have been defined to shape and inform the Consolidated Municipal Concept (refer to Map II below):

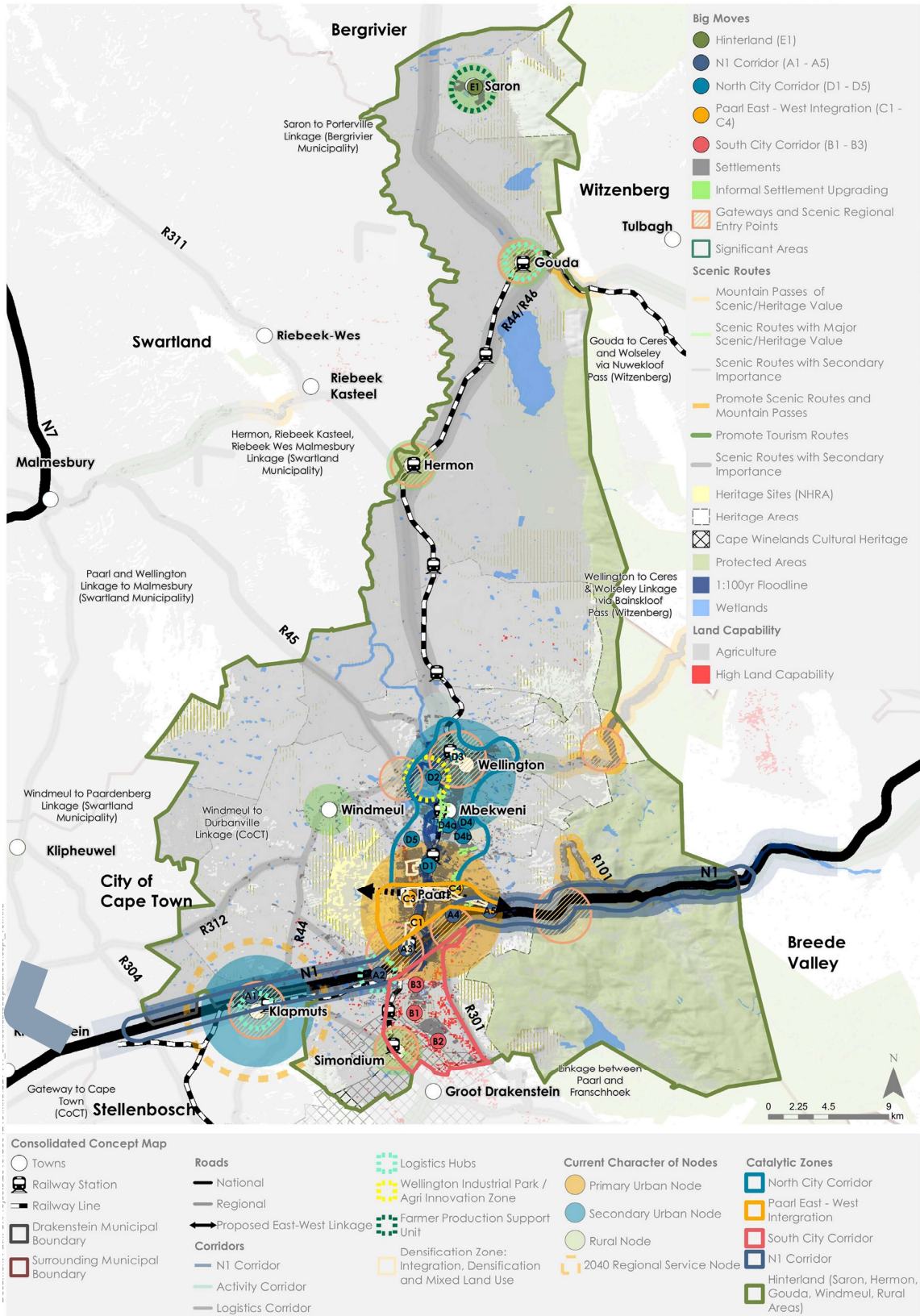
- 1) Implementing Catalytic Zones and Big Moves;
- 2) Promoting Integrated Environmental Management;
- 3) Promoting Agriculture and Rural Development;
- 4) Protecting and Promoting Heritage and Cultural Landscapes;
- 5) Reinforcing the Hierarchy of Settlements and Promoting Rural- Urban Linkages;
- 6) Promoting Connectivity, Mobility and Logistics Corridors; and
- 7) Promoting Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements.

7 Municipal Spatial Development Framework

The development of more detailed proposals for the settlements and spatial focus areas within the municipal jurisdiction, is set out in a series of 12 Spatial Focus Area (SFA) maps, that should be read with the spatial interventions for each spatial focus area. For each of the spatial focus areas, the spatial interventions for land and planning, and for new and the renewal of infrastructure, are summarised to highlight the projects for the short and medium-term, as well as of potential funders.

8 Implementation Plan

The Implementation Plan sets out the policies and guidelines for development, as well as the capital investment plan and the capital expenditure framework. The Monitoring and Review section of the report then details how the SDF proposals must inform priorities, performance indicators and targets of the IDP, and of other relevant sector plans.



Map II: Consolidated Spatial Development Framework Concept.

1 INTRODUCTION AND CONTEXT

This chapter outlines the background and purpose of this document. It includes an overview of the Drakenstein Municipality and an explanation of the purpose and content of the Drakenstein Spatial Development Framework.

1.1 Purpose of the SDF

During May 2020, Drakenstein Municipality approved its latest iteration of its Spatial Development Framework (SDF).

The Drakenstein SDF seeks to guide the overall spatial distribution of current, and future, land use within a municipality, in order to give effect to the vision, goals and objectives of a municipal Integrated Development Plan (IDP).

The Drakenstein SDF provides planning systems and approaches through which the Municipality can achieve its spatial development vision. It is prepared in line with the Municipal Systems Act (Act 32 of 2000) (MSA), the Spatial Planning and Land Use Management Act (Act 16 of 2013) (SPLUMA), the Western Cape Land Use Planning Act (Act 3 of 2014) (LUPA), as well as the Drakenstein Bylaw on Municipal Land Use Planning, 2018. It is also prepared in accordance with the Final Guidelines for the Formulation of SDFs, developed by the Department of Rural Development and Land Reform. The SDF is also prepared in line with the Provincial Land Transport Framework as well as, Cape Winelands District Integrated Transport Plan 2016 -2021.

It is important to note that the SDF is a high level spatial core component of the IDP (including high order maps) and does not confer/give or take away land use rights but guides and informs decisions to be made by municipality relating to land development. Therefore, it is important to understand that the SDF is only a guiding document. The SDF cannot be applied at a level of one specific single cadastral site which is relatively small.

Subsequent to the approval of the Drakenstein SDF during May 2020, numerous proposed amendments to the SDF have been identified, which assist in improving the overall functionality of the SDF. The proposed amendments have been included in this new iteration of the Drakenstein SDF.

The compilation of this new iteration of the Drakenstein SDF was conducted strictly in accordance with the requirements and regulations, as contained in the Municipal Systems Act (Act 32 of 2000) (MSA), the Spatial Planning and Land Use Management Act (Act 16 of 2013) (SPLUMA), the Western Cape Land Use Planning Act (Act 3 of 2014) (LUPA), as well as the Drakenstein Bylaw on Municipal Land Use Planning, 2018.

Therefore, this SDF will reflect a 5-year (2022-2027), 10-year (2022-2032) and 20-year (2022-2042) planning horizon.

1.1.1 Consistency or compliance in terms of the SDF

In terms of the planning legislation, development proposals and applications must be consistent or compliant with the SDF. In lieu of the aforementioned, it is important to note Section 22 of SPLUMA, which stipulates the following:

- a) Section 22(1): A Municipal Planning Tribunal or any other authority recognised or mandated to make a land development decision in terms of this Act or any other law relating to land development, may not make a decision which is inconsistent with a municipal spatial development framework.
- b) Section 22(2): Subject to Section 42, a Municipal Planning Tribunal or any other authority required or mandated to make a land development decision, may depart from the provisions of a municipal spatial development framework only if site-specific circumstances justify a departure from the provisions of such municipal spatial development framework.

1.1.2 Content of the SDF

According to Section 21 of the Spatial Planning and Land Management Act, 2013 (Act 16 of 2013), a municipal SDF must include the following:

- a) Give effect to the development principles and applicable norms and standards as set out in Chapter 2 of the Act;
- b) Include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality;
- c) Include a longer-term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 – 20 years;
- d) Identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spine and economic nodes where public and private investment will be prioritised and facilitated;
- e) Include population growth estimates for the next five years;
- f) Include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments;
- g) Include estimates of economic activity and employment trends and location in the municipal area for the next five years;
- h) Identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years;
- i) Identify the designated areas where national and provincial inclusionary housing policy may be applicable;
- j) Include a strategic assessment of the environmental pressures and opportunities with the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable;
- k) Identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable;

- l) Identify the designation of areas in which:
 - (i) More detailed local plans must be developed; and
 - (ii) Shortened land use development procedures may be applicable and land use scheme may be so amended;
- m) Provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments;
- n) Determine a capital expenditure framework for the municipality’s development programmes, depicted spatially;
- o) Determine the purpose, desired impact and structure of the land use management scheme to apply in that municipal area; and
- p) Include an implementation plan comprising of –
 - (i) Sectoral requirements, including budgets and resources for implementation;
 - (ii) Necessary amendments to the land use scheme;
 - (iii) Specification of institutional arrangements necessary for implementation;
 - (iv) Specifications of implementation targets, including dates and monitoring indicators;
 - (v) Specifications, where necessary, of any arrangements for partnerships in the implementation process.

1.2 Structure of the Report

This SDF has been prepared in accordance with the structure and methodology proposed in the National Guidelines on the Preparation of Spatial Development Frameworks (DRDLR, 2017) for municipal SDFs. Table 1.1 below provides a breakdown of the structure and chapters of the SDF.

Table 1.1: Structure of the SDF.

No	Chapters
1	<p>Chapter 1: Introduction and Content</p> <p>Chapter 1 outlines the background and requirements for the preparation of a municipal spatial development framework. It further provides an overview of the Drakenstein Municipality.</p>
2	<p>Chapter 2: Situational Analysis</p> <p>Chapter 2 provides an overview of the key spatial challenges and opportunities that the Drakenstein Municipality are currently facing. Furthermore, this chapter provides future population growth estimates for the Municipality, the anticipated demand for housing, community and social services and a land use budget for the short, medium and long-term.</p>
3	<p>Chapter 3: Development Plan</p> <p>Chapter 3 provides the long-term spatial development vision statement, as well as the conceptualisation of the vision into development principles, themes and proposals. In addition, this Chapter outlines each of the spatial focus areas, together with the development proposals, interventions, projects and investment priorities of the spatial focus area</p>
4	<p>Chapter 4: Implementation Plan</p> <p>Chapter 4 seeks to harmonise much of the previous sections into a targeted set of implementation recommendations. The chapter includes a capital expenditure framework for the municipality’s development programmes. Furthermore, a description of the institutional arrangements and partnerships to implement the spatial priorities is given. Finally, a Monitoring and Review section details how the SDF proposals must inform priorities, performance indicators and targets of the IDP, and of other relevant sector plans.</p>

1.3 Overview of the Drakenstein Municipality

The Drakenstein Municipality is centrally located within the Cape Winelands District (CWD), within the Western Cape. The Municipality is bisected by major transport routes, such as the N1 National Road, the R44, the R45, the R101 and the Wellington – Cape Town Railway Line, which connects the Greater Cape Metro Regional Area with the remainder of South Africa.

The Municipality stretches from south of the N1 road, in the south, up to, and including, Saron in the north. The Klein Drakenstein, Limiet and Saron Mountain ranges forms its eastern edge, and the agricultural area immediately to the west of the R45 creates its western border.

1.3.1 Drakenstein Municipality at a glance

Area: 1 538 km ²	Population: 305 281 people
Main Towns: Paarl, Wellington and Mbekweni	Rural Settlements: Saron, Gouda, Hermon, Windmeul, Bain's Kloof Village and Simondium
Number of Households: 76 195	Number of Informal Settlements: 43
Households without Income: 11 755	Economic Profile: <ul style="list-style-type: none"> • Unemployment Rate: 21% (SA: 27%) • Rate of Inequality: Gini Coefficient: 0.6 (SA: 0.7)
Agriculture: Farms: 2 380	Building Plans Approved (2020/21): 1 201
Number of Education Facilities: <ul style="list-style-type: none"> • Primary: 52 • Secondary: 23 • FETs: 3 • University: 1 	Registered Businesses: 2 336
Libraries: <ul style="list-style-type: none"> • Municipal Libraries: 9 • School Libraries: 10 	Number of Police Stations: 6

<p><u>Health Care Facilities:</u></p> <ul style="list-style-type: none"> • PHC (fixed): 13 • PHC (mobile): 6 • ART: 13 • TB: 27 • Regional Hospital: 1 	<p><u>Access to Basic Services:</u></p> <ul style="list-style-type: none"> • Water: 99.8% • Sanitation: 99.5% • Refuse Removal: 100% • Electricity: 94.9%
<p><u>Indigent Households:</u></p> <ul style="list-style-type: none"> • Free Basic Water: 17 070 • Free Property Rates: 14 404 • Free Basic Electricity: 18 632 	<p><u>Services Losses:</u></p> <ul style="list-style-type: none"> • Electricity: 6% • Water 13.2%

(Source: Drakenstein Municipality, Management Information, 2022).

1.3.2 Adjoining Municipalities

The Drakenstein Municipality is bordered by the Swartland Local Municipality towards the north-west, the Witzenberg Municipality towards the north-east, and the Bergrivier Municipality towards the north. Furthermore, towards the east, Drakenstein is bordered by the Breede Valley Municipality, to the south by the Stellenbosch Municipality and towards the south-west by the City of Cape Town Metropolitan Municipality.

Refer to Map 1.1 below that illustrates the alignment of the various municipalities with Drakenstein Municipality.

The spatial proposals contained in the SDF’s of the neighbouring municipalities will impact and inform the Drakenstein SDF’s spatial proposals. In addition, these municipalities are dependent on one another and should ensure that a consistent approach to key elements are shared to ensure that the system’s functionality is maintained and managed sustainably, and is resilient.

1.3.3 Regional Context

According to the 2014 Western Cape Provincial Spatial Development Framework (PSDF), Drakenstein Municipality forms part of the Cape Metro Functional Region, in which leading towns such as Paarl are targeted for strategic infrastructure interventions such as public transport and upgrading, due to their strategic locality. The 2014 PSDF identified Paarl as a regional centre, and Wellington as a service centre, and Paarl and Wellington have later been identified as Regional Service Centres in the Cape Winelands District SDF (2018/19).



Map 1.1: Regional Context of Drakenstein Municipality.

Furthermore, the Cape Winelands District, within which the Drakenstein Municipality is located, is considered to have an extensive agricultural industry that is mostly rural. The Municipality's population has grown with 2.2% per annum in the five-year period between the Census (2011) and CS (2016). In comparison to other municipalities in the District, it is the second-most densely populated Municipality, with 163 persons living within a square kilometers (km²), following behind Stellenbosch Municipality, which has 187 persons living within a km².

The District has, between 2015 and 2019, experienced a Gross Domestic Product per Region (GDPR) growth averaged at 1.1%, which is marginally higher than that of the province. It is also recognized that the municipal areas of Drakenstein and Stellenbosch were the largest contributors to GDPR in the district at 32.8% and 24.1% respectively in 2019 (Western Cape Government Provincial Treasury – Municipal Economic Review and Outlook (MERO) 2021).

In 2019, the Cape Winelands District (CWD) economy was valued at R69.6 billion and contributed 11.4 percent to the provincial economy during the year. The Drakenstein Municipality is the economic hub of the Cape Winelands District (CWD). It has the largest economy in the CWD and is well integrated into regional transport routes and nodes. The Drakenstein municipal area was the leading contributor in the CWD to the Gross Domestic Product per Region (GDPR) in 2019 at 32.8 percent (MERO, 2021).

As stated in the Drakenstein IDP (2021/22), the impact of the Covid-19 pandemic on the Drakenstein economy is the loss of income suffered by households, businesses and government due to the various levels of stringent lockdown procedures that commenced from 26 March 2020. According to MERO (2021), the impact of Covid-19 caused 4 647 formal jobs to be lost in 2020, with the majority of jobs lost being semi-skilled and low-skilled workers. A total of 730 jobs are estimated to have been lost in the skilled workforce for the municipal area.

1.4 Spatial Development Framework User Guide

As mentioned before, a SDF must be regarded as a guide for future development and should not be considered to be a set of pre-determined development proposals. In addition, a SDF does not prescribe what the exact nature and form of future development should be but rather guides potential development proposals. The SDF intends to guide where investment will be prioritised and involving the private sector in such decisions is considered to be important for establishing partnerships in development.

Therefore, the focus of the SDF is on providing important development principles rather than detailed development parameters, which fall within the scope of the Drakenstein Zoning Scheme Bylaw, 2018. It should be noted, even if an area is included within the urban edge, it must not be construed as if certain development rights have already been granted. All formal legislatively required application processes, in terms of the applicable legislation, must still be followed in order to obtain developmental rights.

1.4.1 Step-by-step guideline to determine consistency or compliance in terms of the SDF

The following practical steps can be followed to determine consistency of a development proposal with this SDF:

1. Identify the specific SDF Focus Area within which the subject property or area is located;
2. Locate the property/site on one of the respective Spatial Focus Area Maps, Environmental and Heritage consideration Maps and Human Settlements Projects Maps;
3. Peruse through the SDF Focus Area Spatial Interventions and Projects;
4. Evaluate the development proposal against the SDF Focus Area Spatial Interventions and Projects. The definition of the SDF Elements, as defined in Chapter 3, Table 3.11, must be used in order to evaluate the consistency of a proposed development with the SDF;
5. In order to be consistent with the SDF, the proposed use must be “*reasonably*” aligned with the general scope and definition of the applicable SDF Designation and Elements, and Spatial Focus Area Interventions and Projects; and
6. Should the development proposal be impacted or reliant on the implementation of a SDF Specific Intervention and Projects, the SDF Implementation Matrix, as contained in Chapter 3, Table 3.11, must be used to determine the implementation readiness and programme of the SDF Interventions and Projects.

1.5 Implementation of the SDF

Implementation of the SDF includes the monitoring of goals or key performance indicators, as well as the implementation of capital investment and policies. This process should start as soon as the SDF has been approved and endorsed. There will be three main aspects to implementation:

- a) Using the SDF to guide municipal decision-making in directing the location and nature of capital projects and operational activities in the various sector plans. This will occur via the IDP and the budget - Medium-term Revenue and Expenditure Framework (MTREF);
- b) Drawing up strategies or policies, incentives, and Bylaws to facilitate implementation of the SDF by various stakeholders; including sector departments who have submitted their finalised sector plans; and
- c) Development control (land use management) procedures for the processing of building plans and change of use applications. Such revisions should be guided by the vision, goals, principles and spatial development proposals put forward by the SDF.

2 SITUATIONAL ANALYSIS

2.1 Summary of key challenges

The main objective of this chapter is to provide an overview of the key spatial challenges that the Drakenstein Municipality is currently facing and that must be addressed to ensure sustainable management and growth of the Municipality.

The aforementioned spatial challenges are discussed, in detail, in the Drakenstein SDF: Status Quo Report, which was prepared before the compilation of this SDF. The Drakenstein SDF: Status Quo Report, although being a separate document, should be regarded as part of this SDF. The key challenges, as defined in the Drakenstein SDF: Status Quo Report, are discussed according to the following categories that impact on the future growth patterns of Drakenstein Municipality:

- a) Urban Form and Land Use Patterns;
- b) Human Settlements;
- c) Social and Community Facilities;
- d) Infrastructure;
- e) Economic Activity;
- f) Movement and Linkages; and
- g) Natural Environment.

Table 2.1: Challenge category and key spatial challenges.

Key Spatial Challenges
Category 1: Urban Form and Land Use Patterns
<ul style="list-style-type: none"> a) The legacy of spatial-racial segregation still characterise the pattern of land uses within the municipality; b) Scarce suitable land for decanting and/or relocation of informal settlements exist; c) Land invasion of prime land parcels by informal dwellers occurs; d) Competing land use is prevalent (i.e. housing vs. recreational spaces and housing vs. agricultural use); e) Urban decay/degeneration of the old CBD's is occurring at a steady pace; and f) Pressure for developments that constitute urban sprawl and leap frog development persists.
Category 2: Human Settlements
<ul style="list-style-type: none"> a) The creation of sustainable human settlements is one of the greatest challenges faced by the Municipality; b) There is an increasing trend in people living in backyard structures and informal settlements; c) The current method of housing delivery is monotonous and ineffective; d) The rate at which housing is delivered is too slow compared to the ever increasing housing backlog; e) Farm evictions in rural towns/areas are persisting; f) The new subsidised housing schemes are located on the edge of townships in Mbekweni and Paarl East, away from economic and social opportunities; and g) The upgrading of municipal rental housing is an ongoing concern for the municipality.
Category 3: Social and Community Facilities
<ul style="list-style-type: none"> a) Access to social facilities in lower to middle income residential areas are limited; b) The Paarl and Wellington Cemeteries will soon reach full capacity. Urgent cemetery space is required; c) The maintenance and upgrade of existing sport and recreational facilities are costly; and d) A lack of socio-economic data per ward contributes to the ineffective planning.

<p>Category 4: Infrastructure</p> <p>a) Water: Paarl and Wellington both require upgrading of their feeder mains to cater for anticipated future growth;</p> <p>b) Wastewater: The current backlog must be addressed to provide at least a minimum level of wastewater service, High Groundwater Infiltration and Waste Water Treatment Plant (WWTP) overflow during high rainfall days;</p> <p>c) Wastewater: A range of pump stations require upgrading;</p> <p>d) Electricity: The reticulation network needs strengthening to facilitate planned growth in existing areas and new developments on the urban edge, namely Vlakkeland and developments south of the N1, which will require the construction of new 132/66/11 KV substations;</p> <p>e) Informal and illegal electricity connections remain a challenge;</p> <p>f) Stormwater: New detention dams to ensure stormwater management for housing projects and addressing aging stormwater infrastructure are required;</p> <p>g) Solid Waste Removal: The Wellington Waste Disposal Facility is close to reaching its capacity as it is close to running out of airspace;</p> <p>h) Transport: The Integrated Transport Plan (ITP) identified the following problem areas that must be addressed: safety, long waiting times, poor integration between modes, illegal operations and lack of law enforcement; and</p> <p>i) Aging bulk infrastructure. The cost of service delivery increases due to unplanned maintenance on bulk infrastructure that has passed its operation life.</p>
<p>Category 5: Economic Activity</p> <p>a) Drakenstein Municipality's economy is not sufficiently diversified, both in terms of sub-sectors and the export basket;</p> <p>b) Capital Investment is declining, and the pace of job creation is too slow to absorb labour with high levels of youth unemployment; and</p> <p>c) The spread of the global COVID-19 pandemic and the subsequent lockdown period has severely impacted the local economy for now and in the near future. Furthermore, it puts pressure on job security, financial security, etc. Attention needs to be focused on better disaster risk management strategies, assisting local business enterprises to recover, implementing and giving access to better and faster internet/Wi-Fi services and promoting good health practices for all.</p>
<p>Category 6: Movement and Linkages</p> <p>a) Poor integration between modes of transport in Drakenstein, namely rail, road-based taxi and private vehicles;</p> <p>b) Lack of infrastructure provision for public transport and Non-motorised Transport (NMT);</p> <p>c) The R44 through Wellington experiences heavy daily traffic volumes of traffic, with people journeying from north to south; and</p> <p>d) Heavy freight has increased as a result of industrial growth in and around Paarl, leading to excess heavy loading of the existing road network.</p>
<p>Category 7: Natural Environment</p> <p>a) Ad hoc transformation of the natural landscape, without giving consideration to scenic landscape quality, cultural heritage significance, and loss of biodiversity, including threatened ecosystems and species that may take place, especially within the urban area;</p> <p>b) Urban encroachment into agricultural areas that offer good soil potential;</p> <p>c) Land degradation and increased water and soil contamination as a result of urban sprawl;</p> <p>d) The persistence of alien vegetation, which allows for veld fires to occur more frequently and intensely, destroying soil structure and seed banks;</p> <p>e) Climate change; and</p> <p>f) Over-abstraction and modification of natural watercourses is altering flow regimes, which impacts on species migration and breeding, aquatic habitats, food resources, and wetland ecosystems.</p>

2.2 IDP Priorities

During the 2021/2022 IDP Public Participation Process the following overarching priorities were identified by the communities that reside within Drakenstein:

Table 2.2: Overarching priorities as identified by communities during the 2021/2022 IDP Public Participation Process.

IDP Priorities	
a)	Housing;
b)	Job Opportunities;
c)	Safety and Security measures to combat crime;
d)	Visible Law Enforcement;
e)	Public Transport for rural wards;
f)	Road infrastructure;
g)	Traffic calming measures in various wards;
h)	Play parks for children;
i)	Assistance with ECDs; and
j)	Electrical infrastructure – street lights.

2.3 Population Growth

In order to develop credible population and household projections for the short-, medium- and long-term for the Drakenstein Municipality, it is important to review existing information together with past and current trends. The population and household statistics of the Municipality, as published by Statistic South Africa, for the years 2001, 2011 and 2016 are shown in Table 2.3.

Table 2.3: Population and Household Statistics 2001, 2011, 2016 and 2019.

Year	Source	Population in Total	Population Average Annual Growth Rates	Rural Population	Households	Household Average Annual Growth Rate	Average Household Size	
1	2001	StatsSA Census 2001	194 417	-	-	44 410	-	4.38
2	2011	StatsSA Census 2001	251 262	2.60% (2011-2016)	36 873 (14.7% of the total)	59 774	3.02% (2001-2011)	4.20
3	2016	StatsSA Community Survey 2016	280 195	2.20% (2011-2106)	22 690 (8.1% of the total)	71 686	3.70% (2011-2016)	3.91

It is important that during 2020 the Western Cape Department of Health determined that Drakenstein Municipality has a population of 305 281 people. The number of households which reside in Drakenstein Municipality was determined to be 74 230.

Taking the abovementioned into consideration, the following conclusions can be made:

- a) The population growth rate, although positive, is showing a decrease with an average annual growth rate of 2.6% from 2001 to 2011 compared to an average annual growth rate of 2.2% from 2011 to 2016. An annual growth rate of 2.17% per annum was observed from 2016 to 2020;

- b) The household growth rate is higher than the population growth rate and is showing an increase. From 2001 to 2011 the number of households increased by 3.02% per annum compared to 3.7% from 2011 to 2016. The number of households increased by 1% per annum from 2016 until 2020; and
- c) For the period between 2001 and 2016, the household growth rate is higher than the population growth rate, and the household growth rate is increasing when the population growth rate is decreasing. This resulted in a decreasing average household size. From 2001 to 2016, the average household size decreased from 4.38 to 3.91, with an average annual decrease of 0.75%. However, for the period between 2016 and 2020 the population growth rate is higher than the household growth rate. This has resulted in an increase in average household size from 3.91 to 4.11.

It is also important to note that Census 2011 and Community Survey 2016 data are only available on municipal and ward level. Some key indicators of Census 2011 data is available on sub-place level, which to some extent can be related back to specific towns or delineated township/suburb areas. Due to ward boundary delineations not following formal township/suburb boundaries, and in many instances crossing across various urban townships/suburbs as well as rural/farming areas, developing town level profiles are not always possible. Ward 1 for example include the town area of Simondium, Winelands Estate, the industrial area Ben Bernhard as well as Klapmuts North.

The Western Cape Government: Environmental Affairs and Development Planning: Growth Potential Study (GPS) Draft Report 2020 indicates that Drakenstein Municipality has high development potential due to good infrastructural, physical natural, institutional and economic attributes.

It must also be noted that the area south of the N1/Drakenstein South's growth cannot be quantified by applying linear growth rates since this area houses high income gated communities which develop around a specific demand. It is estimated that 9 578 residential units will be developed over the next 20 years. An estimated 2 060 residential units will be developed and occupied over the short-term (2020 to 2025), within the Val de Vie 2 (Pearl Valley 2), The Vines (Val de Vie Winelands Lifestyle Estate) and Safariland (The Acres). Over the medium to long-term, an estimated 7 518 residential units will be developed and occupied in developments such as De Hoop Community Lifestyle Estate, Levendal, Die Vlei, Sense de Lieu, Paarl Hills (Ronwe farm), Zanddrift Lifestyle and Retirement Estate, Wilde Paarde Jagt, Azalea Acres, Fraailegen and Bretagna.

Klapmuts North and Ben Bernhard are mostly non-residential in nature, with its primary focus on commercial/business, industrial and mixed-use development, no population and household projections for these areas are included. However, the Klapmuts North Local Spatial Development Framework (LSDF) dated May 2019, has identified the potential for 16,356 residential units, comprising of group, medium-density and high-density (flats), over the next 20 years (2019 to 2038). Since the residential component is dependent on significant bulk infrastructure investment, it is foreseen that the residential component of Klapmuts North will only start to develop over the medium to long-term (2025 to 2040). Without fixed timelines for the development of such infrastructure, developing any population projections would be premature.

Taking the above-mentioned information into consideration, the population projections for the Municipality were calculated based on the following assumptions:

- a) A steady average annual growth rate of 2.2% will be applied for Drakenstein Municipality; and
- b) The number of households was calculated by dividing the total population by the average household size for period between 2011 until 2020, which was calculated at 4.15 persons per household.

Table 2.4: Population and Household Projection, Short, Medium and Long-term.

Population/ Households	Year						Total Growth		
	2020	2025	2030	2035	2040	2045	Short term: 2020-2025	Medium-term: 2020-2030	Long-term: 2020-2045
1 Population Total	305 281	340 372	379 497	423 119	471 756	525 983	35 091	74 216	220 702
2 Households	74 230	82 017	91 445	101 956	113 676	126 743	7 787	17 215	52 513

2.4 Housing Demand

According to the Drakenstein Integrated Human Settlements Plan, 2020, the Drakenstein Housing Waiting List is in excess of 40 000 applicants. However, the active demand is determined to be 19 790 applicants. For the purposes of this SDF the active demand will be utilised.

Table 2.5 indicates the profile of applicants on the housing demand database in Drakenstein Municipality, as recorded in the Western Cape Department of Human Settlements database. The vast majority of households (18,332 applicants or 93% of the total number of applicants on the demand database) qualify for fully subsidised housing assistance. These are households earning between R0-R3,501 per month.

It is critical to note that recent the National Department of Human Settlement communicated that the approach of delivering top structures is regarded as unsustainable due to budget cuts. The Municipality was instructed to review its current housing business plan and carefully consider its future housing business plans with the emphasis on downscaling on the delivery of top structures. Furthermore, the National Department of Human Settlement indicated that only projects that comply with the following criteria will be supported by the department:

- a) Housing for the elderly, military veterans, people living with disabilities and child-headed households;
- b) Medium to high density development that promote integrated development; and
- c) Housing projects that are currently subject to contractual commitments for the MTREF period, as part of a contractor’s current work package which has been awarded.

Table 2.5: Housing Demand in Drakenstein Municipality.

Active Demand Across Income Group				
No	Housing Product	Income Range (Monthly Household Income)	Description	Active Demand
1	Government fully subsidised housing	< R3 500	100% Government subsidy with no beneficiary contribution.	18 332
2	Social Housing	R1 500 – R7 500	Rental or co-operative housing option managed by an accredited Social Housing Institution.	3 226
3	Gap Housing	R7 000 – R22 000	A bond must be obtained through a financial institution who will apply directly to the PDoHS for a top structure.	353
4	Site and Service	R3 500 – R7 000	Provision of serviced stands to enable people to self-build (either through personal financing or employer-assisted schemes).	1 031
5	Finance-Linked Individual Subsidy Programme (FLISP)	R3 500 – R22 000	Provision of government subsidies on a sliding scale in order to reduce monthly home loan repayment (partially subsidised by government).	1 384
6	Bonded housing	> R15 000	Private financing from financial institutions for housing on the open property market.	110
Demand per specific geographical area				
6	Paarl and Dal Josaphat	10 219		51%
7	Wellington and Van Wyksvlei	4 461		23%
8	Mbekweni	3 037		15%
9	Saron	893		5%
10	Simondium	685		3%
11	Gouda	461		2%
12	Hermon	23		0.1%
13	Klapmuts North	11		0.1%

(Source: Drakenstein Integrated Human Settlements Plan, 2020).

2.5 Priority Housing Development Areas

During May 2020, the Minister for Human Settlements, Water and Sanitation declared 136 Priority Human Settlements and Housing Development Areas (PHSHDAs).

The objective of the PSHDA's is to synchronise the following housing programmes:

- a) Integrated Residential Development Programme;
- b) Social Housing Programme in Restructuring Zones;
- c) Informal Settlement Upgrading Programme;
- d) Finance Linked Individual Subsidy Programme;
- e) Special Presidential Package Programme on Revitalisation of Distressed Mining Communities;
and
- f) Enhanced People's Housing Process.

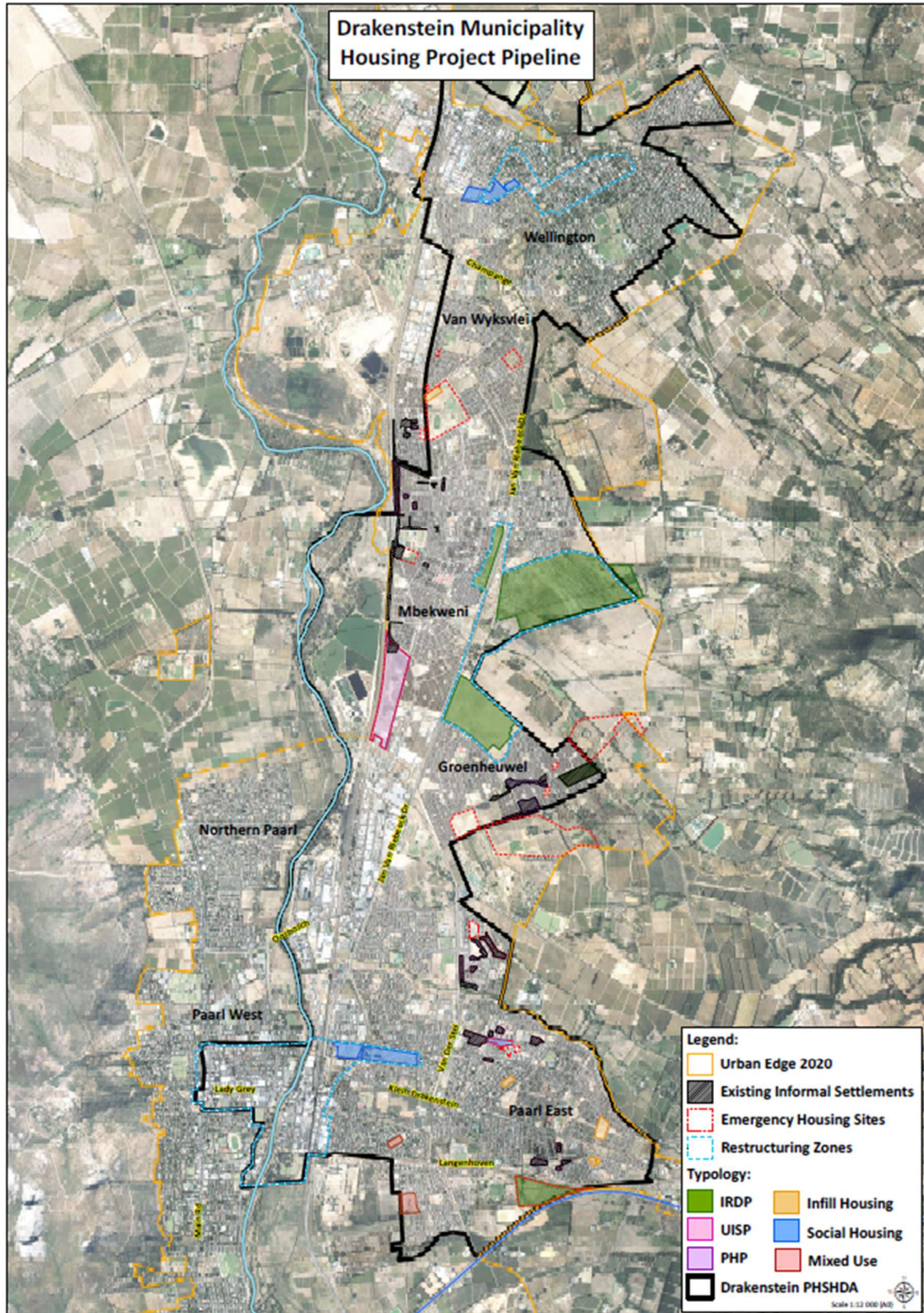
One PSHDA was declared within Drakenstein. The National Department of Human Settlements recognised that the towns of Paarl, Mbekweni and Wellington are evolving into one urban conglomeration. The Drakenstien PSHDA was therefore declared over the areas of Paarl East, Paarl CBD, Mbekweni and Wellington (excluding the established Wellington Industrial Park), where housing infrastructure investment is most required.

However, it must be noted that the PSHDA does include not all the areas within Drakenstein where housing projects are planned in terms of the housing project pipeline. The planned housing projects within Simondium, Gouda and Saron are not included within the PSHDA. Furthermore, the declared Paarl South Restructuring Zone was also not included in the Drakenstein PSHDA.

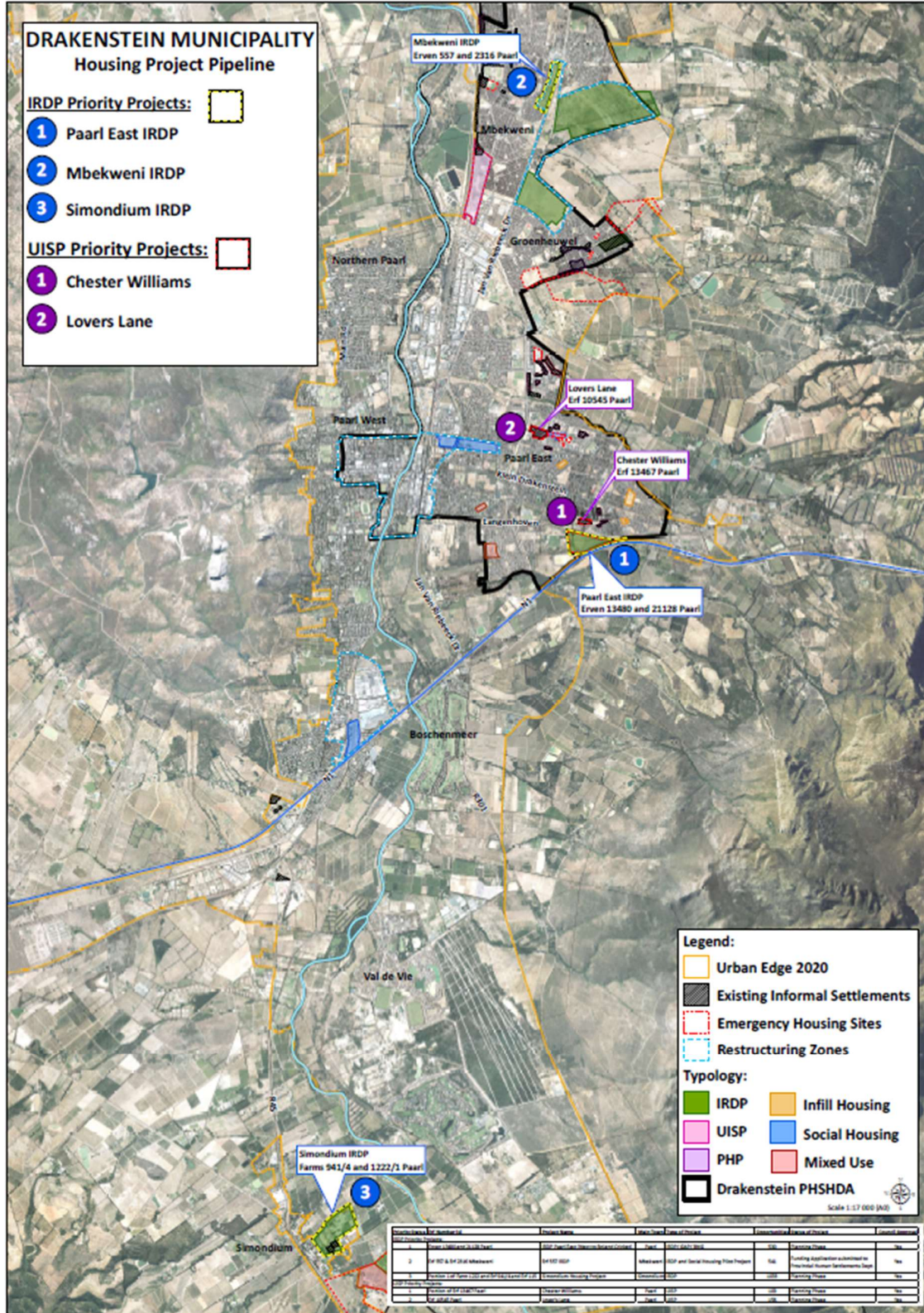
The PHDAs are indicated in Maps 2.1 - 2.2.

Drakenstein Municipal records indicate that, on average, 574 housing units have been delivered per year between 1998 and 2014. At the current rate of delivery, it would take the municipality approximately 47 years to deliver the number of additional subsidised units required by 2035, notwithstanding the limited government subsidy for housing projects.

For a detailed breakdown of the Human Settlements Project Pipeline, please refer to Annexure A. The information provided includes the Project/Informal Settlement Name, the associated property descriptions, subsidy type, number of potential opportunities, current status of project, whether it has been approved by Council or not and the timeframe for implementation to begin.



Map 2.1: Wellington, Paarl, Mbekweni and Paarl East.
(Source: Drakenstein Integrated Human Settlements Plan, 2019).



Map 2.2: IRDP and UISP Priority Projects.
 (Source: Drakenstein Integrated Human Settlements Plan, 2019).

2.6 Demand for Community and Social Facilities

Based on the existing provision and projected population growth, the demand for community and social facilities were calculated based on the projected population increase and the Council for Scientific and Industrial Research (CSIR) Guidelines for the Provision of Social Facilities in South Africa (2012), unless stated otherwise.

A municipal wide assessment of the current provision of the various community and social facilities was conducted by taking the relevant catchment areas and/or acceptable travel distance of the facilities into consideration. The outcome of the assessment can be summarised as follow:

- a) The Drakenstein Municipality currently has adequate provision of hospitals. Based on the analysis, the Municipality will not require any additional hospitals over the long-term (next 20 years). The Municipality currently has adequate provision of clinics and community health care facilities, with the exception of the rural settlement Hermon, which does not have access to a clinic or community health care facility within the acceptable travel distance. However, due to Hermon's size, it does not comply with the average threshold population guidelines of a minimum of 24,000 people in order to justify the provision of a clinic.
- b) The Drakenstein Municipality currently has adequate provision of police stations, with all areas falling within at least a 24km radius of a station.
- c) The provision of educational services (primary and secondary schools) is based on the latest Department of Basic Education (DBE) Education Management Information Systems (EMIS) list of public and private schools.
- d) The Municipality currently has adequate provision of primary schools. However, Drakenstein South, has limited access to Simondium, where the nearest primary school is located.
- e) In terms of secondary schools, the Municipality is adequately serviced within the Paarl/Mbekweni/Wellington area.
- f) The two rural areas, Gouda and Hermon, do not have access to a secondary school within the acceptable travel distance. These two settlements however are small in nature and do not comply with the average threshold population guidelines of 7,000 people in order to justify the provision of a secondary school.
- g) The Municipality currently has adequate provision of Municipal Offices, libraries and community halls.
- h) Drakenstein is experiencing a severe shortage of land for cemeteries and the lack of a regional cemetery has been identified as a challenge.
- i) The Municipality currently has adequate provision of sports grounds except for Drakenstein South (including Simondium).

Based on the current provision, there is no immediate demand for community and social facility requirements for the Paarl/Mbekweni/ Wellington area. Furthermore, based on the current provision, there is a potential demand for both a primary and secondary schools for the Drakenstein South Area (including the Simondium Area). The future requirements for Drakenstein South were determined purely on the population threshold information for the various facilities as set out in the previous section.

Planning for actual supply for the Drakenstein South area should take into account the profile of residents and supported by actual demand feasibility studies. In terms of the rural areas, which consist of various rural nodes spread across the municipal area, access to community and social facilities should consider accessibility and catchments areas to a larger extent than population thresholds. Based purely on the population threshold information for the various facilities, no demand for social facilities was identified over the next 20 years.

2.6.1 Drakenstein Municipality Cemeteries

The Municipality is fast running out of cemetery space within Paarl and Wellington. In order to address the short term need for burial space, the expansion of the Parys Cemetery was facilitated. The aforementioned expansion consists of the additional ±1.4ha being available for cemetery space.

In addition, in order to make provision for adequate space available for long term burial purposes, Farm 486 Paarl Division, which is located within the Nieuwedrift area, has been earmarked by the municipality for the development of a new cemetery. The municipality is currently in the process of obtaining the necessary statutory authorisations in order to commence with the development of the cemetery. The new cemetery will provide 13 653 burial spaces.

However, the need has also been identified to implement more efficient and sustainable ways of utilising cemetery space, i.e. interment practices, cremation, cribs, etc.

2.7 Land Use Budget

The complete Main Land Use Budget is attached hereto as Annexure C. The land use requirements are based on the following assumptions:

- a) It is important to note that the sum of the individual columns for Paarl, Mbekweni and Wellington in the complete Main Land Use Budget (Annexure C), with the exception of the Residential Areas Requirements, do not represent the total as depicted in the column showing the total for the Paarl, Mbekweni and Wellington area as a whole. The reason for this is that the column showing the total land use budget for the Paarl, Mbekweni and Wellington area was calculated based on the total population for this area. Since these three urban areas or cluster can be regarded as one urban centre, it is important to highlight that although the estimated increase in population for one of these areas on its own does not necessarily indicate a need for a specific community or social facility, but the area as a whole does.
- b) The residential requirement for the total estimated household growth was split into the three income brackets of low, middle and high. These income brackets are based on the interpretation of ward level household income data as per Census 2011. It should be noted that this split should be regarded as high level only.

The gross density that was applied for low, middle and high-income households was 80 dwelling units per hectare (average unit size of 100m²), 40 dwelling units per hectare (average unit size of 200m²) and 20 dwelling units (average unit size of 500m²) per hectare respectively. An average gross density of 25 dwelling units per hectare can be used in areas where the income distribution is unknown.

- c) The existing residential supply is based on all existing erven/stands, both developed and vacant, zoned as “*Conventional Housing Zone*” and “*Multi-Unit Housing Zone*”, as contained in the Drakenstein Municipality Zoning Scheme Bylaw 2018. The Conventional Housing Zone makes provision for the use of land for the purposes of predominantly lower density conventional housing; the welfare and safety of the occupants of dwelling houses within a neighbourhood by limiting uses which are likely to give rise to a public nuisance or impact adversely on residents’ health, safety, and welfare; preserving a lower density character to certain residential areas whilst promoting moderate densification in line with the principles of the Spatial Development Framework; controlled opportunities for home employment and income generation through activities which are compatible with and ancillary to residential uses and moderate densification through additional dwellings of a similar built form and character.

The Multi-Unit Housing Zone makes provision for development of medium and high-density multi-unit residential development of a range of housing types, such as dwelling houses, group housing, semi-detached- or row houses; high-density residential development, such as apartments; group housing development of medium or high density with a uniform group character and shared private services and access, which can either be subdivided or one cadastral erf and other multi-unit residential land uses such as student and tourism accommodation and other forms of residential accommodation.

- d) The total community and social services land use requirements are based on the total land required to accommodate the future population as per the CSIR Guidelines for the Provision of Social Facilities in South Africa (2012).
- e) The existing community and social services supply is based on all existing stands, both developed and vacant, zoned as “*Community Use Zone*” and “*Open Space Zone*”, as contained in the Drakenstein Municipality Zoning Scheme Bylaw 2018. The Community Use Zone makes provision for a wide range of community and welfare purposes including places of instruction, and places of assembly which include religious gatherings; and ancillary uses such as administrative offices, residential uses, libraries, school hostels, recreational and sports facilities and any other uses and buildings that are ordinarily associated with the particular facility.

The Open Space Zone makes provision for: active or passive recreational spaces; open and landscaped spaces which contribute to the sense of place or visual amenity of an area; open spaces which accommodates riverine corridors, stormwater detention areas or fulfil other ecosystem services.

- f) The land use budget for business or retail opportunities were calculated by using 0,4m²/capita for the lower order shopping centres such as Local Convenience Centres with a maximum size of 5,000m² leasable floor area providing convenience goods.

For the larger centres such as Neighbourhood, Community and Regional Shopping Centres as well as shops in the original central business districts, providing specialised goods, the guideline of 0,6m²/capita was used. The existing supply is based on the current stands zoned as “*Neighbourhood Business Zone*”, as contained in the Drakenstein Municipality Zoning Scheme Bylaw 2018, which make provision for: lower order commercial and community uses to serve the surrounding community that will not impact, negatively on the amenity of the surrounding residential area; lower intensity business development outside central business nodes and activity streets; occasional uses and informal trading serving the surrounding area and residential opportunities in the form of apartments.

- g) Industrial/Warehousing: The existing supply is based on all existing stands, both developed and vacant, zoned as “*Industrial Zone*”, as contained in the Drakenstein Municipality Zoning Scheme Bylaw 2018, which make provision for: sufficient land to be retained for general manufacturing and large-scale industrial and warehousing purposes and for any activity exercised in connection therewith or addition thereto; the location of industrial uses in areas where negative impacts of such uses can be limited to the industrial area and its environs; certain large-scale retail activities which are not appropriate in the historical centre of towns; shops and restaurants of a limited and clients and certain non-industrial uses, which are nevertheless compatible with the primary purpose of this zone.
- h) Mixed-Use: The existing supply is based on existing stands, both developed and vacant, zoned as “*Mixed-Use Zone*”, as contained in the Drakenstein Municipality Zoning Scheme Bylaw 2018, which make provision for: the mix of business, residential, tourist and community uses in central business nodes, at strategic nodes, and along activity streets; the greatest intensity of development; the improvement of traditional central business areas and increasing its competitiveness; and improved feasibility of public and non-motorised transport, by allowing a high intensity of land use.
- i) The development proposals for Klapmuts North and Ben Bernhard are non-residential in nature, with its primary focus on commercial/business, industrial and mixed-use development. This does not mean that there can be no residential development within these areas. It should be noted that although these areas are large in size, the total developable land have not yet been established and will be subject to Specialist studies.
- j) The Estimated Main Land Use Budget aims to provide land budget for the urban complex of Paarl, Wellington and Mbekweni, as well as individually for the urban areas. Higher order land uses should be planned on a larger spatial scale while lower order uses are planned on local area scale. As a result, the land areas for individual towns will not add up for the urban complex villages/towns.
- k) All Rural/Farm Areas refer to Gouda, Saron, Hermon, Bainskloof Village, Windmeul and all other rural/farming areas.

3 DEVELOPMENT PLAN

The aim of this chapter is to outline the spatial vision and the associated development principles, themes and proposals that inform and guide the spatial interventions at a municipal scale. The spatial vision draws on the principles outlined in the Spatial Planning and Land Use Management Act (2013) (SPLUMA), as well as on the vision set out in the IDP. The development principles are underpinned by what the vision seeks to achieve, and the concepts unpack the vision spatially, as a means to inform the spatial proposals and proposals.

The IDP is considered to be the key strategic tool for facilitation and management within Drakenstein Municipality. In addition, the IDP is the overall strategic development plan for a municipality, prepared in terms of the Municipal Systems Act, 2000 (Act 32 of 2000), which guides decision-making, budgeting and development in the municipality.

A SDF presents the long term vision of the spatial desired form of the Municipality. Therefore, the SDF is a critical component of the IDP, as it directs municipal and private sector spending and investment by providing spatial proposals and interventions that will assist in achieving the long-term developmental vision of Drakenstein Municipality.

3.1 Development Principles

Chapter 2 of SPLUMA sets out the development principles that must guide the preparation, adoption and implementation of any SDF, policy or Bylaw regarding spatial planning, and the development or use of land. Table 3.1 below summarizes the development principles.

Table 3.1: The five development principles as stipulated in SPLUMA.

Spatial Justice
Past spatial and other development imbalances must be redressed through improved access to, and use of, land by disadvantaged communities and persons.
Spatial Sustainability
Spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability by: encouraging the protection of prime and unique agricultural land; promoting land development in locations that are sustainable, and limit urban sprawl; consider all current and future costs to all parties involved in the provision of infrastructure and social services to ensure the creation of viable communities.
Efficiency
Land development must optimize the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined in order to promote growth and employment.
Spatial Resilience
Ensure sustainable livelihoods in communities that are likely to suffer the impacts of economic and environmental shocks.
Good Administration
All spheres of government must ensure an integrated approach to land development and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendments of SDFs.

3.2 Alignment of the strategic visions of the SDF and the IDP

The IDP vision for Drakenstein Municipality is formulated as “A City of Excellence”. To achieve this vision, the Drakenstein Municipality has identified six Key Performance Areas (KPA) and thirty-nine Pre-Determined Objectives (PDOs). From these 39 PDOs, projects, programmes and key initiatives have been developed.

To evolve into a ‘City of Excellence’ within the next 10 years, the IDP vision has the following key facets:

- a) Economic dynamism;
- b) Quality of life for all;
- c) A strong, well-governed brand; and
- d) Financial sustainability.

Since the SDF is a sector plan of the IDP, the spatial vision of the SDF needs to be consistent with the overall vision of the IDP. In order to promote synergy and alignment with the IDP, the SDF adopts and shares the abovementioned vision of the IDP. Therefore, the SDF can be regarded as the spatial representation of the IDP vision.

By sharing the same vision, the IDP and SDF are aligned as follows:

- a) Strive towards excellence;
- b) Emphasise a long-term strategy for Drakenstein Municipality;
- c) Build on the municipality’s key assets, quality of life and economic sustainability; and
- d) Realise the municipality’s competitiveness of a regional, national and international level.

The SDF themes as described in Chapter 3.3 below are linked and supportive to the aforementioned key facets of the IDP vision by providing the spatial guidance for the development trajectory of Drakenstein Municipality.

3.3 SDF Themes

The SDF is based on seven interlinking themes that have been identified, and that provide the overall spatial planning guidance. The seven themes are described below:

3.3.1 Implementing Catalytic Zones and Big Moves

Vision 2032 makes provision for five Spatial Priority Areas that are intra-municipal zones of spatial and economic activity. Strategic initiatives (Big Moves or game changers) have been defined for each of the Spatial Priority Areas. It has been identified that the successful implementation of the Strategic Initiative will dramatically alter and improve the space, economy and sustainability of Drakenstein Municipality. The below table presents the Spatial Priority Areas and Big Moves.

Table 3.2: The five Spatial Priority Areas and Big Moves:

Spatial Priority Area		Big Moves
1	Paarl East – West Integration Corridor	<ul style="list-style-type: none"> • Berg River Corridor / Paarl Waterfront and Arboretum Precinct. • Klein Drakenstein Road Central Improvement District (including Lady Grey Street). • The Paarl Central Business District Renewal and integration between Paarl East and West.
2	North City Integration	<ul style="list-style-type: none"> • Development of the Dal Josafat Industrial Area. • Wellington Industrial Park. • Wellington Urban Design Framework and Implementation. • Vlakkeland, Erf 16161 and Erf 557 Mixed Use Development. • Berg River Boulevard Extension to R45 and Nieuwedrift development.
3	N1 Corridor	<ul style="list-style-type: none"> • Implement an Integrated Commercial and Industrial Hub at Klapmuts. • Promotion of a light Industrial and Commercial Business Hub at Ben Bernhard. • Development of De Poort and Paarl Hamlet node • Development of Carolina / Lustigan Intersection (North of the N1). • Development of the Huguenot Tunnel Long Haul Facility.
4	South City Region	<ul style="list-style-type: none"> • Bulk infrastructure upgrades required for the proposed developments in the area. • Creation of the Schuurmansfontein Road and Watergat Road Integration Road. • Proposed development between the R301 and R45.
5	Hinterland	<ul style="list-style-type: none"> • Farmer Production Support Unit (Saron). • Gouda Logistics (Freight and Transport) Hub (i.e. possible Regional/National Truck Stop development and related ancillary land uses).

It is envisioned that the identification of Spatial Priority Areas will bolster economic growth in Drakenstein Municipality. At a conceptual level, economic growth and its application through the SDF, relates to spatial proposals and tools to increase the attractiveness (commercial and residential development), competitiveness (favourable administrative environment for business establishment) and Gross Domestic Product (GDP) (output of goods and services) of the Drakenstein Municipality. (IEGS, 2019).

Drakenstein Municipality, through the SDF, can increase these economic growth metrics through the following tools and strategies:

- a) Communicating a clear and transparent development trajectory;
- b) Reducing red tape and increasing efficiency in development applications;
- c) Ensuring that infrastructure planning and delivery is aligned with the spatial development framework (infrastructure being the enabler of urban development);
- d) Releasing well-located land for mixed use development which should include affordable high density residential development (access to economic opportunities and decreased transportation cost);
- e) Investing and developing areas with high potential;
- f) Implementing urban regeneration strategies;
- g) Leveraging from Public Private Partnerships (PPP's) for beautification and development of public assets (i.e. Paarl Waterfront and Arboretum); and
- h) Protecting and enhancing natural and historical assets that produce employment opportunities (i.e. tourism industry) (IEGS, 2019).

These overarching tools and strategies are by no means an exhaustive list, however they will all contribute, if successfully implemented, in increasing the Drakenstein Municipality's attractiveness, competitiveness and GDP. These considerations are integrated into the concepts and strategies of the SDF.

Tourism has been identified as one of the key priority sectors to create jobs and grow the economy in South Africa, the Western Cape and specifically, in Drakenstein Municipality. However, the stringent lockdown measures that were put in place due to the COVID-19 pandemic, has severely impacted the tourism industry in Drakenstein Municipality. As stated on page 87 of the IDP (2022/23), the impact of COVID-19 eradicated the tourism and events sector, causing more than 69% of tourism and events businesses to either lay-off or furlough staff. In order to fight for survival and in some instances, companies, wineries and SMMEs had to close down permanently. Going forward, the municipality will enhance its focus on promoting outdoor and adventure activities including those activities which make provision for families, young adults and school learners.

The direct and indirect impact of tourism on the local economy will continue to affect the overall economic growth of the area during the next two to three years. There will definitely be a much more co-ordinated and inclusive approach between the different spheres of government and industry to make the local Tourism industry more resilient and sustainable.

The role that the Tourism sector must play as a key growth sector for the local economy is an important factor to be considered in this SDF. According to the Draft Tourism Development Plan (2019), tourism should be one of the top three priority sectors of the Drakenstein economy. The Tourism Development Plan has been developed to ensure that Drakenstein as a destination is adequately prepared to become one of the global premier destinations in the tourism space through facilitating an enabling environment to develop key components in the overall tourism value chain.

The Tourism Development Plan of the Municipality can be summarised as follows:

- a) Create a leading quality destination through the following:
 - i. Develop the quality and diversity of tourism products and services;
 - ii. Enhance Drakenstein’s tourism competitiveness; and
 - iii. Grow tourism receipts through increases in spending per trip and extension of the length of stay.
- b) Have a balanced development approach through the following:
 - i. Balance development between tourist segments, i.e. among domestic/international tourists, among countries of origin and among mass/niche segments;
 - ii. Balance development among tourism area by focusing on improving tourism in local areas; and
 - iii. Balance development among the time and season of tourism.
- c) Contribute towards the Municipality’s socio-economic development initiatives through the following:
 - i. Develop the tourism industry as one of the nation’s main sources of income generation and wealth distribution;
 - ii. Develop tourism as one of the key drivers in developing infrastructure and creating opportunity for socio-economic development for Drakenstein; and
 - iii. Generate benefits to businesses in the tourism industry and other related industries.
- d) Contribute towards socio-economic sustainability of our society through the following:
 - i. Promote environmental sustainability and preserve fragile attractions; and
 - ii. Promote cultural sustainability, uniqueness and local heritage.

3.3.2 Promoting Integrated Environmental Management

The natural environment is a fundamentally important informant to spatial planning, as it is the main form-giving element of the natural landscape. The objective of this concept is to manage and protect the natural assets of the Drakenstein Municipality as defined in the status quo, including the critical biodiversity areas, protected areas, vulnerable terrestrial and freshwater ecosystems. The concept also promotes the strengthening of the role and contribution of natural assets in ecosystem functioning.

The impact of climate change in Drakenstein Municipality is part of integrated environmental management. Mainstreaming of climate change responses implies that local government adopts, expands and enhances the climate risk measures as part of their normal planning processes, and into their existing everyday activities and functions. Mitigation and adaptation to climate change will require both stand-alone policies and integration into development planning tools, such as IDPs and SDFs. The SDF concepts are framed to support the implementation of the Drakenstein Climate Change Action Plan in facilitating low carbon development trajectory, climate resilience and sustainable growth and economic development.

The SDF themes have been set out in an integrated manner to support the Drakenstein Climate Change Objectives, developed as part of their Climate Change Adaptation Plan. These objectives are:

- a) Water security and efficiency;
- b) Climate-resilient and low-carbon development:
 - i. Infrastructure;
 - ii. Transport; and
 - iii. Settlements.
- c) Energy efficiency and demand side management;
- d) Biodiversity and ecosystem management;
- e) Food security (agriculture);
- f) Public health;
- g) Disaster management; and
- h) Building a response capacity through improved co-ordination and awareness.

Healthy and well-managed ecosystems support human well-being, as well as the local and regional economy. The impact of disasters, such as the recent drought, on the local economy, was a clear indication of the critical importance of an integrated approach to the management and prevention of natural and man-made disasters, as well as to the management of the environment.

The key natural environment factors such as, Critical Biodiversity Areas (CBAs) and Protected Areas (PAs), are shown on the concept map. Based on the sensitivities of existing spatial patterns, an environmental corridor is evident. It should also be highlighted that remnants of natural habitat in the remainder of the Municipality are also of high conservation importance even if they are no longer physically connected. This corridor is reflected in Map 3.1.

3.3.3 Promoting Agriculture and Rural Development

Protecting and promoting the agricultural economy is a priority for the Drakenstein Municipality. In doing so, food security will be supported, and employment opportunities will be provided for rural residents.

Prime and unique high-potential agricultural land is threatened by urban sprawl, land degradation, indiscriminate mining, climate change and the over-abstraction of water sources. The protection and management of high-potential agricultural land (spatially delineated as land with a high land capability), is the basis for this spatial concept.

In addition to the protection of high-value agricultural land, the capability of the land should also be leveraged where possible, to support socio-economic initiatives in the agricultural industry. The Logistics Hub, and Farmer Production Support Unit (FPSU), indicated on Map 3.2, show the nodal location of these hubs, or nodes of activity, that support agriculture and rural development along key strategic corridors.

Map 3.2 indicate that land capability is medium to high in the northern and central sections of the Municipality as well as south of the N1, towards Simondium. It is evident from the map that land capability becomes lower towards the eastern edge of the Municipality. This can be ascribed to the mountains and ecological corridor that is situated along its eastern border.

Land capability is defined by the Department of Agriculture, Land Reform and Rural Development (DALRRD) as the most intensive long-term use of land for purposes of rainfed farming determined by the interaction of climate, soil and terrain. If the land is classified as having low land capability it means that the land has low potential to sustain agricultural activities. If the land is rated as having high land capability it has high potential to be productive for agricultural activities.

3.3.4 Protecting and Promoting Heritage and Cultural Landscapes

This spatial concept focuses on promoting and protecting the scenic and rural landscape, as well as conserving cultural landscapes and heritage resources of the Drakenstein Municipality. Drakenstein Municipality has rich heritage narratives, and this concept looks at how these can be leveraged. Developing the potential of the cultural and heritage resources can make a significant contribution to the growth of the tourism sector.

This spatial concept shown in Map 3.3 shows the scenic routes and heritage areas, as well as the heritage sites. It further conceptualises five gateways and scenic regional entry points to the Municipality, as well as scenic and tourist routes that should be promoted. Three of the five gateways and scenic regional entry points are located along the N1 Corridor at Klappmuts, De Poort, and at the proposed Huguenot gateway, with the De Poort area located at the interface between the primary east-west and north-south linkages.

This further reinforces the importance of the N1 Corridor as a key east-west linkage, and of the R44/R46 as the key north-south linkage. The other two gateways indicate the entry points to and from the rural Hinterland and abutting municipalities.

3.3.5 Reinforcing the Hierarchy of Settlements and Promoting Rural-Urban Connectivity

Drakenstein Municipality forms part of the Cape Metro Functional Region, within which a hierarchy of settlements has been established. Map 3.4 shows the current Settlement Classification, indicating the following:

- a) Primary Regional Service Centre: Paarl, Mbekweni and Wellington (indicated as '1');
- b) Secondary Regional Service Centre: Klappmuts (North and South), Drakenstein South and Ben Bernard (indicated as '2');
- c) Rural Settlements with Threshold to Support Permanent Social Services: Gouda and Saron (indicated as '3') (if a major regional/national logistics (freight and transport) hub is established in Gouda, then it's Settlement Classification could possibly in future change to '2' depending on the scale of development); and
- d) Rural Settlements without Threshold to Support Permanent Social Services: Hermon; Simondium, Windmeul and Bainskloof (indicated as '4').

Map 3.7 also shows the nature of development in the current nodes, as well as the proposed development potential /growth implications for these nodes.

Paarl CBD is the Primary Urban Node, with Mbekweni and Wellington, and Klapmuts viewed as secondary nodes. The towns of Paarl, Mbekweni and Wellington form an elongated shaped conurbation, and together, these three towns form the urban core of the Municipality. This conurbation is the primary growth node in the municipality, and it is proposed that this conurbation be developed as one integrated, primary urban node, reinforcing the status of Paarl-Mbekweni-Wellington as the urban core, and as the Primary Regional Service Centre.

The spatial concept reinforces Paarl/Mbekweni and Wellington through the attraction of higher-order, high quality education and health facilities, and regional government administration and commercial headquarters. Klapmuts is expected to grow towards a Regional Service Node by 2040, due to the planned investment in commercial and industrial uses, and this is also reflected in the concept map.

Klapmuts is also viewed as key to the urban growth in both Drakenstein and Stellenbosch municipalities. Klapmuts is proposed as a light industrial mixed-use logistics precinct, and is a gateway as it is located at the confluence of Drakenstein, Stellenbosch and City of Cape Town. All three municipalities view Klapmuts as a prospective regional node along the N1 National Road.

This concept recognises the inter-relationship between the rural and urban nodes, and the securing and integrating of urban-rural connectivity. These urban nodes are supported by rural nodes, located along key movement routes. The nodes in the Rural Hinterland acknowledge the aforementioned nodes in the hierarchy, and that the needs and demands are differentiated by the context. Rural development initiatives should also actively promote compact development, limiting sprawl and enhancing the protection of natural resources, and well as the rural character and heritage of the towns. The location of the rural nodes is underpinned by existing development patterns, as well as by their conceptualised role in the agricultural sector in terms of Farmer Protection Support Units (FSPUs) and other initiatives, such as logistics hubs that are integrated into a broader mobility and logistics network.

3.3.6 Promoting Connectivity, Mobility and Logistics Corridors

In support of, and as a catalyst for, the spatial transformation and development trajectory required, this concept aims to promote the necessary linkages, integration and densification within the Drakenstein Municipality. This concept further serves to promote the Drakenstein Municipality as a regional growth node through the strengthening of its position within the regional distribution network, unlocking key economic drivers and exploiting the favourable location, of Paarl and Klapmuts, abutting the N1 National Road.

As is evident in Map 3.5, one of the primary strategies, as further unpacked in the following chapter, is the development of Klapmuts as a logistics hub to leverage from its location as a gateway to the Cape Metro coupled with its ease of access from the N1 National Road.

This must be further supported by the promotion of ribbon development along to N1 from Klappmuts to Paarl (Primary Growth Node and N1 Corridor on Map 3.5), with a specific focus on the land parcels between the Old Paarl Road and the N1 as well as Ben Bernhard for mixed use and light industrial purposes. It should be noted that the proposed development should only be promoted on land parcels south of the N1 and on land which are suitable for development since there are various land parcels within this corridor which are environmentally sensitive.

Furthermore, this concept also seeks to reinforce the need to coordinate public transport and non-motorised transport connectivity within, and between, settlements in the Drakenstein Municipality, as well as between settlements and towns within the wider region.

Transport and mobility in the Drakenstein Municipality should be able to serve the regional mobility needs and improve accessibility on a local level. The local priority is to improve accessibility and mobility, and to reduce travel time between Paarl East and the economic and social opportunities in Paarl West (see proposed East-West Linkage in Map 3.5).

One of the key project examples, in realising this linkage is the integration between Paarl East and Paarl West through the Klein Drakenstein Road Central Improvement Corridor. Another example, and as indicated in Map 3.7, is the North-South activity corridor, linking Paarl, Mbekweni and Wellington, which seeks to improve this route for pedestrians. These include, but is not limited to, better access points from Mbekweni to Jan van Riebeeck drive as well as landscaping and the provision of improved public transport stops.

3.3.7 Promoting Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements

This concept focuses on creating a conducive environment for the smart growth of the settlements, in accordance with their function in the nodal hierarchy, and their development potential. The objective of this concept is also to spatially restructure the urban space towards the creation of inclusive communities, safe and resilient communities, social development and community livelihoods through the smart and sustainable delivery of services. This concept places emphasis on guiding human settlements investment on well-located land that promotes spatial restructuring and prevents housing delivery on the urban periphery.

The fundamental aim of this concept is to enable spatial restructuring to reverse Apartheid-led settlement patterns and to promote resilient and sustainable human settlements within the Drakenstein Municipality. To achieve this, the focus should be geared toward the urban cores such as Paarl, Wellington and Mbekweni, while the growth of rural settlements should be contained. Human settlements and housing projects should be developed within the urban edge to reduce sprawl, and within growth nodes and centres to enable access to socio-economic opportunities (employment, leisure, housing, transport, etc.).

Decaying infrastructure in the CBD/ core urban areas can serve to exacerbate urban sprawl since this reinforces the perception that greenfield development is more cost effective than brownfield development mainly due to cost implications and low demand for residential and commercial space in dilapidated urban areas and CBD's.

The provision of reliable and quality infrastructure is a direct enabler of urban development. Given the historical mismatch between infrastructure planning/development and spatial forward planning, it is critical to emphasise the need to closely align these two municipal functions. In this sense, the concepts and resultant strategies put forward within this SDF seeks to do this through multiple means. At a conceptual level, this must be achieved through the application of urban planning concepts/tools and strategies which include, but is not limited to:

- a) Densification;
- b) Infill development;
- c) Strong adherence to the urban edge;
- d) Urban Regeneration;
- e) Transit Orientated Development; and
- f) The promotion of brown field developments.

As a whole, these urban planning concepts/tools were conceptualised to make the best use of existing resources, or in other words existing infrastructure. The reason for this relates to the fact that the development of new infrastructure carries with it large capital cost (CAPEX) coupled with an even larger operational cost (OPEX) over the lifecycle of these infrastructural elements.

Despite the trend for new developments outside of the CBD/urban cores, new infrastructure developed outside of these areas incur a large capital cost and operational costs that often make these infrastructure developments and the related asset management requirements financially unsustainable (from a municipal finance perspective).

With the above in mind, it is critical to incorporate the above-mentioned concepts/tools within the SDF proposals in order to ensure directed, sustainable development decisions in line with the Spatial Development Vision for the Drakenstein Municipality. The application of these considerations will be critical to give effect to the intended outcomes of spatial resilience and efficiency as per the principles set out in SPLUMA. This will require careful coordination between municipal departments and especially the SDF and the various infrastructure master plans, whereby the SDF should be used to give guidance to all sector departments.

Map 3.6 shows the main proposals for human settlements and spatial restructuring. Given the scarcity of well-located and suitable land for human settlements, spatial interventions should therefore focus on upgrading, infill development and densification opportunities within designated densification zones as shown in Map 3.6. Areas earmarked for densification/infill development in the urban cores should cater for a variety of housing needs and options. This entails, for example, catering for a mix of income groups, as well as various typologies (medium and high densities).

The SDF should be read in conjunction with the Drakenstein HSP, 2020, for further details regarding housing projects. Such interventions include the upgrading of informal settlements, higher density housing and mixed-use developments, and urban renewal or regeneration (particularly in the Paarl CBD). Urban renewal initiatives should also promote smart cities (for example, innovation in service delivery, or the incorporation of Information and Communications Technology [ICT]).

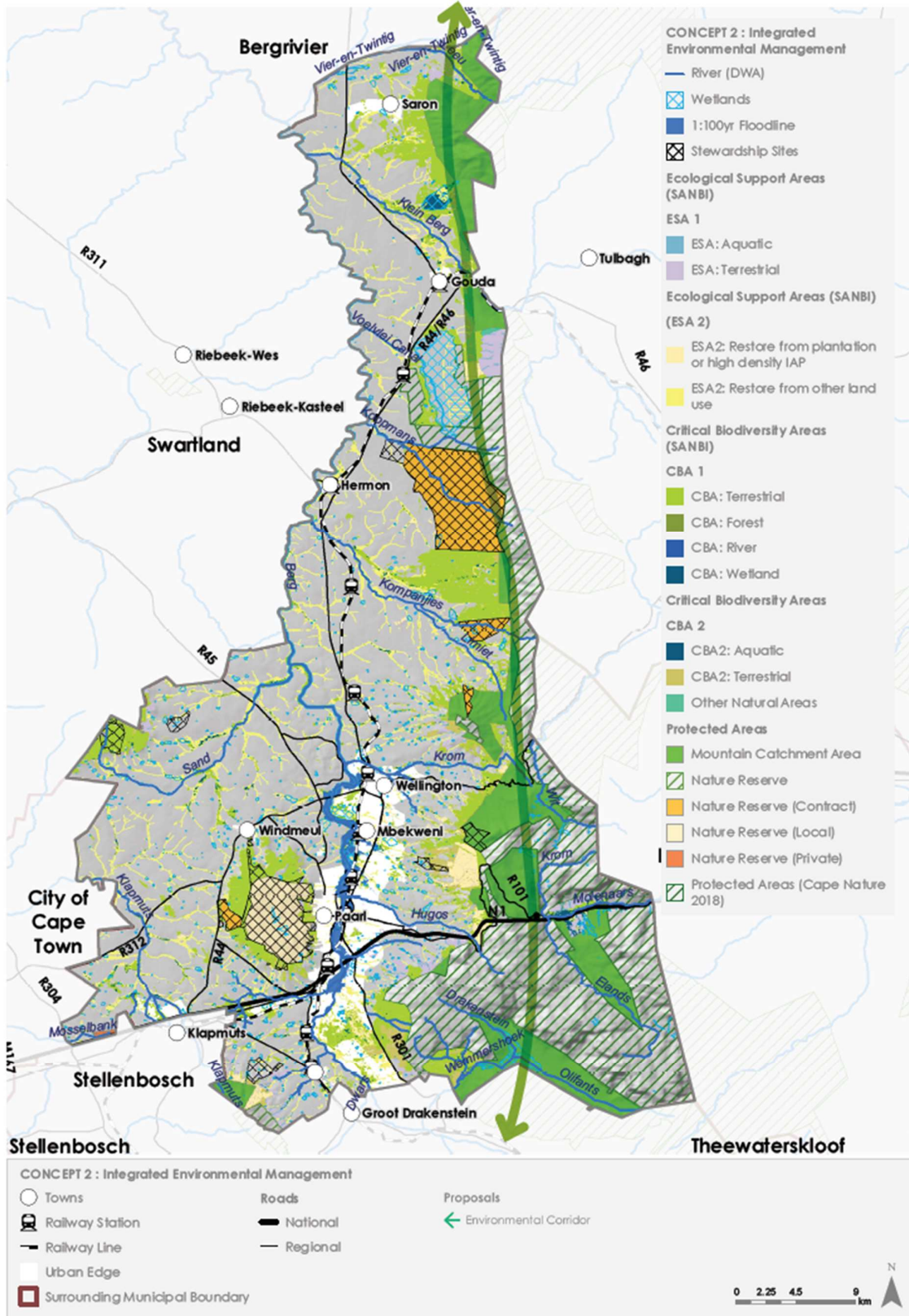
The detailed proposals for spatial transformation and human settlement development are shown in the Spatial Focus Area Maps.

The planning and upgrading of informal settlements are critical components of this concept to ensure inclusivity, resilience and transformation of our human settlements. SPLUMA (2013) calls for the preparation of spatial development frameworks to include provisions that permit the incremental introduction of land use management and regulation in areas under traditional leadership, rural areas, informal settlements, slums and areas not previously subject to a land use scheme. As such, the preparation of these frameworks is guided by development principles of which spatial justice is a key lever and includes the following:

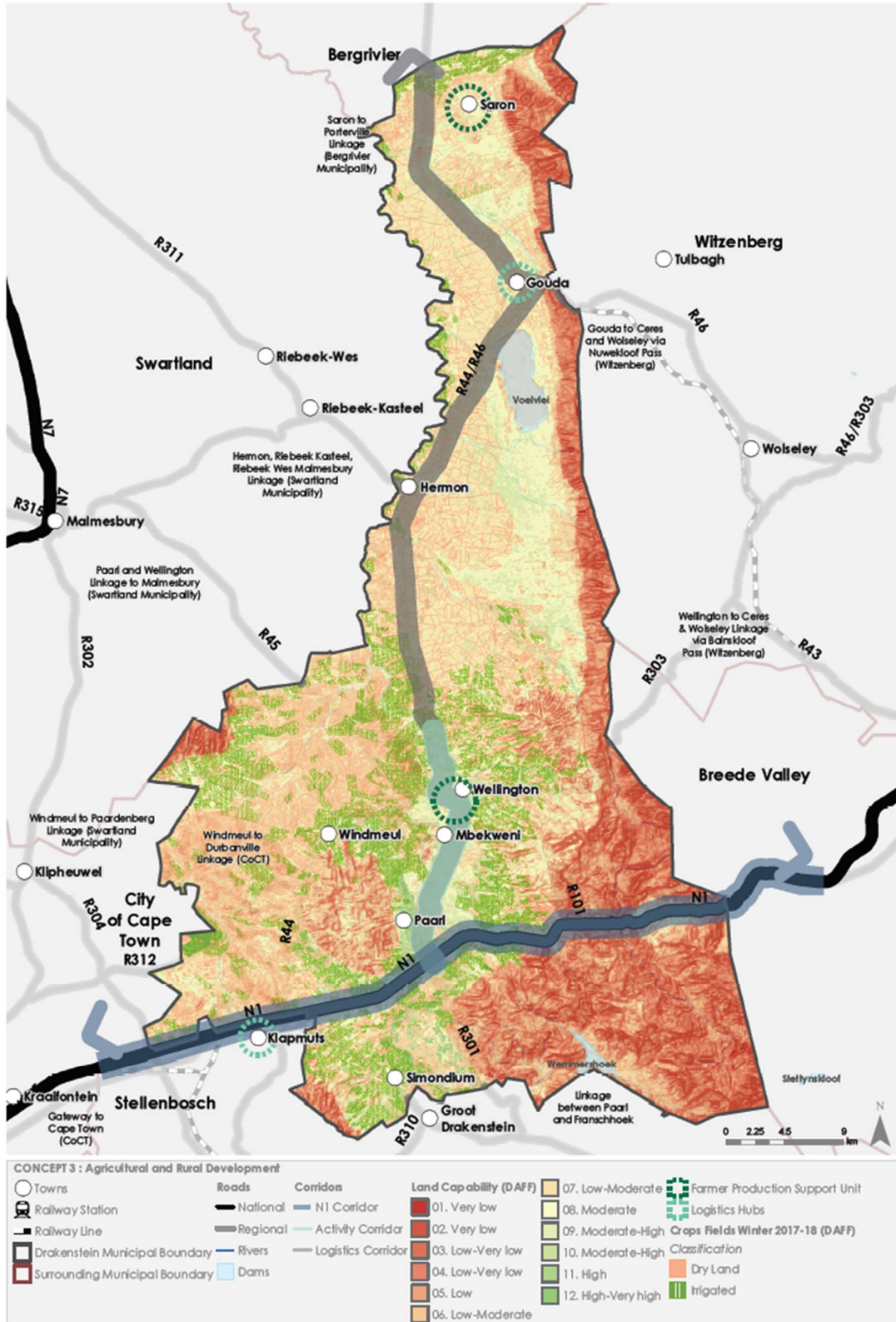
- a) Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas; and
- b) Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas.

From the above, it is clear that SPLUMA calls for provisions that are flexible and appropriate for the management of informal settlements. Government organisation, non-profit organisations and communities are engaging with various ways of addressing the eminent needs of people living in informal settlements. One such approach is through re-blocking (see explanation below).

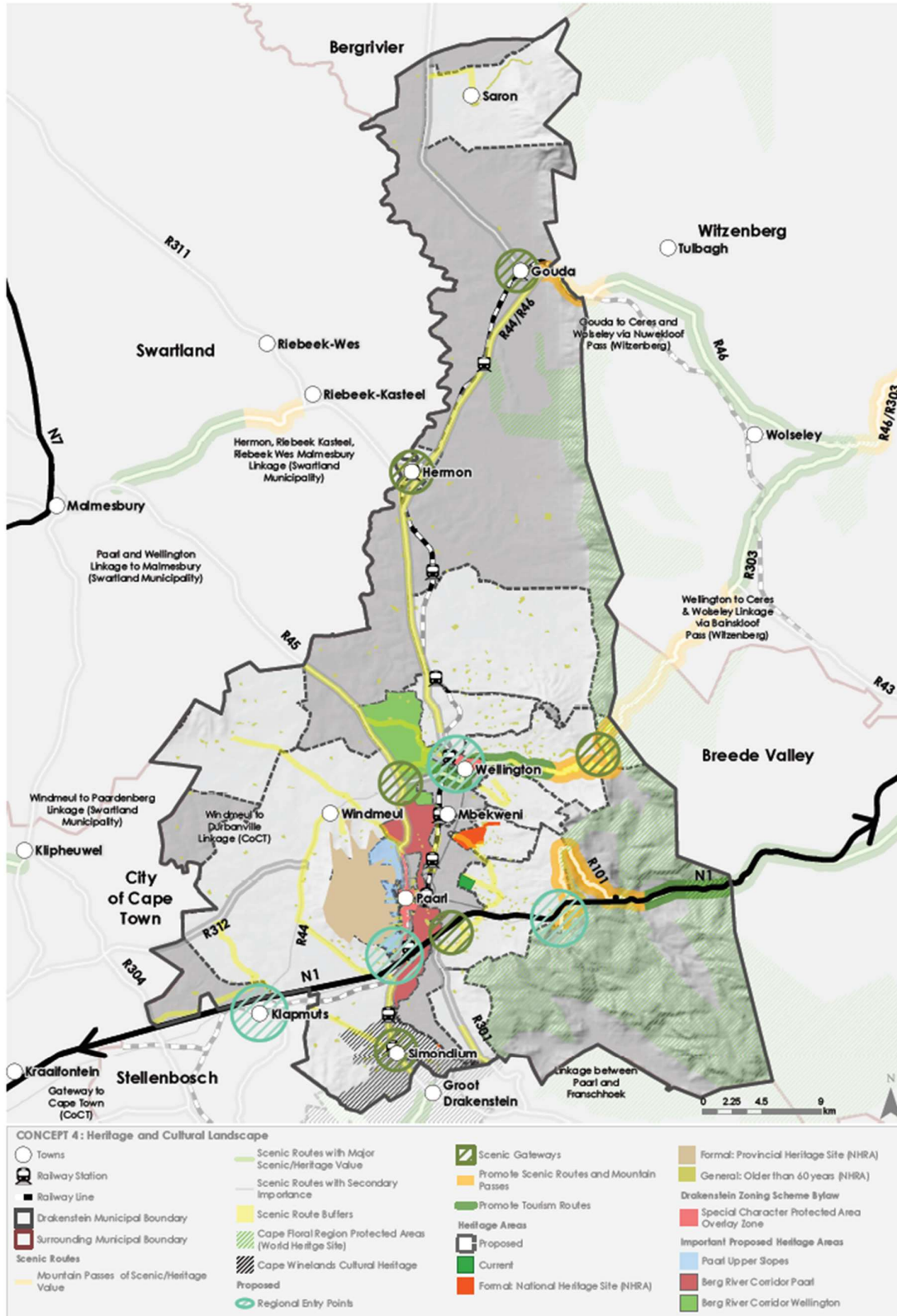
This new approach to addressing challenges in informal settlements should be considered as alternatives to conventional approaches, especially in light of a shrinking budget allocations for municipal housing projects. The Drakenstein HSP, 2020, provides more detail regarding strategies and interventions for informal settlements in Drakenstein Municipality.



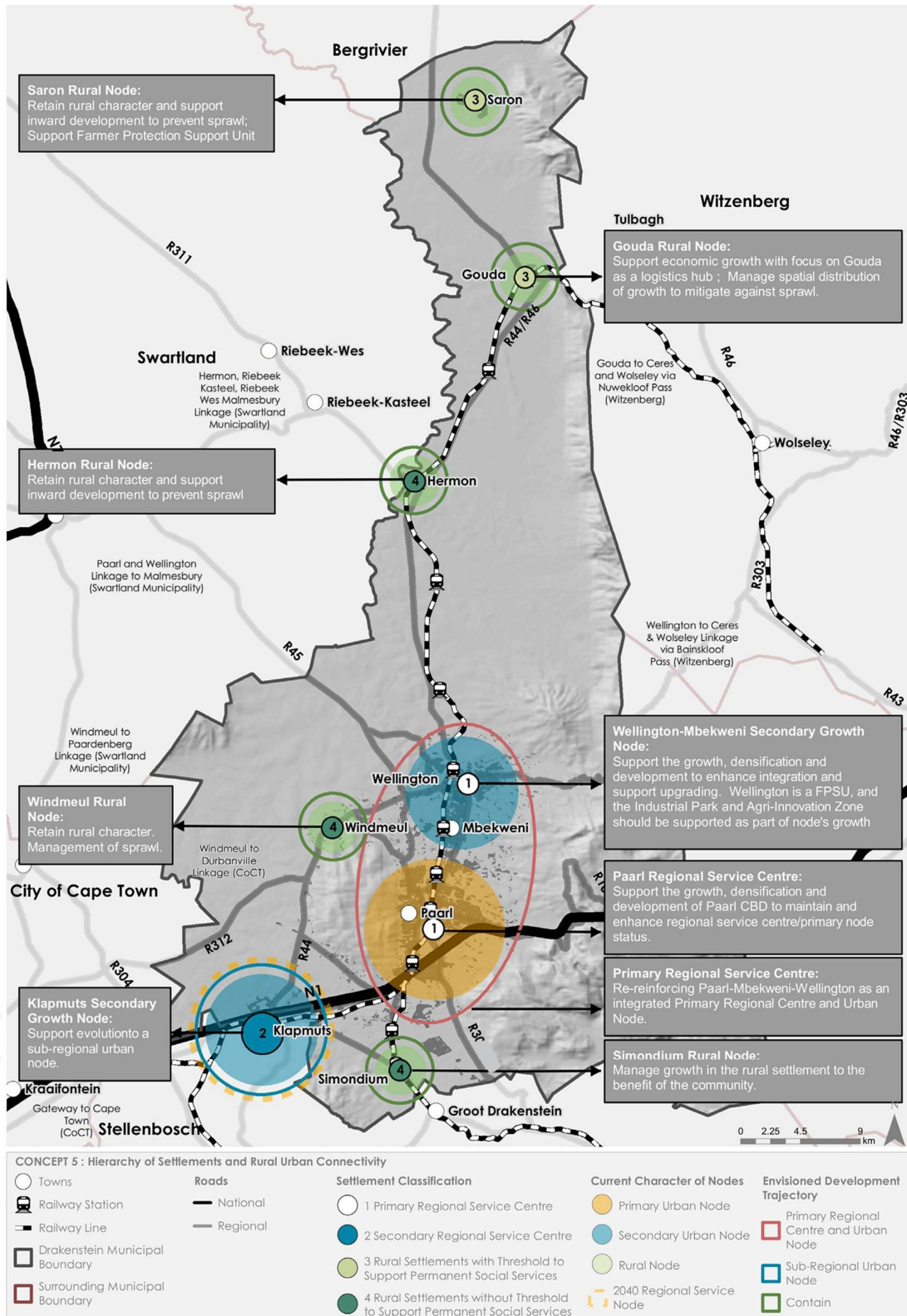
Map 3.1: Concept 2 - Promoting Integrated Environmental Management.



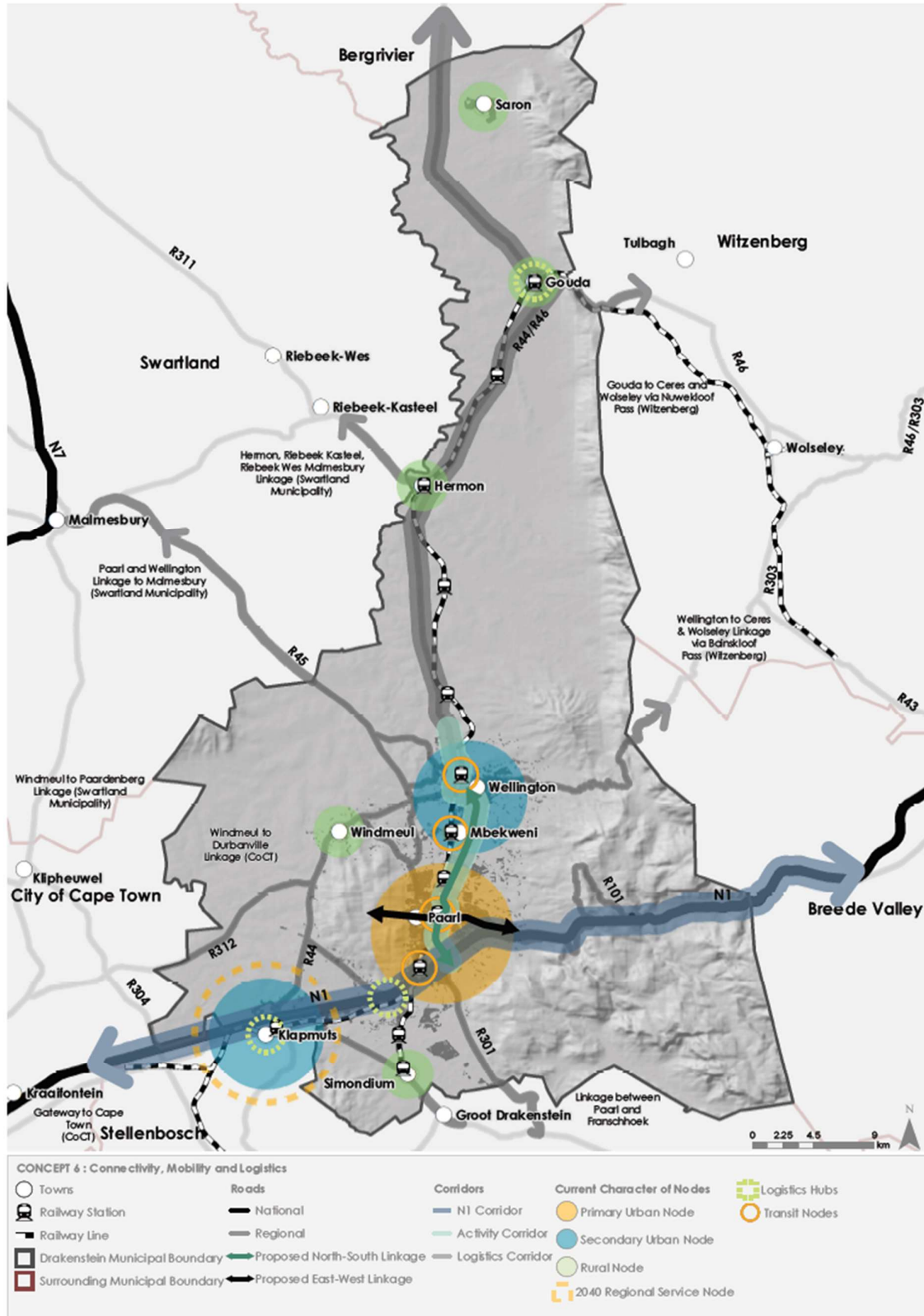
Map 3.2: Concept 3 - Promoting Agriculture and Rural Development.



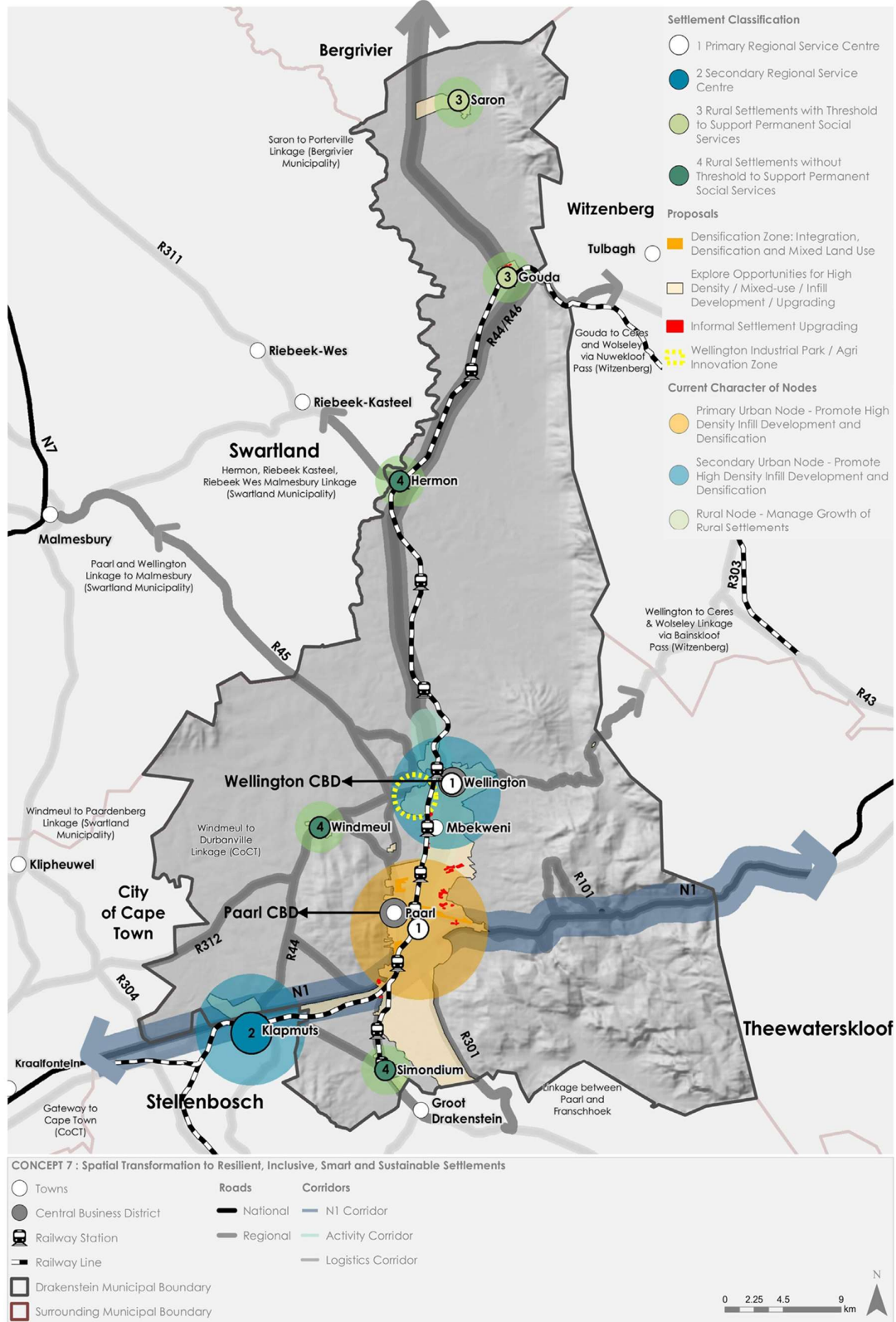
Map 3.3: Concept 4 - Protecting and Promoting Heritage and Cultural Landscapes.



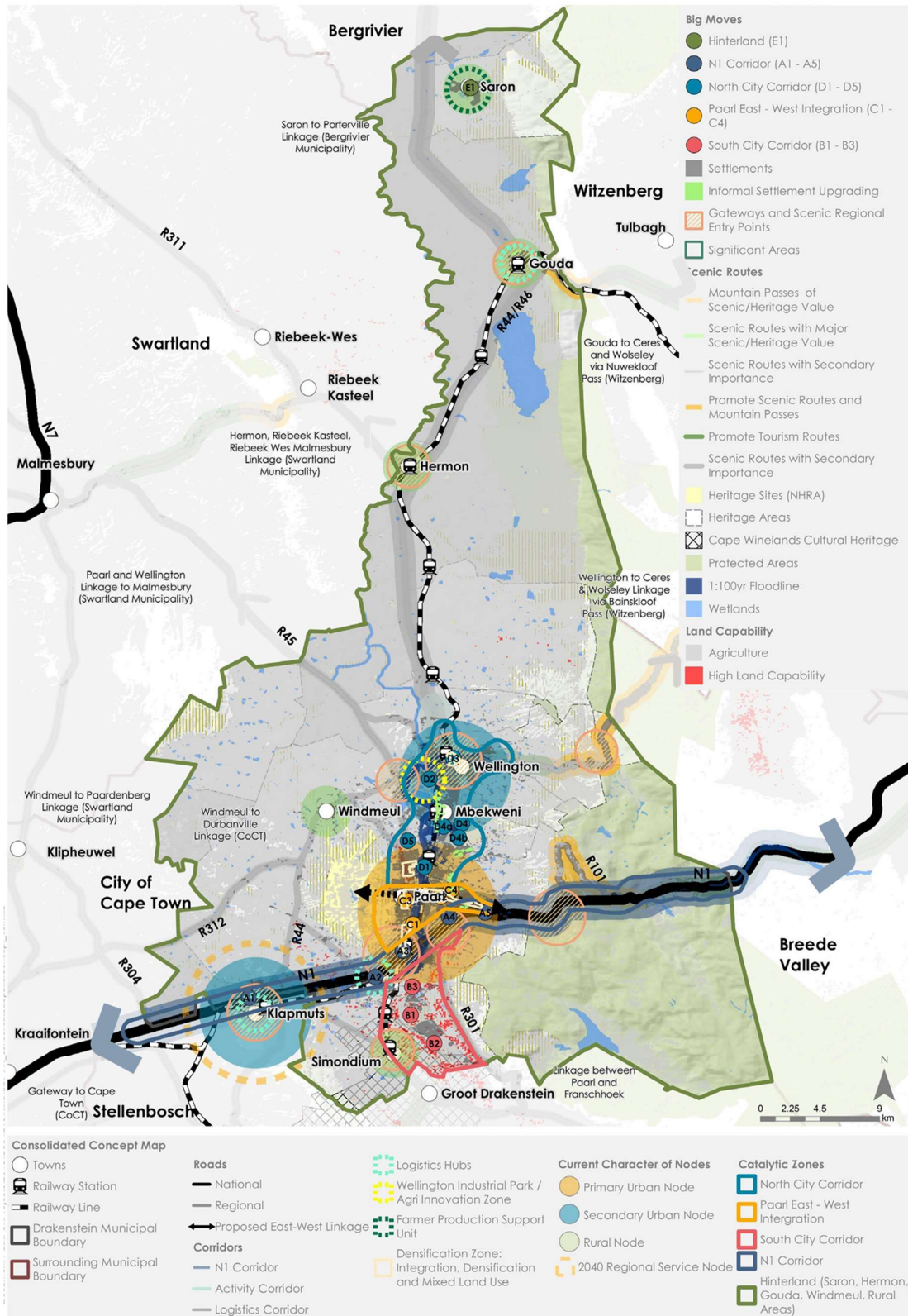
Map 3.4: Concept 5 - Reinforcing the Hierarchy of Settlements and Promoting Rural-Urban Connectivity.



Map 3.5: Concept 6 - Promoting Connectivity, Mobility and Logistics Corridors.



Map 3.6: Concept 7 - Promoting Spatial Transformation toward Resilient, Inclusive, Smart and Sustainable Settlements.



Map 3.7: Consolidated Spatial Development Concept.

3.4 SDF Spatial Proposals

The key spatial themes as discussed above are to be achieved through various spatial proposals.

The proposals are framed in Table 3.3 below, and spatially illustrated on a series of maps, through the use of Spatial Focus Area Maps. These proposals will directly guide municipal decision-making on development applications. Furthermore, each proposal is meant to support specific key spatial themes, as illustrated in Table 3.3 below.

Table 3.3. SDF Themes in support of the Spatial Proposals.

No	SDF Themes	Group	Drakenstein SDF Proposals in achieving the Themes
1	Promoting Integrated Environmental Management	A	a) Protect threatened and scarce resources; b) Retain of high capability land (high potential and valuable agricultural land); c) Securing connectivity between natural habitats within and between threatened ecosystems; d) Protect and celebrate natural features as collective spaces; and e) Protect and enhance scenic and heritage assets;
2	Protecting and Promoting Heritage and Cultural Landscapes		
3	Promoting Agriculture and Rural Developments	B	a) Promoting urban agriculture and small scale farming; b) Prevent urban encroachments onto agricultural land and the ad hoc transformation of agricultural land to urban land uses; c) Facilitate local produce markets and informal trading; d) Implement urban renewal initiatives; e) Promote urban densification at appropriate locations; f) Revitalisation of the rural economy by means of small town; g) Promote connectivity and mobility through non-motorised transport (NMT) and transport oriented development (TOD); h) Development of integrated human settlements and mixed infill development in alignment with public transport planning; i) Development of open spaces as areas of integration and social cohesion; j) Embrace informality in the urban system; and k) Promote infrastructure investment along major transport routes and around public transport interchanges.
4	Reinforcing the Hierarchy of Settlements and Promoting Rural-Urban Connectivity		
5	Promoting Connectivity, Mobility and Logistics Corridors		
6	Promoting Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements	C	a) Promote the clustering of urban functions; b) Promote the implementation of infrastructure that will yield the appropriate and good return on investment from a social and economic perspective. c) Improve the public realm of main activity streets and mixed nodes; d) Promote the implementation of green infrastructure at appropriate locations; e) Promote development within and around areas with existing appropriate infrastructure; f) Facilitate the implementation of effective and appropriate internet connectivity; g) Implement policies that encourage sustainable and conducive urban growth; and h) Prioritise appropriate resources allocation.
7	Implementing Catalytic Zones and Big Moves		

Table 3.4: The SDF Elements in support of the spatial proposals.

No	Proposal Name	Enforced through Spatial Focus Area (SFA) 'Spatial Element'	Explanation
1	Protect threatened and scarce resources.	a) "Retained Rural Areas"; b) "CBA"; c) "ESA"; d) "Urban Edge"; e) "Significant Water Bodies"; f) "Floodline"; and g) "Green Core".	This strategy recognises the invaluable benefits provided by these natural resources, not only in terms of sustaining life, but also as a major economic contributor through its value in enhancing the tourism, living and working experience within the Drakenstein Municipality.
2	Retain high capability land (high potential and valuable agricultural land).	a) "Heritage Resources"; b) "Scenic Route"; c) "Agrarian Settlement Development"; d) "Green Core"; e) "Urban Edge"; f) "CBA"; g) "Retained Rural Areas"; and h) "Green Gateway".	This strategy recognises the importance of the Drakenstein Municipality's responsibility to protect and enhance the history, culture and aesthetic value of the assets under its curatorship. Notwithstanding the economic and social benefits derived by these assets, but also for the sake of preserving and enhancing these assets for future generations.
3	Securing connectivity between natural habitats within and between threatened ecosystems.	a) "Urban Edge"; b) "Retained Rural Area"; c) "Peri Urban Farming"; d) "Floodline"; and e) "Significant Water Bodies".	Given the rate of urban sprawl and climate change and its resultant adverse impact on productive natural systems, it is critical to ensure that existing productive agricultural land be preserved to protect food and economic (employment) security. This is necessary to ensure that the Drakenstein Municipality becomes more resilient to the impact of climate change.
4	Protect and celebrate natural features as collective spaces.	a) "CBA"; b) "ESA"; c) "Green Core"; d) "Proposed Heritage Areas"; e) "Heritage Resources"; and f) "Urban Edge".	Natural features, and open space land are natural capital. There is a powerful link between conserving natural land and public health. The land conservation ethic is a collective necessity that benefits everyone.
5	Protect and enhance scenic and heritage assets.	a) "ESA"; b) "CBA"; c) "Green Core"; and d) "Floodline".	Securing and protecting the natural movement/migration routes of fauna (animals) and flora (plants/seeds) through urban and peri-urban area are critical in supporting life and ensuring sustained biodiversity.
6	Promoting urban agriculture and small scale farming.	a) "Urban Edge"; b) "Peri-Urban Farming"; and c) "Green Core."	Urban agriculture and small scale farming supports a range of objectives from urban greening to food security. In addition, urban agriculture provides a source of income, especially to the poor communities, and provides a shorter distance from producer to consumer, meaning there is less need for marketing, transportation and packaging than there is for products grown at a distance, providing a cost advantage over rural agriculture.
7	Prevent urban encroachments onto agricultural land and the ad hoc transformation of agricultural land to urban land uses.	a) "Urban Edge"; b) "Retained Rural Areas"; c) "Paarl Farms"; and d) "Proposed Heritage Areas".	The preservation, development and sustainable use of agricultural land is of vital importance to ensure long-term food security. Urban, infrastructural and residential development on high potential agricultural land are a major contributor the alienation and reduced availability of agricultural land for agricultural production. It is important to identify high potential agricultural land and to protect this land from encroachments of proposed urban development and other urban land uses.
8	Facilitate local produce markets and informal trading.	a) "Urban Edge"; b) "Business / Commercial"; c) "Retained Rural Areas"; d) "Peri-Urban Farming; and	Informal trading is an important survival strategy, both as a means of generating local business opportunities for people, bringing income and job opportunities into to community, as well as being a source of food for so

		e) "Rural Nodes".	many living there. Local markets play a central role within the fresh produce supply chain. Crucially, their flexible, mobile businesses offer easy for many people to fresh fruit and vegetable, other foods, clothes, other household products. It is important to designate key areas for local markets and to encourage and regulate the informal trading sector.
9	Implement urban renewal initiatives.	a) "Mobility Route"; b) "Densification Zone"; c) "Urban infill"; d) "New Road"; e) "Community Spine"; and f) "Node"; g) "Urban infill"; h) "Densification Zone"; i) "Community Spine"; j) "Nodes"; and k) "Business / Commercial".	<p>CBD's, if managed correctly, can become areas of vibrancy in terms of social diversity, economic activity and public amenities (e.g. Cape Town CBD).</p> <p>However, this requires a large focus on attracting private investment through the provision of high quality pedestrian environments and public spaces as well as access to safe and reliable public transport and general safety and security (CCTV, visible policing, active frontages and passive surveillance). This can be achieved through various means (i.e. PPP's, Developer Contributions or through improvement districts).</p> <p>Current initiatives which need to be supported and implemented include the integration between Paarl East and West through Klein Drakenstein Road Central Improvement Corridor and the Paarl CBD LSDF and Wellington CBD Urban Design Framework.</p>
10	Promote urban densification at appropriate locations.	a) "Approved Housing Projects"; b) "Potential future Housing Projects"; c) "Mobility Route"; d) "Densification Zone"; e) "Urban infill"; f) "New Road"; g) "Community Spine"; and h) "Node"; i) "Urban infill"; j) "Densification Zone"; k) "Community Spine"; l) "Nodes"; and m) "Business / Commercial".	Densification at appropriate locations, allows for the increased viability of public transport and enhanced infrastructure utilization (i.e. bulk infrastructure, access to key areas, NMT Routes, social facilities, high quality green/open spaces, etc.). The Covid-19 pandemic has reinforced the value of proximity by enhancing accessibility through urban design and planning.
11	Revitalisation of the rural economy by means of small town revitalization strategies.	a) "Densification Zone"; b) "Community Spine"; c) "Mobility Route". d) "New Road"; e) "Urban infill"; f) "Mixed Use / Industrial"; g) "Scenic Route", and h) "Business /Commercial".	In contemporary times, small/rural towns can no longer flourish if their only focus is on being a service centre for surrounding farms/rural areas. Their focus must shift towards diversification into various industries to ensure their survival. This includes a large focus on tourism (leveraging from large urban areas as the feeder) or niche industries that differentiates them from other areas.
12	Promote connectivity and mobility through non-motorised transport (NMT) and transport orientated development (TOD).	a) "Densification Zone"; b) "Community Spine"; c) "Mobility Route". d) "New Road"; e) "Urban infill"; f) "Mixed Use"; and g) "Business / Commercial".	NMT and TOD initiatives should be geared to change, develop and stimulate the built form in the urban environment in such a way that the movement patterns of people and goods are optimized to create urban efficiencies and enable social equality and economic development.
13	Development of integrated human settlements and mixed infill developments in alignment with public transport planning.	a) "Approved Housing Projects"; b) "Potential future housing projects"; c) "Completed housing projects"; d) "Urban infill"; and e) "Densification Zone".	<p>Access to well-located affordable housing is one of the main urban challenges in South Africa currently. Providing access to a mix of housing opportunities (typology and tenure type) can have a significant impact on the lives of people.</p> <p>This includes increased access to economic opportunities, increased safety, access to more</p>

			affordable public transport as well as access to social facilities and quality public spaces. Current initiatives which should be supported and implemented, that will go a long way in the realisation of this strategy, is the Stations Precinct Plans to promote high density mixed-use development in proximity of the stations
14	Development of open spaces as areas of integration and social cohesion.	a) "Public / Community facilities / School / Education".	<p>Having quality open spaces, where people can socialise, exercise or relax, is a critical element to support urban strategies such as urban densification and the reduction of urban sprawl.</p> <p>As society starts living in smaller residential spaces, frequently not on the ground floor, the public realm becomes more important. However, in the South African context, with a high prevalence of crime, creating such a safe and inviting space is challenging. In this sense, it is proposed that one or two well located open spaces (per town) are selected for significant investment (rather than multiple small unused open spaces). This will enable the provision of maintenance and safety elements (access control, CCTV, security etc) in order to facilitate a public space that can be enjoyed by all.</p> <p>One example of such a current initiative, which needs to be supported and implemented to extract maximum value for the public (i.e. developers contributing to the upgrade of the Arboretum), is the Paarl Waterfront/ Arboretum Precinct Plan.</p>
15	Embrace informality in the urban system.	a) "Urban Infill"; b) "Emergency Housing"; and c) "Proposed Future Housing Projects".	Given the high rate of informality in terms of housing and the economy, it is critical to embrace this informality as it is not something that can be eradicated in the short-term. In this sense, the focus must be on the provision or facilitation of "dignified" informality, rather than the complete formalisation thereof being the only focus. This relates to all aspects of informality, but particularly the provision of serviced sites (self-build) and dignified informal trading areas (water, electricity, lighting, etc.). This will also enable the better regulation of informality in terms of the economy and housing.
16	Promote infrastructure investment along major transport routes and around public transport interchanges.	a) "Urban Infill"; b) "New Road"; c) "Mobility Route"; d) "Community Spine"; e) "Nodes"; f) "Densification Zone"; and g) "Business / Commercial".	Transport networks should be efficient, affordable, accessible and comprehensive. Good modal interchanges are central to creating such networks. It is important to target investment to build infrastructure in the right places and of the right kind which serves the communities in Drakenstein. These investments must promote energy efficiency and involve the least consumption of resources.
17	Promote the clustering of urban functions.	a) "Urban Edge"; b) "Urban Infill"; c) "New Road"; d) "Mobility Route"; e) "Community Spine"; f) "Public / Community Facility / School / Education"; g) Business / Commercial"; h) "Nodes"; and i) "Densification Zone".	Compact growth can be achieved through managed expansion and/or urban retro-fitting that encourages higher densities, the development of functionally and socially mixed neighbourhoods, walkable and human-scale local urban environments, the redevelopment of existing brownfield sites, and the provision of green spaces. Innovative urban infrastructure and technology can enable the economic benefits of more compact urban forms to be captured. Investments in appropriate transport systems, both motorized and non-motorised, that connect employment, housing and commercial clusters are critical.

18	Promote the implementation of infrastructure that will yield the appropriate and good return on investment from a social and economic perspective.	<ul style="list-style-type: none"> a) "Gateways"; b) "Urban Infill"; c) "Nodes"; d) Public / Community Facility / Scholl / Education; e) "Mobility Route"; f) "Community Spine"; g) "Proposed Industrial"; and h) "Business / Commercial". 	<p>Applying this strategy to new growth and investment speaks to the overarching purpose of the strategies contained within this SDF. This relates to the fact that resources are finite and thus it needs to be allocated to areas where it will have the greatest positive impact for the greatest number of people.</p> <p>This involves investing in areas that have high growth potential, where infrastructure and services exist, as well as promoting densification, brownfield development and infill affordable housing. One such current initiative is the proposed development of the Wellington Industrial Park.</p>
19	Improve the public realm of main activity streets and mixed nodes.	<ul style="list-style-type: none"> a) "Urban infill"; b) "Densification Zone"; c) "Nodes"; d) "Business / Commercial"; e) "Public / Community Facility / School / Education"; f) "New Road"; g) "Mobility Route"; and h) "Community Spine". 	<p>Creating quality public spaces, activity streets and mixed use nodes through strategic urban design frameworks and landscape architecture makes an invaluable difference to a certain area's sense of place. This should be coupled with a comprehensive and implementable urban regeneration strategy to attract private investment. For example, the provision of public furniture, trees and landscaped areas along Lady Grey Street will go a long way in achieving this.</p>
20	Promote the implementation of green infrastructure at appropriate locations.	<ul style="list-style-type: none"> a) "Urban infill"; b) "CBA"; c) "ESA"; d) "Green Core"; e) "Densification Zone"; f) "Nodes"; g) "Industrial"; h) "Business / Commercial"; i) "New Road"; j) "Mobility Route"; and k) "Community Spine". 	<p>'Green infrastructure' is not simply an alternative way to describe conventional open and green spaces like parks. It includes a wide array of practices such as infiltration, evapotranspiration and rainwater harvesting; preserving and restoring natural landscape features such as forests, floodplains, rivers, wetlands, and canals, including their banks; and site-specific features such as bioretention, trees, green roofs, road verges, permeable sidewalks and cisterns. It enhances the liveability and prosperity of settlements by reducing adverse environmental impacts and increasing resilience. In so doing, it protects existing built infrastructure from the impacts of climate change and advances human and environmental health.</p>
21	Promote development within and around areas with existing appropriate infrastructure.	<ul style="list-style-type: none"> a) "Urban Footprint; b) "Urban Edge"; c) "Urban infill"; d) "Densification Zone"; e) "Nodes"; f) "Industrial"; g) "Business / Commercial" h) "Mobility Route"; and i) "Community Spine". 	<p>Development where infrastructure is already in place, is a preferred growth strategy because of the many, environmental, social and economic benefits it provides. For instance, converting underused infill sites, into vibrant mixed-use developments, will strengthen the local economy, reduce pressure to convert undeveloped land, be more financial viable, etc. In addition, constructing new greener infrastructure, retro-fitting or reconfiguring existing infrastructure systems and exploiting the potential of smart technologies can greatly contribute to the reduction of environmental impacts and disaster risks as well as the construction of resilience and the increase of efficiency in the use of natural resources.</p>

22	Facilitate the implementation of effective and appropriate internet connectivity.	<ul style="list-style-type: none"> a) "Urban Infill"; b) "Densification Zone"; c) "Nodes"; and d) "Business / Commercial". 	Technology is transformative and powerful. It is changing the way in which people, work, play and live. Therefore, it is important in Drakenstein to improve internet speeds, provide better internet services, empower residents by bringing them closer to opportunities through internet connectivity, and to invest in digital infrastructure all over the municipal area. Furthermore, Covid-19 and the related lockdown measures have highlighted how important it is for everyone to have access to reliable and resilient digital infrastructure.
23	Facilitate the implementation of the Strategic Initiative.	<ul style="list-style-type: none"> a) "Urban Infill"; b) "Nodes"; c) "Densification Zone"; d) "Urban Edge"; e) "Proposed Industrial"; and f) "Business/ Commercial". 	It is critical that the Drakenstein Municipality takes a strong leading role in guiding this development in a sustainable and desirable way. This also involves addressing the shortage of bulk services specifically water, electricity and sewerage in areas.
24	Implement policies that encourage sustainable and conducive urban growth.	<ul style="list-style-type: none"> a) "Urban Infill"; b) "Nodes"; c) "Densification Zone"; d) "Mixed Use / Industrial"; e) "Urban Edge"; f) "Industrial"; and g) "Business/ Commercial". 	Good urban governance is a multi-dimensional concept that focuses on the improvement of the quality of living conditions of local citizens, especially those of marginalized and disadvantaged communities. Good urban governance and sustainable development are closely linked. The development of refined policies and guidelines to assist urban growth would be beneficial to improve overall sustainable development and resilience.
25	Prioritise resources allocation.	<ul style="list-style-type: none"> a) Urban Infill"; b) "Nodes"; c) "Densification Zone"; d) "Urban Edge"; e) "Mixed Use / Industrial"; f) "Industrial"; and g) "Business/ Commercial". 	The planning and prioritizing of resources need to be allocated to the greatest effect towards achieving sustainable growth and to enable prosperity in the municipal area.

3.5 Alignment of IDP Key Performance Areas (KPA), Pre-determined Objectives (PDOs), SDF Themes and SDF Proposals

As stated above, to achieve and realize the above-mentioned Drakenstein Municipality’s vision of “A City of Excellence”, Drakenstein Municipality has identified six Key Performance Areas (KPA) and thirty-nine Pre-determined Objectives (PDOs). From these thirty-nine PDOs, various projects, programmes and key initiatives have been developed.

In the SDF Status Quo Report, key spatial challenges and opportunities were identified and analysed within Drakenstein Municipality. The aforementioned identification and analysis process was structured by evaluating the spatial challenges and opportunities in Drakenstein Municipality within three overarching themes, namely: the biophysical, socio-economic and built environment themes, and their various sub-elements.

Subsequently, seven themes emerged (refer to Chapter 3.3 above), based on the synthesis of the key spatial opportunities and challenges identified in the Status Quo Report, as well as from the formulation of the spatial vision. It is important to note that the seven themes that were identified need to be linked with the IDP KPA and PDOs in order to achieve synergy between the SDF and IDP.

Table 3.5 to Table 3.10 below links the IDP KPAs and PDOs with the seven specified SDF themes (which flow into the SDF proposals). As indicated from the tables below, the SDF themes makes cross-cutting references to each of the IDP KPAs and PDOs. Therefore, it can be concluded that the IDP KPAs and PDOs, and the SDF themes are aligned with each other, with the IDP providing the broad basis for performance within the municipality, and the SDF themes providing proposals from a spatial view.

Table 3.5: Alignment of IDP KPA 01: Governance and Compliance.

01 IDP KPA: Governance and Compliance <u>Strategic Objective:</u> To ensure good governance and compliance. <u>Outcome:</u> A responsive Municipality based on sound principles which embodies and embrace the rule of law, public participation, accountability and responsibility.		SDF Applicability	
Pre-Determined Objectives		Spatial Themes	SDF Proposals
1	Governance Structures	a) Implementing Catalytic Zones and Big Moves	C(f): Facilitate the implementation of effective and appropriate internet connectivity; and C(g): Implement policies that encourage sustainable and conducive urban growth.
2	Risk Management and Assurance	b) Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements	
3	Stakeholder Participation		
4	Intergovernmental Relations (IGR)		
5	Communication		
6	Marketing (Branding and Website)		
7	Customer Relations Management		

Table 3.6: Alignment of IDP KPA 02: Finance.

02: IDP KPA: Finance <u>Strategic Objective:</u> To ensure financial sustainability in order to meet the statutory requirements. <u>Outcome:</u> Affordable and sustained revenue base to finance capital and operating budget expenses. Sound financial management practices and clean audit reports to build the public's confidence in management.		SDF Applicability	
Pre-Determined Objectives		Spatial Themes	SDF Proposals
8	Revenue	a) Implementing Catalytic Zones and Big Moves	C(b): Promote the implementation of infrastructure that will yield the appropriate and good return on investment from a social and economic perspective; C(e): Promote development within and around areas with existing appropriate infrastructure; and C(h): Prioritise appropriate resources allocation.
9	Expenditure	b) Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements	
10	Budgeting and Funding		
11	Capital Expenditure		
12	Assets		
13	Financial Viability		
14	Supply Chain Management		
15	Financial Reporting		

Table 3.7: Alignment of IDP KPA 03: Organisation and Human Capital.

03: IDP KPA: Organisation and Human Capital <u>Strategic Objective:</u> To ensure an efficient and effective organisation supported by a competent and skilled workforce. <u>Outcome:</u> A motivated and skilled workforce that supports the operational needs of the municipality in the implementation of the IDP objectives.		SDF Applicability	
Pre-Determined Objectives		Spatial Themes	SDF Proposals
16	Organisational Structure	a) Implementing Catalytic Zones and Big Moves	C(f): Facilitate the implementation of effective and appropriate internet connectivity; C(g): Implement policies that encourage sustainable and conducive urban growth; and C(h): Prioritise appropriate resources allocation.
17	Human Capital		
18	Performance Management		
19	Systems and Technology		
20	Processes and Procedures		

Table 3.8: Alignment of IDP KPA 04: Infrastructure & Services.

04: IDP KPA: Infrastructure & Services <u>Strategic Objective:</u> To provide and maintain the required physical infrastructure and to ensure sustainable and affordable services. <u>Outcome:</u> Well-developed strategies implemented to promote economic growth and development in the municipal area.		SDF Applicability	
Pre-Determined Objectives		Spatial Themes	SDF Proposals
21	Fleet and Mechanical Workshop	a) Reinforcing the Hierarchy of Settlements and Promoting Rural-Urban Connectivity b) Promoting Connectivity, Mobility and Logistics Corridors c) Promoting Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements d) Implementing Catalytic Zones and Big Moves	B(e): Promote urban densification at appropriate locations; B(g): Promote connectivity and mobility through non-motorised transport (NMT) and transport orientated development (TOD); B(h): Development of integrated human settlements and mixed infill development in alignment with public transport planning; B(j): Embrace informality in the urban system; B(k): Promote infrastructure investment along major transport routes and around public transport interchanges; C(a): Promote the clustering of urban functions; C(b): Promote the implementation of infrastructure that will yield the appropriate and good return on investment from a social and economic perspective; C(c): Improve the public realm of main activity streets and mixed nodes;
22	Electricity and Energy		
23	Transport, Roads and Storm Water		
24	Water and Wastewater		
25	Solid Waste		
26	Municipal and Public Facilities		

			<p>C(d): Promote the implementation of green infrastructure at appropriate locations;</p> <p>C(e) Promote development within and around areas with existing appropriate infrastructure;</p> <p>C(f): Facilitate the implementation of effective and appropriate internet connectivity;</p> <p>C(g): Implement policies that encourage sustainable and conducive urban growth; and</p> <p>C(h): Prioritise appropriate resources allocation.</p>
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Table 3.9: Alignment of IDP KPA 05: Planning and Development.

05: IDP KPA: Planning and Development <u>Strategic Objective:</u> To plan, promote investment and facilitate economic growth. <u>Outcome:</u> Well-developed strategies implemented to promote economic growth and development in the municipal area.		SDF Applicability	
Pre-Determined Objectives		Spatial Themes	SDF Proposals
27	Economic Development and Tourism	a) Promoting Integrated Environmental Management	A(a): Protect threatened and scarce resources;
28	Land Use and Properties	b) Protecting and Promoting Heritage and Cultural Landscapes	A(b): Retain of high capability land (high potential and valuable agricultural land);
29	Spatial Planning	c) Promoting Agriculture and Rural Developments	A(c): Securing connectivity between natural habitats within and between threatened ecosystems;
30	Environment and Natural Resources	d) Reinforcing the Hierarchy of Settlements and Promoting Rural-Urban Connectivity	A(d): Protect and celebrate natural features as collective spaces;
31	Urbanisation and Human Settlements	e) Promoting Connectivity, Mobility and Logistics Corridors	A(e): Protect and enhance scenic and heritage assets;
		f) Promoting Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements	B(a): Promoting urban agriculture and small scale farming;
		g) Implementing Catalytic Zones and Big Moves	B(b): Prevent urban encroachments onto agricultural land and the ad hoc transformation of agricultural land to urban land uses;
			B(c): Facilitate local produce markets and informal trading;
			B(d): Implement urban renewal initiatives;
			B(e): Promote urban densification at appropriate locations;
			B(f): Revitalisation of the rural economy by means of small town;
			B(g): Promote connectivity and mobility through non-motorised transport (NMT) and transport orientated development (TOD);

		<p>B(h): Development of integrated human settlements and mixed infill development in alignment with public transport planning;</p> <p>B(i): Development of open spaces as areas of integration and social cohesion;</p> <p>B(j): Embrace informality in the urban system;</p> <p>B(k): Promote infrastructure investment along major transport routes and around public transport interchanges;</p> <p>C(a): Promote the clustering of urban functions;</p> <p>C(b): Promote the implementation of infrastructure that will yield the appropriate and good return on investment from a social and economic perspective;</p> <p>C(c): Improve the public realm of main activity streets and mixed nodes;</p> <p>C(d): Promote the implementation of green infrastructure at appropriate locations;</p> <p>C(e): Promote development within and around areas with existing appropriate infrastructure;</p> <p>C(g): Implement policies that encourage sustainable and conducive urban growth; and</p> <p>C(h): Prioritise appropriate resources allocation.</p>
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Table 3.10: Alignment of IDP KPA 06: Community Development.

06: IDP KPA: Community Development <u>Strategic Objective:</u> To facilitate, support and promote social and community development <u>Outcome:</u> To establish an environment where the poor and the most vulnerable are empowered through the building of social capital, the implementation of development programs and support; and sustainable livelihood strategies		SDF Applicability	
Pre-Determined Objectives		Spatial Themes	Spatial Proposals
32	Social Development	a) Protecting and Promoting Heritage and Cultural Landscapes	A(d): Protect and celebrate natural features as collective spaces;
33	Sport and Recreation		A(e): Protect and enhance scenic and heritage assets;
34	Parks and Open Spaces	b) Promoting Agriculture and Rural Developments	B(a): Promoting urban agriculture and small scale farming;
35	Cemeteries and Crematorium		B(c): Facilitate local produce markets and informal trading;
36	Disaster and Emergencies	c) Promoting Spatial Transformation towards Resilient, Inclusive, Smart and Sustainable Settlements	B(i): Development of open spaces as areas of integration and social cohesion;
37	Safety and Security		B(j): Embrace informality in the urban system;
38	Traffic and Law Enforcement	d) Implementing Catalytic Zones and Big Moves	C(a): Promote the clustering of urban functions;
39	Libraries		C(b): Promote the implementation of infrastructure that will yield the appropriate and good return on investment from a social and economic perspective;
			C(c): Improve the public realm of main activity streets and mixed nodes;
			C(f): Facilitate the implementation of effective and appropriate internet connectivity;
			C(g): Implement policies that encourage sustainable and conducive urban growth; and
			C(h): Prioritise resources allocation.

3.6 Alignment of the IDP interventions with SDF Spatial Interventions and Projects

Chapter 3 of the IDP contains the development plan of Drakenstein Municipality and its alignment to the budget as well as amended Spatial Development Framework. The development plan consists of the six KPAs, thirty-nine PDOs, and the respective key initiatives, key programmes as well as capital projects formulated to achieve the developmental goals and vision of the Municipality.

In essence, the SDF translates the identified programmes and initiatives, as far as possible, into key spatial interventions and projects, which must be executed in order to achieve the desired spatial form of the Municipality. The respective SDF spatial interventions and projects are visually represented through the use of a series of maps. The spatial interventions and projects are included in the SDF Implementation Plan (refer to Table 4.15 below) which is directly aligned with the financial plan and key performance indicators and performance targets as required in terms of Sections 26(h) to (i) of the MSA.

3.7 Alignment with identified key Spatial Priority Areas and the Spatial Focus Areas (SFAs)

As stated above, Vision 2032 is the long-term vision for the Drakenstein Municipality to realise the IDP vision of being “A City of Excellence” within the next eleven years. Vision 2032 makes provision for five development areas within the Drakenstein municipal area, whilst the SDF developed twelve Spatial Focus Areas (which includes rural areas at a broader level).

The five development areas as indicated in the Vision 2032 refer to a spatial location on a broader scale, whilst the SDF Focus Areas provide more detailed spatial information up to cadastral level.

3.7.1 Spatial Priority Areas

The development areas are intra-municipal areas of spatial and economic activity. Each development area contains various initiatives that over the next ten years, will dramatically alter and improve the space, economy and sustainability of Drakenstein Municipality. These development areas overlap, and cut across wards and administrative boundaries of the settlements in Drakenstein Municipality. Table 3.3 above portrays the five Spatial Priority Areas and their key initiatives.

3.7.2 Spatial Focus Areas

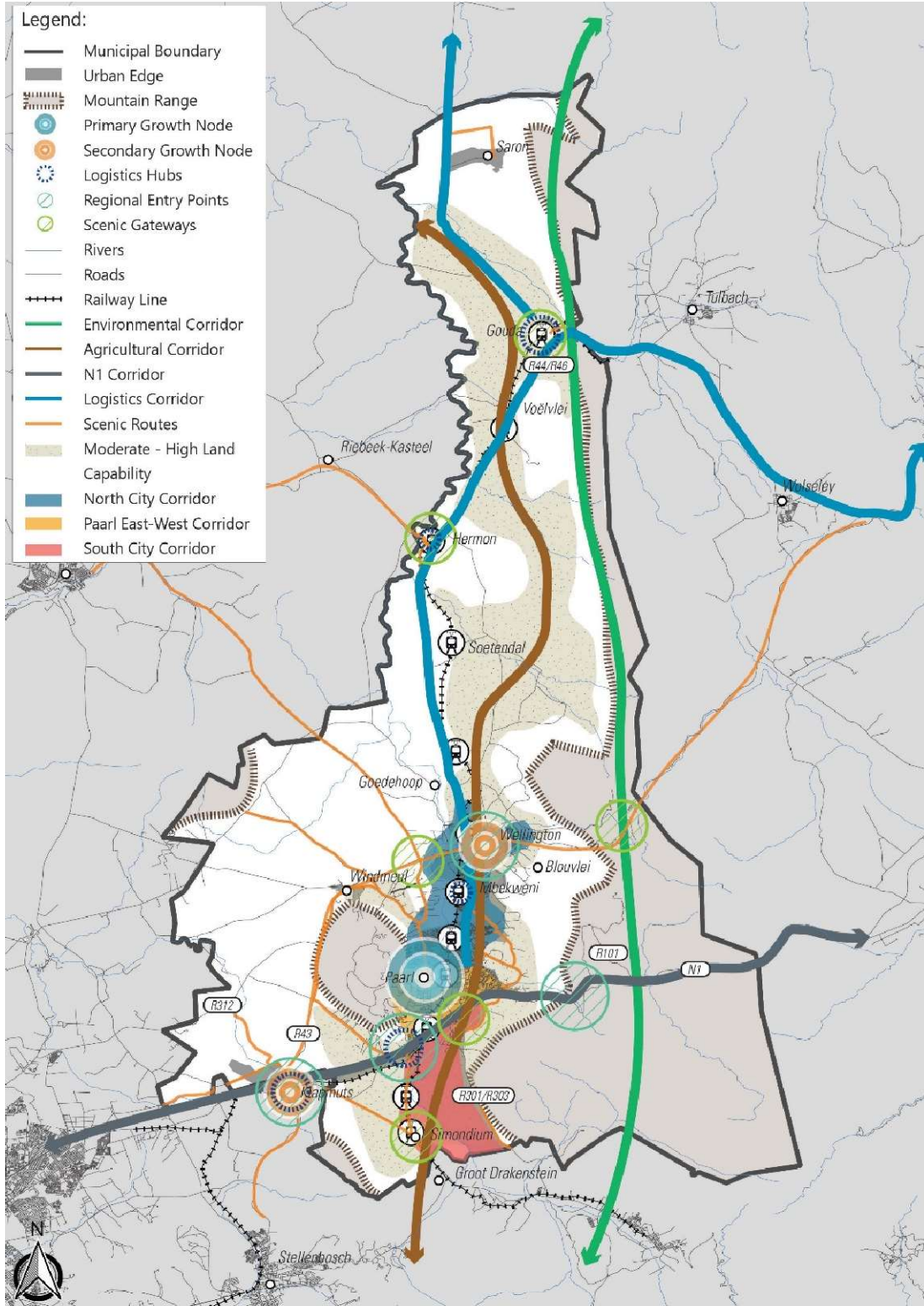
Twelve Spatial Focus Areas (SFAs) were identified in the SDF for Drakenstein Municipality. Each SFA contains spatial interventions, which are presented in an intervention matrix and on a spatial concept plan. The intervention matrix is aligned to the applicable PDOs as identified in the IDP. These spatial focus areas should not be seen in isolation, but should be considered in close relation to one another in order to ensure that the broader spatial concepts are achieved in a holistic and cohesive manner.

3.8 Strategic alignment with neighbouring municipalities

Drakenstein Municipality is bordered by the Swartland Municipality towards the north-west. Witzenberg Municipality borders Drakenstein Municipality towards the north-east, and the Bergriver Municipality abuts the northern border of Drakenstein Municipality. Towards the east, Drakenstein is bordered by the Breede Valley Municipality, to the south by the Stellenbosch Municipality, and towards the south-west by City of Cape Town. The spatial proposals contained in the SDFs of the neighbouring municipalities will impact and inform the Drakenstein SDF's spatial proposals.

In addition, these municipalities are dependent on one another and should ensure that a consistent approach to key elements are shared to ensure that the system's functionality is maintained and managed sustainably, and is also resilient. The following key aspects are important to consider in this regard:

- a) Maintaining and managing the integrity to linear green/open spaces;
- b) Understanding the regional settlement hierarch and positioning of the major nodes and their sustainable growth related to one another;
- c) Management of alien invasive species to reduce the risk and spreading of fires, and to enhance the water supply as shared water resources;
- d) Disaster risk management;
- e) Land use management;
- f) Protection of cultural and scenic landscapes, routes and passes; and
- g) Shared mobility corridors and transport infrastructure.



Map 3.8: Spatial Vision for Drakenstein Municipality.

3.9 Municipal Spatial Development Plan

Spatial proposals for the protection of spatial assets, to bring about spatial change and to facilitate sustainable new development, are consolidated into the composite Municipal Spatial Development Plan (refer to Map 3.9 below).

This section commences with a description of the spatial development interventions for the municipal area, that are spatially depicted on the Spatial Development Framework Focus Area (SFA) Maps.

The development of more detailed projects for the settlements and Spatial Focus Areas within the municipal jurisdiction, is set out in a series of Spatial Focus Area Maps, that should be read with the spatial interventions for each Spatial Focus Area. It indicates the conceptual approach to the Spatial Focus Area or settlement, as well as to growth areas for housing, mixed use, business and industry within the urban edge.

It is also important to note that the Spatial Focus Area concept maps, and their associated map spatial elements or focus area framework elements (refer to Table 3.11 below), are meant as a conceptual guideline for high-level decision-making, and does not replace the need to conduct detailed site-specific investigations prior to development decision-making.

For each of the Spatial Focus Areas, projects for land and planning, socio-economic infrastructure and for new, and the renewal of infrastructure, are summarised to highlight the key projects for the short and medium-term. The potential funders of the specific projects are also indicated in each of the projects tables per Spatial Focus Area. The all-inclusive capital investment and expenditure requirements are included in the Capital Investment Framework and Implementation Plan.

The Municipal Spatial Development Plan illustrates the main development proposals on a municipal scale. It sets out the hierarchy of nodes and the delineation of the urban edges of these nodes. The development proposals for the land outside of the urban edges is informed by environmental sensitive zones, heritage areas, agricultural zones, scenic routes, and tourism routes.

Proposals for agricultural land are contained in the spatial element described as Retain Rural Areas. The development proposals for these spatial elements, and those contained in the Spatial Focus Area maps, are described in Table 3.11 below.

3.10 Spatial Focus Areas Explained

The proposals contained within the SDF aim to achieve the desired spatial form while ensuring alignment with the spatial development themes and proposals outlined within Chapters 3.3-3.6 above.

3.10.1 The 12 Spatial Focus Areas

A Focus Area Framework has been developed for all urban areas within the Drakenstein Municipal area. The 12 identified Spatial Focus Areas (SFAs), for which Spatial Focus Area Maps have been developed, are listed below and spatialised in Map 3.9 below.

- a) SFA1: Paarl;
- b) SFA2: Mbekweni;
- c) SFA3: Wellington;
- d) SFA4: Drakenstein South;
- e) SFA5: Simondium;
- f) SFA6: Ben Bernhard;
- g) SFA7: Klappmuts North;
- h) SFA8: Windmeul;
- i) SFA9: Hermon;
- j) SFA10: Gouda;
- k) SFA11: Saron; and
- l) SFA12: Bainskloof Village.

It should be noted that the 12 key SFA Maps comprise of the following Maps:

- a) Spatial Focus Area Map;
- b) Environmental and Heritage Implications Map; and
- c) Human Settlements Projects Map (only applicable for Paarl, Wellington, Mbekweni, Simondium, Gouda and Saron).

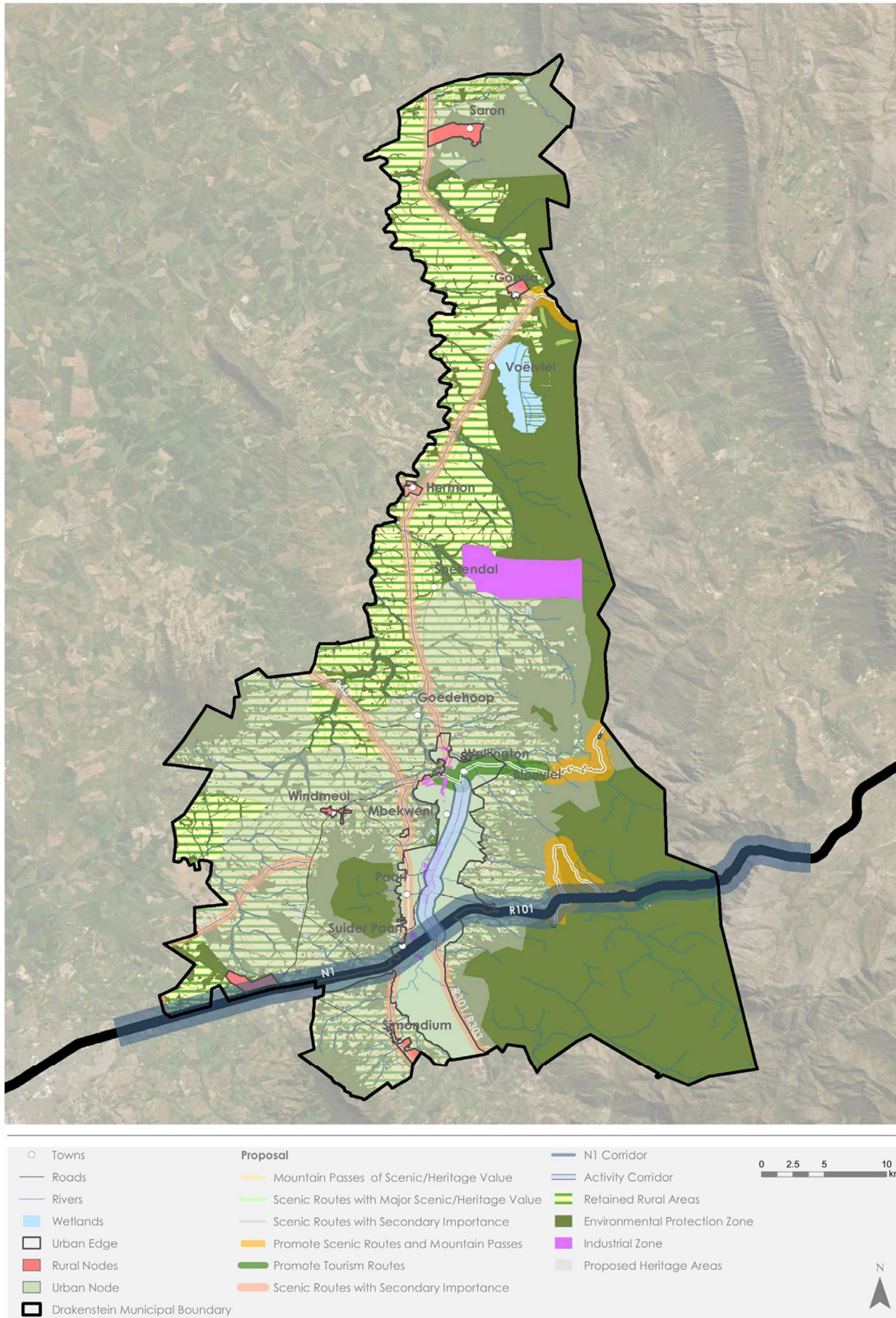
It is important to note that the 12 SFAs must not be seen in isolation. The implementation of the interventions and projects for each SFA must be considered in close relation to one another in order to ensure that the broader spatial themes are achieved in a holistic and cohesive manner.

3.10.2 Components per Spatial Focus Area

Each of the 12 Spatial Focus Areas consists of the following components:

- 1) A broad description of the applicable Spatial Focus Area;
- 2) The applicable Spatial Focus Area Plan that illustrates the conceptual approach to the implementation of the spatial interventions;
- 3) Spatial interventions which are directly aligned with spatial proposals and the IDP PDOs; and
- 4) Identified projects, together with an implementation matrix, that outlines the main funders and timeframes to successfully implement these projects.

Disclaimer: The SDF User Guide under Chapter 1.4 gives a detailed explanation of how to use the Spatial Focus Area Plan.










Map 3.9: Drakenstein Spatial Development Framework.

3.11 Spatial Elements depicted on the Spatial Focus Area (SFA) maps

As stated before, the spatial elements reflect on the overarching principles and spatial proposals as set out in the previous chapters. The identified spatial elements are used on all Spatial Focus Area maps. Table 3.11 below explains each spatial element as well as provides the graphic representation of the spatial element.

Table 3.11: Spatial Development Framework Elements.

Spatial Elements depicted on the Spatial Focus Area Maps		
No	Spatial Element Icon	Name
1		Node
<p>Nodes are areas where a higher intensity of land uses and activities are supported and promoted. Typically, any given municipal area would accommodate a hierarchy of nodes that indicate the relative intensity of development anticipated for the various nodes, their varying sizes and their dominant nature.</p> <p>A hierarchy of nodes is proposed for the municipal area. Nodes are strategically located areas on high-usage routes where a high concentration of activities and mix of land uses (commercial and public/community facilities) should be encouraged, appropriate to the character of the area and its role in the spatial structure. In addition, private sector investment should be supported through interventions in the public realm, which would typically require an urban design plan that addresses hard and soft landscaping, street furniture, street cross-sections, parking and accommodation of public transport. A further critical component for the establishment of community nodes is the clustered provision of new public facilities such as schools, clinics and community halls.</p>		
2		Gateway
<p>Gateways indicate entrance points to urban settlements which require urban design interventions (signage and landscaping) to enhance the sense of place. Interventions for these public land parcels are largely focused on physical upgrades, as opposed to land use management interventions.</p>		
3		Green Gateway
<p>Green gateways are strategic access points that must provide public access to the green core system/network.</p>		
4		Community Spine
<p>Community spines refer to routes that form activity spines along which a mix of high density urban uses should be encouraged and allowed and public transport should be promoted. In addition, private sector investment should be supported through interventions in the public realm, which would typically require an urban design plan that addresses hard and soft landscaping, street furniture, street cross-sections, parking and accommodation of public transport.</p>		
5		Mobility Route
<p>Mobility routes refer to roads that function as primary mobility routes into settlements as well as between neighbourhoods.</p>		
6		Scenic Route
<p>Scenic routes refer to routes that provide vistas over scenic landscapes and the experience of a sense of place. Land use management for scenic routes should be aimed at retaining the sense of place and important vistas from these routes. The focus is thus largely on managing development adjacent to these routes. The Drakenstein Municipality Zoning Scheme Bylaw (2018) has certain areas designated as formal Scenic Route Overlay Zones. Aspects to be addressed in such a Scenic Route Overlay Zone, include: the extent of the zone; the nature, scale and placement of development; landscaping and lighting; services and additional studies to inform development proposals such as visual impact studies.</p>		
7		Urban Edge
<p>The Urban Edge is defined as a delineated line that serves to manage, direct and control the outer limits of urban development. This urban edge should be implemented as a planning tool in order to promote the principles of densification, infill development, compact city, and to establish limits beyond which urban development should not be permitted.</p> <p>The land use proposals for land within the urban edge is depicted in the spatial elements designated in the Spatial Focus Area Plans. In the case of Drakenstein Municipality, it should not be assumed that all land within the urban edge is developable. This SDF has made recommendations for land within the urban edge to retain its rural character through designations such as 'Retained Rural Areas' and "Peri Urban Farming".</p>		


In most cases, the above-mentioned two designations, within the urban edge, are subject to the Subdivision of Agricultural Land Act (Act 70 of 1970) (SALA), and therefore approval is required from the National Department of Agriculture, Land Reform and Rural Development (DALRRD). In some cases, a double designation is proposed for certain areas (for example ‘*Peri-Urban Farming*’ with ‘*Urban Infill*’). This approach is followed to indicate that permission is required from DARRRD.

8		Retained Rural Areas
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Guidelines for retained rural areas “outside” of the urban edge:
Retained rural areas include undeveloped (wilderness), rural and agricultural areas that must be retained, protected and/or improved (e.g. alien clearing). The protection of these areas is critical to ensure that the ecosystems which support life in the Drakenstein valleys function optimally and that agriculture as the basis of the local economy retains its viability. Retained rural areas does not promote or encourage the land to be used for land uses normally associated with urban areas. Although, agro-processing initiatives and developments can be allowed.

Guidelines for retained rural areas “inside” the urban edge:
Retained rural areas are, in some cases, identified within the urban edge. In this case, development pressures can be expected and development can be allowed. However, development guidelines should be agreed upon upfront for these areas of significant rural character and landscape value, particularly where these fall within areas of high botanical, heritage, cultural and scenic value within the urban edge. General development guidelines include:






- a) Appropriate treatment of interfaces, heights, form of development and intensity - reinforce rural landscape and activity character and reflect compact unobtrusive nodes, conforming to local vernacular in terms of scale, form and design;
- b) Development to comprise of natural/scenic/cultural compatible land uses informed by transformation thresholds, including:
 - i. Low density housing development;
 - ii. Resort and holiday accommodation;
 - iii. Recreation facilities; and
 - iv. Social and Community Facilities (e.g. ECDs).
- c) Limit development footprints of low density housing and facilities;
- d) Maintaining the dominance of the natural and agricultural landscapes;
- e) Create a dominant ecological conservation and preservation area as a major component of undisturbed landscape to form part of the Critical Biodiversity Areas (CBAs);
- f) Create strategic ecological corridors through the site to strengthen the linkages between CBAs;
- g) Introduce a gradient of landscape uses that filters from conservation areas (biodiversity and/or heritage) through to the community gardens that act as a functional buffer between the conservation area and development, protecting conservation worthy places and heritage areas (e.g. farmsteads);
- h) The settings of special cultural features are to be protected by providing them with ‘*breathing space*’ and leaving public views uncluttered;
- i) Traditional patterns of plantings are to be protected by ensuring that existing tree alignments and copses are not destroyed but are reinforced or replaced by enhancing traditional patterns with suitable species;
- j) Avoid infrastructure projects which create visual and physical barrier, and ensure sensitive siting of infrastructure, especially renewable energy installations (e.g. solar);
- k) Maintaining dominant landscape features and their continuity (e.g. ridges, valleys);
- l) Avoid wall and land-locked effect by maintaining visual permeability to surrounding rural landscapes;
- m) Provide view corridors and pedestrian/open space linkages;
- n) Low impact/green technologies implemented wherever possible; and
Integrate settlement patterns with the existing water system through the use of green infrastructure and sustainable urban drainage systems. This may require Environmental Impact Assessment, Visual Impact Assessment and/or Heritage Impact Assessment.



9		Peri-Urban Farming
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Guidelines for peri-urban farming “outside” of the urban edge:
These are agricultural areas situated on the outside of the urban edge, which could be suitable for small scale farming, and/or land reform projects depending on the specific circumstances as well as the potential for secondary uses such as, farmstalls.

Guidelines for peri-urban farming “inside” the urban edge:
Peri-urban farming inside the urban edge could also be suitable for small scale farming, and/or land reform projects depending on the specific circumstances. However, inside the urban edge, development pressures can be expected and development can be considered, subject to development guidelines which should be agreed upon upfront for areas of significant rural character and landscape value, particularly where these fall within areas of high botanical, heritage, cultural and scenic value within the urban edge.

Land use management issues that will have to be addressed include: plot sizes; the nature of agriculture practices including tunnel farming (i.e. visual impact) and livestock farming (it would for instance not be desirable to accommodate certain types of livestock farming adjacent to residential areas); the scale and placement of structures that may be allowed and managing the visual impact of smaller land parcels.

<p>General development guidelines to be considered include:</p> <ol style="list-style-type: none"> a) Appropriate treatment of interfaces, heights, form of development and intensity - reinforce rural landscape and activity character and reflect compact unobtrusive nodes, conforming to local vernacular in terms of scale, form and design; b) Development to comprise of natural/scenic/cultural compatible land uses informed by transformation thresholds, including: <ol style="list-style-type: none"> i. Low density housing development; ii. Resort and holiday accommodation; iii. Recreation facilities; and iv. Social and Community Facilities (e.g. ECDs). c) Limit development footprints of low density housing and facilities; d) Maintaining the dominance of the natural and agricultural landscapes; e) Create a dominant ecological conservation and preservation area as a major component of undisturbed landscape to form part of the Critical Biodiversity Areas (CBAs); f) Create strategic ecological corridors through the site to strengthen the linkages between CBAs; g) Introduce a gradient of landscape uses that filters from conservation areas (biodiversity and/or heritage) through to the community gardens that act as a functional buffer between the conservation area and development, protecting conservation worthy places and heritage areas (e.g. farmsteads); h) The settings of special cultural features are to be protected by providing them with 'breathing space' and leaving public views uncluttered; i) Traditional patterns of plantings are to be protected by ensuring that existing tree alignments and copses are not destroyed but are reinforced or replaced by enhancing traditional patterns with suitable species; j) Avoid infrastructure projects which create visual and physical barrier, and ensure sensitive siting of infrastructure, especially renewable energy installations (e.g. solar); k) Maintaining dominant landscape features and their continuity (e.g. ridges, valleys); l) Avoid wall and land-locked effect by maintaining visual permeability to surrounding rural landscapes; m) Provide view corridors and pedestrian/open space linkages; n) Low impact/green technologies implemented wherever possible; and o) Integrate settlement patterns with the existing water system through the use of green infrastructure and sustainable urban drainage systems. This may require Environmental Impact Assessment, Visual Impact Assessment and/or Heritage Impact Assessment. 		
10		Urban Infill
<p>A key strategy of this SDF is infill development of strategic sites in urban areas. Urban infill is largely focused on achieving higher densities in urban settlements and providing a greater variety of housing options to speed up the delivery process and create more sustainable settlements.</p> <p>Under urban infill, a variety of housing typologies (single residential, group housing, row housing, apartments) may be allowed. In addition, in certain instances a mixed use development is more desirable, sustainable and feasible. Therefore, a combination of various land uses may be considered in certain instances under the urban infill designation.</p>		
11		Business / Commercial
<p>This element indicates the current and proposed sites for Business / Commercial use and include any land uses where enterprises for commercial and/or professional services and/or retail uses are to take place. Some overlap with industrial and manufacturing land uses can be considered.</p> <p>A combination of Business/Commercial and Industrial land uses in certain instances may be allowed. This exception must be determined on a case-by-case basis where a mix of these land uses are more desirable, sustainable and feasible.</p>		
12		Industrial
<p>Industrial refers to existing and proposed industrial areas. Industrial development, and in particular, agri-processing is regarded as a key driver of the local economy. It is thus suggested that the land use management ensures that new trends in manufacturing can be accommodated, in particular the need for smaller premises.</p> <p>A combination of Industrial and Business/Commercial land uses in certain instances may be allowed. This exception must be determined on a case-by-case basis where a mix of these land uses are more desirable, sustainable and feasible.</p>		
13		Mixed Use
<p>Mixed use designation combines the Urban Infill, Business/Commercial and Industrial designations.</p>		
14		Public/Community Facility/School/Education
<p>This designation includes a variety of public and community facilities, libraries and various educational facilities such as crèches, schools and tertiary educational facilities as well as, ancillary uses such as sports fields, boarding facilities and student accommodation.</p>		

15		Densification Zone
<p>Densification zones are areas within existing settlements where residential densification should be accommodated and promoted through appropriate mechanisms such as redevelopment, infill, subdivision, second and third dwellings, sectional title, greenfield or brownfield development. To achieve densification in the identified areas, it is suggested that Overlay Zones be introduced which address the specific circumstance of each of these areas. Aspects to be included in the Overlay Zones include the type of densification that will be appropriate, the additional use rights that should be allocated, the development rules for such additional rights, and the management of the impacts on engineering services, traffic, heritage resources and sense of place.</p>		
16		Urban Footprint
<p>The urban footprint consists of the built-up area, it includes land that have already been urbanized. More specifically, this element includes a range of mixed-use centres, residential areas of varying densities and types, employment and industrial areas, and other land use types that make up existing urban land uses.</p>		
17		Paarl Farms
<p>The Paarl Farms inform the reservation of peri-urban agricultural areas within, and peripheral to the urban edge in order to protect high value and unique agricultural land, ensure on-going agri production and food security, protect the heritage value of the working landscape, facilitate agrarian reform and address food insecurity in urban communities.</p>		
18		Urban Nodes
<p>Urban Nodes form the highest order in the hierarchy of settlements in the municipal area. These nodes represent the areas for high intensity urban development for integrated human settlements where the largest spectrum of specialised land uses should be accommodated in the municipal area. Urban Nodes can be divided into the Primary Regional Service Centre and the Secondary Regional Service Centre.</p>		
19		Rural Nodes
<p>Rural Nodes or settlements are nodes in the rural hinterland within the Retained Rural areas, including the Agricultural Zone. They are located along key movement routes and serve as service centres for the rural areas and agricultural areas. They should provide services and goods to the immediate rural areas, but not on the same level as the Urban Nodes, which should serve as centres where specialised goods and services are provided.</p>		
20		Critical Biodiversity Area (CBA) (On the maps the 'Protected Areas' and 'Stewardship Sites' designations form part of the Critical Biodiversity Area [CBA] element)
<p>Critical Biodiversity Areas are terrestrial and/or aquatic features whose safeguarding is critically required in order to meet biodiversity targets. This includes the buffer areas along aquatic CBA features. The primary purpose of including the CBA layer in tools like the SDF is to guide decision-making about where best to locate development. It should inform land use planning, environmental assessments and authorisations, and natural resource management by a range of sectors whose policies and decisions impact on biodiversity. It is the biodiversity sector's input into multi-sectoral planning and decision-making processes.</p> <p>Biodiversity stewardship sites are also included under the Critical Biodiversity Area designation. Stewardship sites is an approach to entering into agreements with private and communal landowners to protect and manage land in biodiversity priority areas, led by conservation authorities in South Africa. It recognises landowners as the custodians of biodiversity on their land. Biodiversity stewardship is based on voluntary commitments from landowners, with a range of different types of Biodiversity Stewardship Agreements available to support conservation and sustainable resource use. Some types of Biodiversity Stewardship Agreements are formally declared as Protected Areas in terms of the Protected Areas Act, providing long-term security for the sites involved.</p> <p><u>Note:</u> An area being designated as a CBA is a scientific determination and not a zonation. Areas indicated as CBAs indicates sensitivity and not development rights. Sensitivity is determined by many factors in addition to the vegetation type and condition. Any dispute over whether a site qualifies as a CBA needs to be undertaken through a verification protocol. It is not up to the EAP/specialist/applicant to decide whether a site qualifies as a CBA or not.</p>		
21		Ecological Support Areas
<p>Ecological Support Areas (ESAs) are not essential for meeting biodiversity targets, but play an important role in supporting the ecological functioning of CBAs and/or in delivering ecosystem services. CBAs and ESAs may be terrestrial or aquatic. The primary purpose of including the ESA layer on the Spatial Focus Area Plans is to guide decision-making about where best to locate development. It should inform land-use planning, environmental assessments and authorisations, and natural resource management, by a range of sectors whose policies and decisions impact on biodiversity. It is the biodiversity sector's input into multi-sectoral planning and decision-making processes.</p>		

22		Green Core
<p>The Green Core comprises of the following: Green spaces including vacant plots, public and private open space (which include formal recreational facilities and ancillary uses), and green corridors in urban areas that connect retained rural areas. Green Cores are thus envisioned to form supporting ecological corridors (to CBAs and ESAs) and at the same time provide recreation areas and potential opportunities for urban agriculture. These areas should be protected from inappropriate urban development. Only low-key interventions aimed at providing appropriate public/community facilities (possibly through a long-term lease to private sector operators) and security measures should be allowed.</p> <p>Planning for such interventions must include urban design and landscaping plans and in some instances the inputs of environmental specialists may be required to deal with issues such as floodplain management and impacts on heritage resources. In addition, the interface with surrounding private land holdings may need to be addressed as fencing and physical access may pose a challenge.</p>		
23		Cape Floral Region Protected Area (Bainskloof Village is located within this Protected Area)
<p>The Cape Winelands Biosphere Reserve (part of which falls within Drakenstein Municipality) forms part of the Cape Floral Region Protected Areas, which is a UNESCO World Heritage Site. World Heritage Sites are cultural and/or natural sites considered to be of 'Outstanding Universal Value', which have been inscribed on the World Heritage List by the World Heritage Committee. These places or buildings are thought to have special importance to everyone; and represent unique, or the most significant or best, examples of the world's cultural and/or natural heritage.</p>		
<p align="center">Environmental Disclaimer applicable to Critical Biodiversity Areas (incl. Protected Areas), Ecological Support Areas and Green Core located within the urban edge:</p> <p>a) Due to the scale of the mapping of the Environmental Management Framework data and layers, discrepancies in the information are possible. Further refinement of these allocations ("Critical Biodiversity", "Ecological Support Areas" and "Green Core"), within the urban edge, could be applicable, and can be submitted and considered as a whole or on an ad-hoc basis (i.e. site specific). Therefore, amendments of the above-mentioned designations, within the urban edge, can be applied for by means of the above-mentioned process and submitting factual evidence in the form of the documents referred to below:</p> <ol style="list-style-type: none"> i. Specialist studies; ii. On-site ground truthing activities; and iii. Any other investigations, as required by the Municipality. <p>b) When 'Critical Biodiversity', 'Ecological Support Areas' and 'Green Core' designations has been determined within the urban edge, limited development is possible, but the outcome of environmental processes and considerations would determine the character and scope of the development, if any. These considerations include the following:</p> <ol style="list-style-type: none"> i. Specialist studies, ii. On-site ground truthing activities; iii. Any other investigations, as required by the Municipality; iv. The relevant environmental documents, guidelines, studies, policies; v. The required approval processes, whether local, and/or provincial and/or national; and vi. The outcome of above-mentioned (i - v) would be the primary informants to determine the nature, form, scale, treatment, land uses, etc. of the development of the site or area. <p>c) Notwithstanding the above-mentioned considerations, the following still applies:</p> <ol style="list-style-type: none"> i. Compliance with the relevant requirements in terms of other disciplines (e.g. engineering, town planning, environmental, agricultural, etc.); and ii. Acquisition of and compliance with approvals in terms of other applicable legislation. 		
24		Heritage Resources
<p>These are sites that have been identified by the South African Heritage Resources Agency, Provincial Heritage Resources Agency that have qualities so exceptional that they are of special national/provincial significance in terms of the heritage assessment criteria. This designation also contain buildings older than 60 years as identified by the Drakenstein Municipality.</p>		
25		Special Character Protected Area Overlay Zone
<p>The Drakenstein Zoning Scheme Bylaw (2018) earmarked Special Character Protected Overlay Zones for Paarl and Wellington. The purpose of these zones are to:</p> <ol style="list-style-type: none"> a) Guide development to protect and enhance the character of demarcated area, which has special historical, social, cultural and/or architectural value; b) Mitigate possible adverse impacts a development or alteration may have on the significance of such an area; and c) Not reduce existing development rights or hinder development, but rather mitigate impacts of possible developments as well as, re-arrange existing development rights to take cognisance of the significance of an area. 		

Heritage Disclaimer applicable to National Heritage Sites, Provincial Heritage Sites, Current Heritage Areas, Heritage Sites older than 60 years and Special Character Protected Overlay Zones within the urban edge:

When ‘*Heritage Resources*’ related designations (including ‘*Heritage Areas*’ [if promulgated]) are located within the urban edge on the SDF maps, development is possible. The outcome of heritage processes and considerations would determine the character and scope of the development, if any. These considerations include the following:

- a) The relevant heritage documents, guidelines, studies, policies and surrounding heritage context and resources; and
- b) The required approval processes, whether local, provincial and/or national).

These would be the primary informant to determine the nature, form, scale, treatment, land uses, etc. of the development of the site or area. Notwithstanding the above-mentioned considerations, the following still applies:

- a) Compliance with the relevant requirements in terms of other disciplines (e.g. engineering, town planning, environmental, agricultural, etc.); and
- b) Acquisition and compliance of approvals in terms of other applicable legislation.

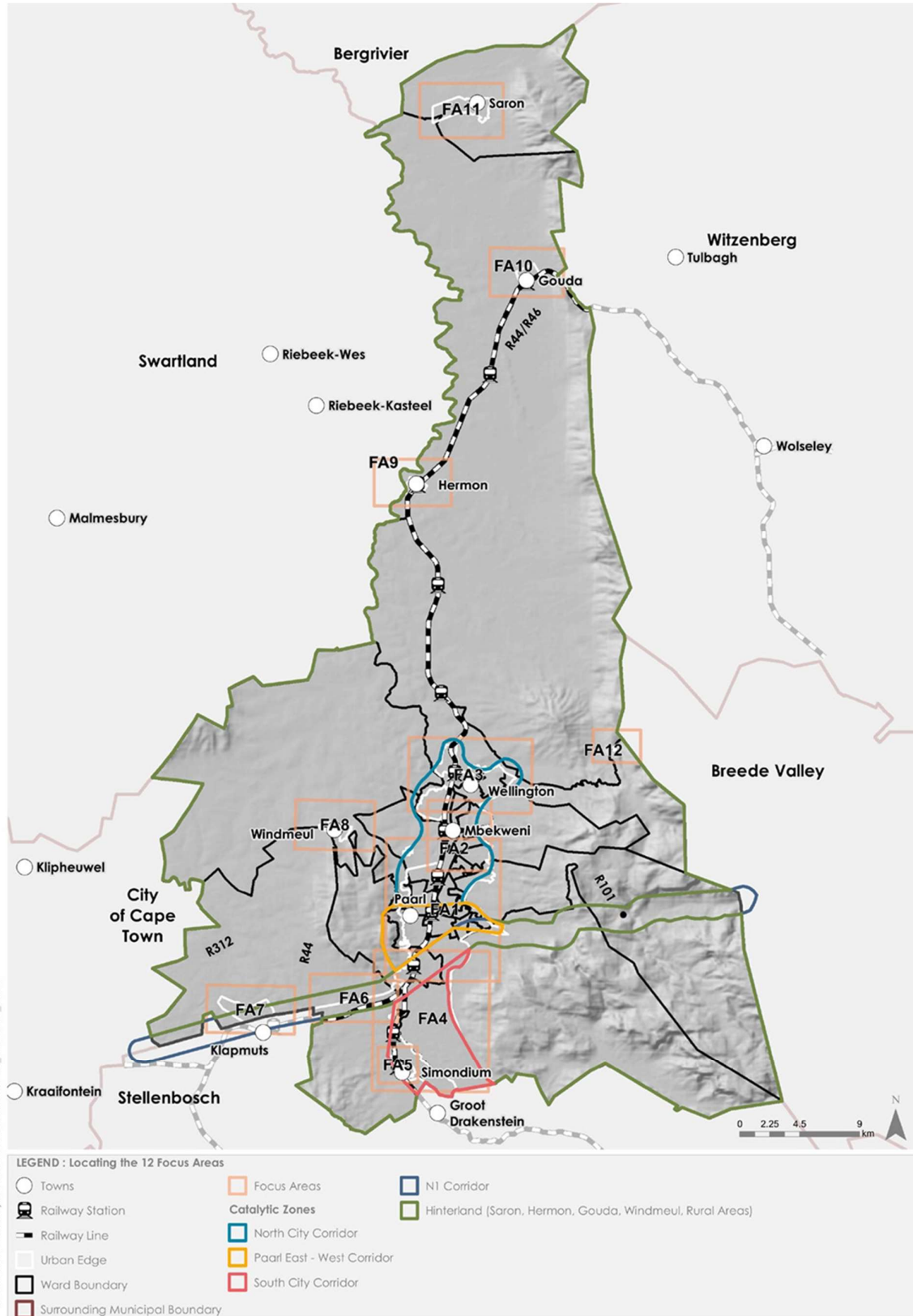
26	Element Designation & Urban Edge Disclaimers
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Disclaimer 1 - The compilation of an SDF is a vast undertaking and is deemed to be a living document, which is under constant scrutiny, especially the Spatial Focus Area maps. Every effort has been made by the Municipality to align the maps with various approvals as well as what is occurring on the ground. Therefore, please take note that due to constant changes in real time these administrative discrepancies, including oversights or errors, might be picked up after the publication of the SDF. If this is the case, then the Municipality will investigate and provide clarification on a case-by-case basis. If deemed necessary the Municipality will rectify these errors in subsequent SDF iterations.

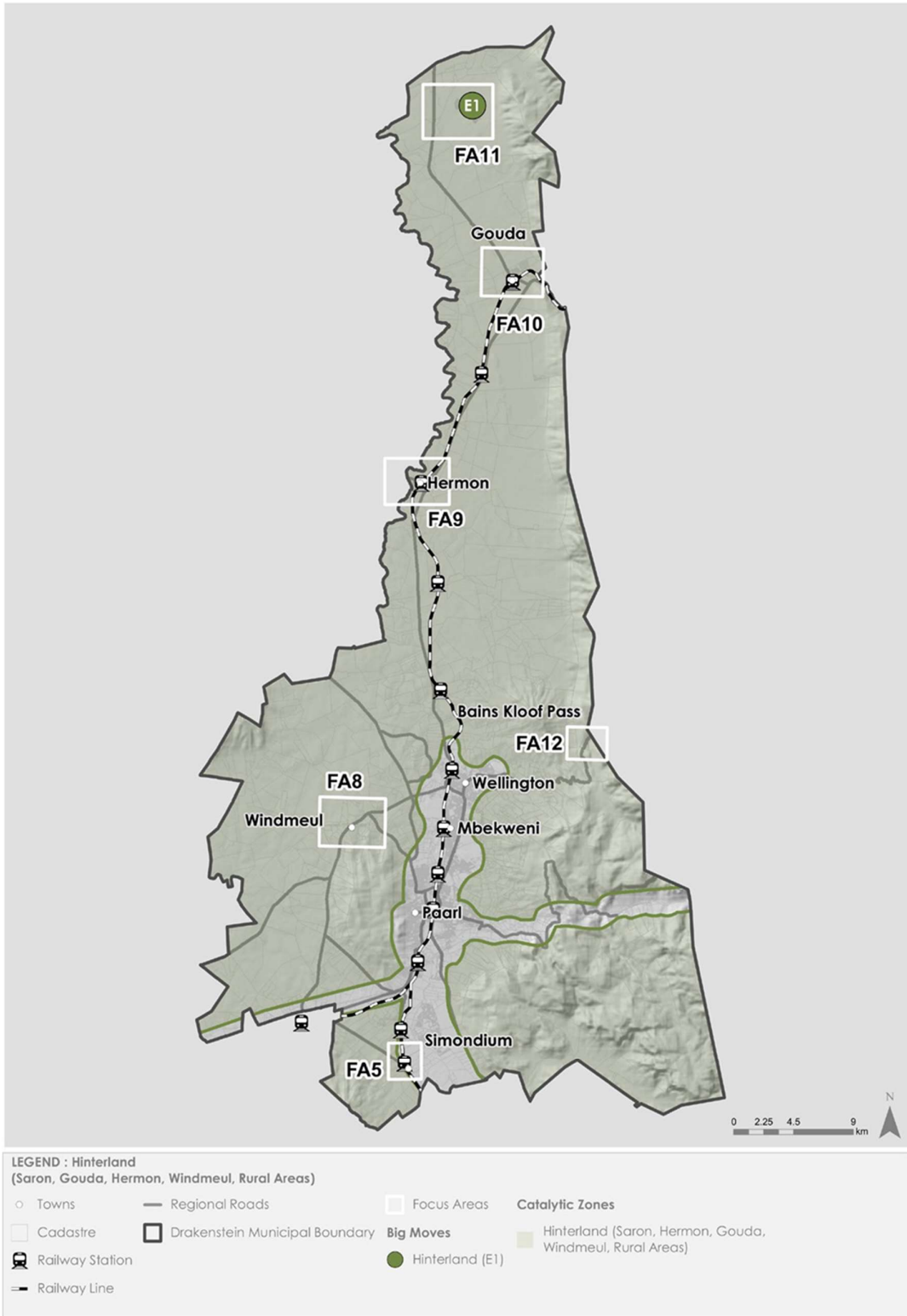
Disclaimer 2 - The urban edge and designations of spatial elements on the maps do not have to strictly follow cadastral boundary lines. In the event of uncertainty in the application of the urban edge or designated spatial element, the Municipality is the authority, to confirm or make the determination whether land is located within or outside the urban edge, and covered by which spatial element or designation.

Disclaimer 3 - Due to the high level and scale of the SDF, the urban edge line and designations on the Spatial Focus Area maps, when translated onto the physical ground, involves large tracts of land. In other words small deviations on the maps of the SDF, could cover large areas on the physical ground. Cadastral specific determinations, if required, in terms of more detailed design and planning of the actual area to be developed as part of the land surveying, registration activities, architectural design, and any other legislated approval processes, would also be determined on a case-by-case basis.

Disclaimer 4 - In the case of Drakenstein Municipality, it should not be assumed that all land within the urban edge is developable. This SDF has made recommendations for land within the urban edge to retain its rural character through designations such as ‘*Retained Rural Areas*’ and ‘*Peri Urban Farming*’. In most cases, the above-mentioned two designations, within the urban edge, are subject to the Subdivision of Agricultural Land Act (Act 70 of 1970) [i.e. SALA] and therefore approval is required from DALRRD. In some cases, a double designation is proposed for certain areas (for example ‘*Peri-Urban Farming*’ with ‘*Urban Infill*’). This approach is followed to indicate that permission is required from DALRRD.



Map 3.10: Location of the 12 Spatial Focus Areas.



Map 3.11: Hinterland Spatial Focus Areas.

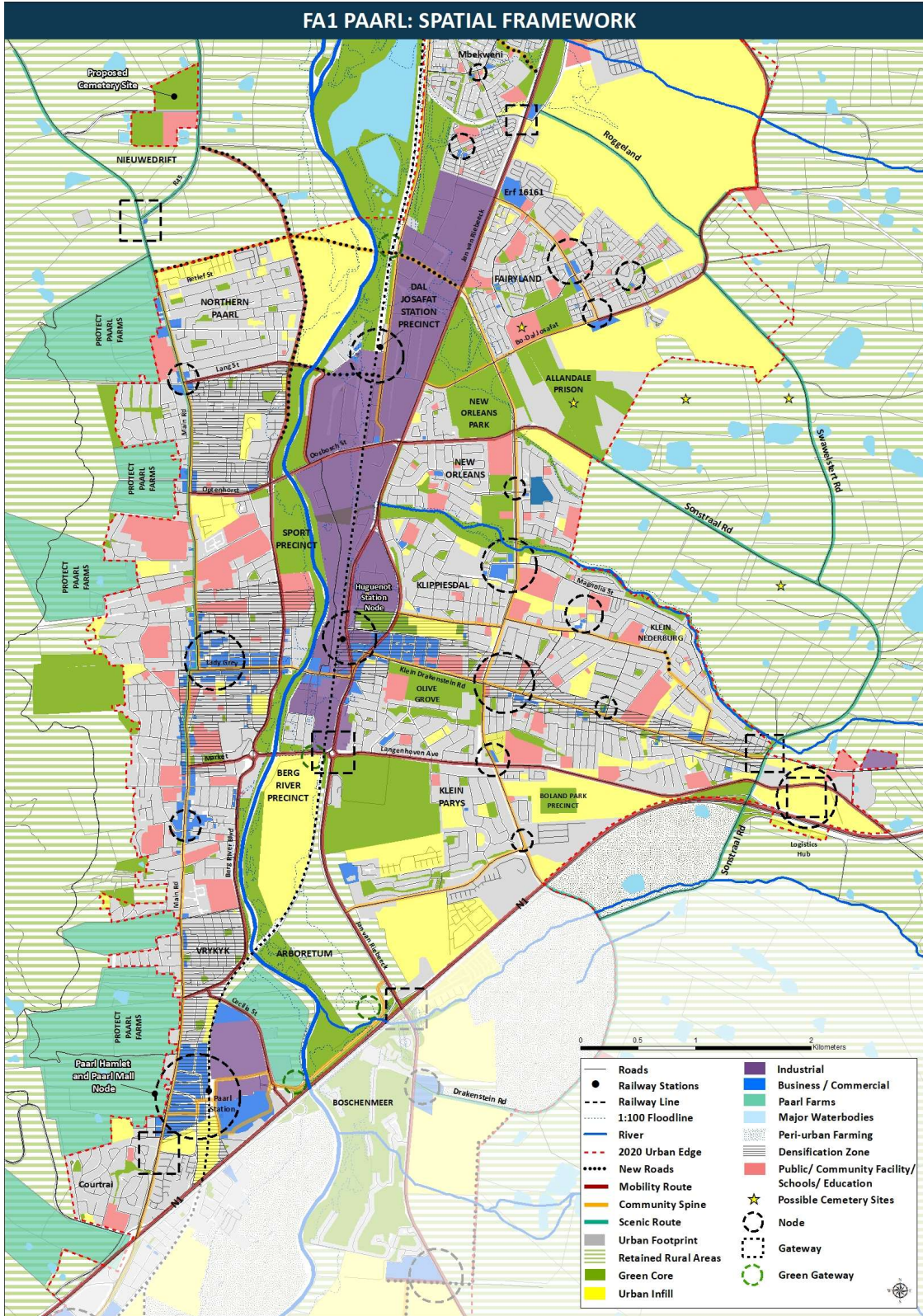
3.11.1 Spatial Focus Area 1: Paarl

Paarl is the main urban area and economic hub of the Municipal area, and is the centre where the main health, education, cultural facilities and government services are located. It contains a variety of commercial/business services, as well as a strong education, health, industrial services and agricultural sector. Paarl fulfils an important function as a regional centre within the greater Cape Metro Region.

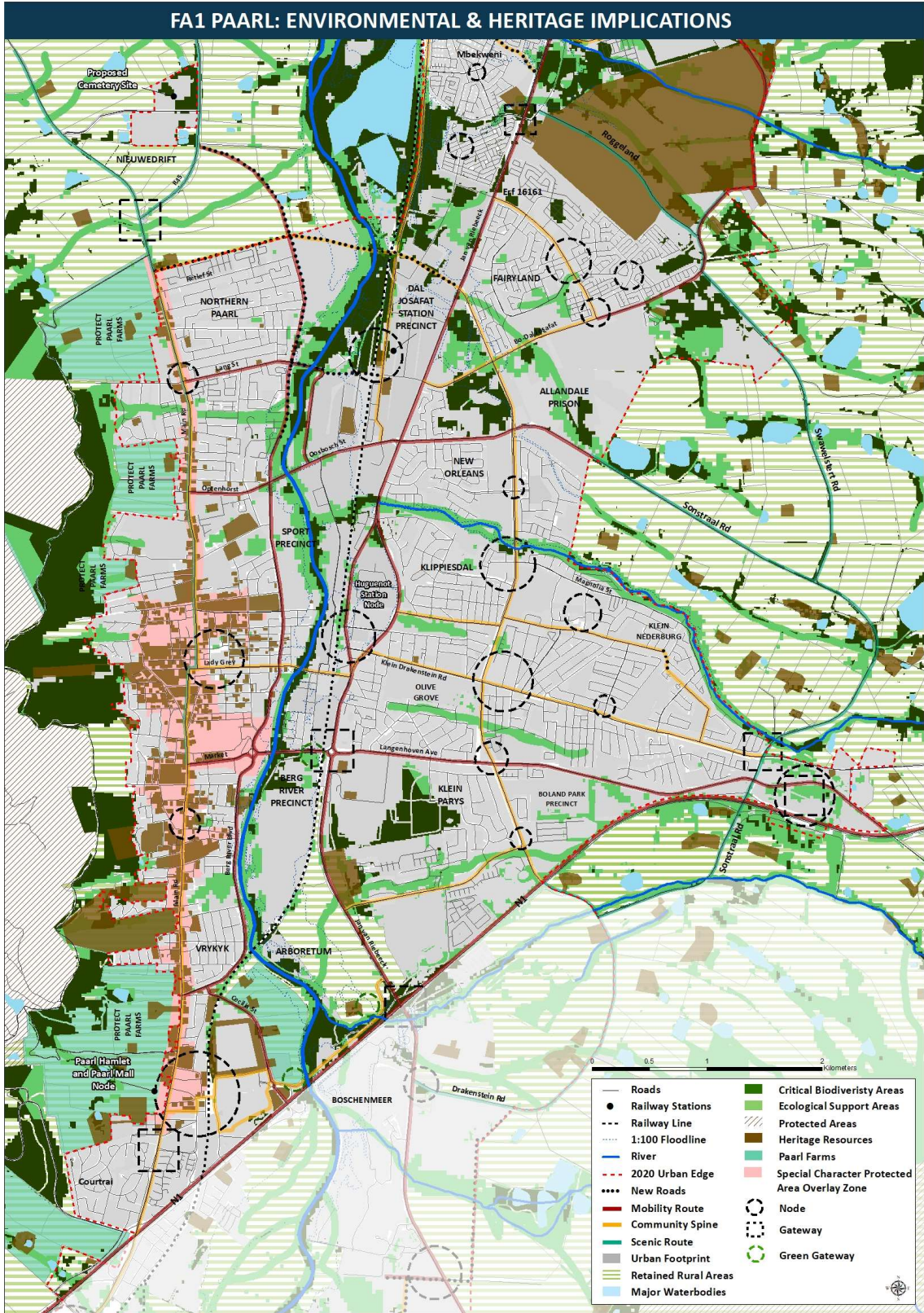
3.11.1.1 Development function/focus of Spatial Focus Area 1: Paarl

Paarl is the main regional centre, and the most significant urban settlement, within the Drakenstein Municipality. According to the Provincial SDF (2014), Paarl is classified as a high growth potential area.

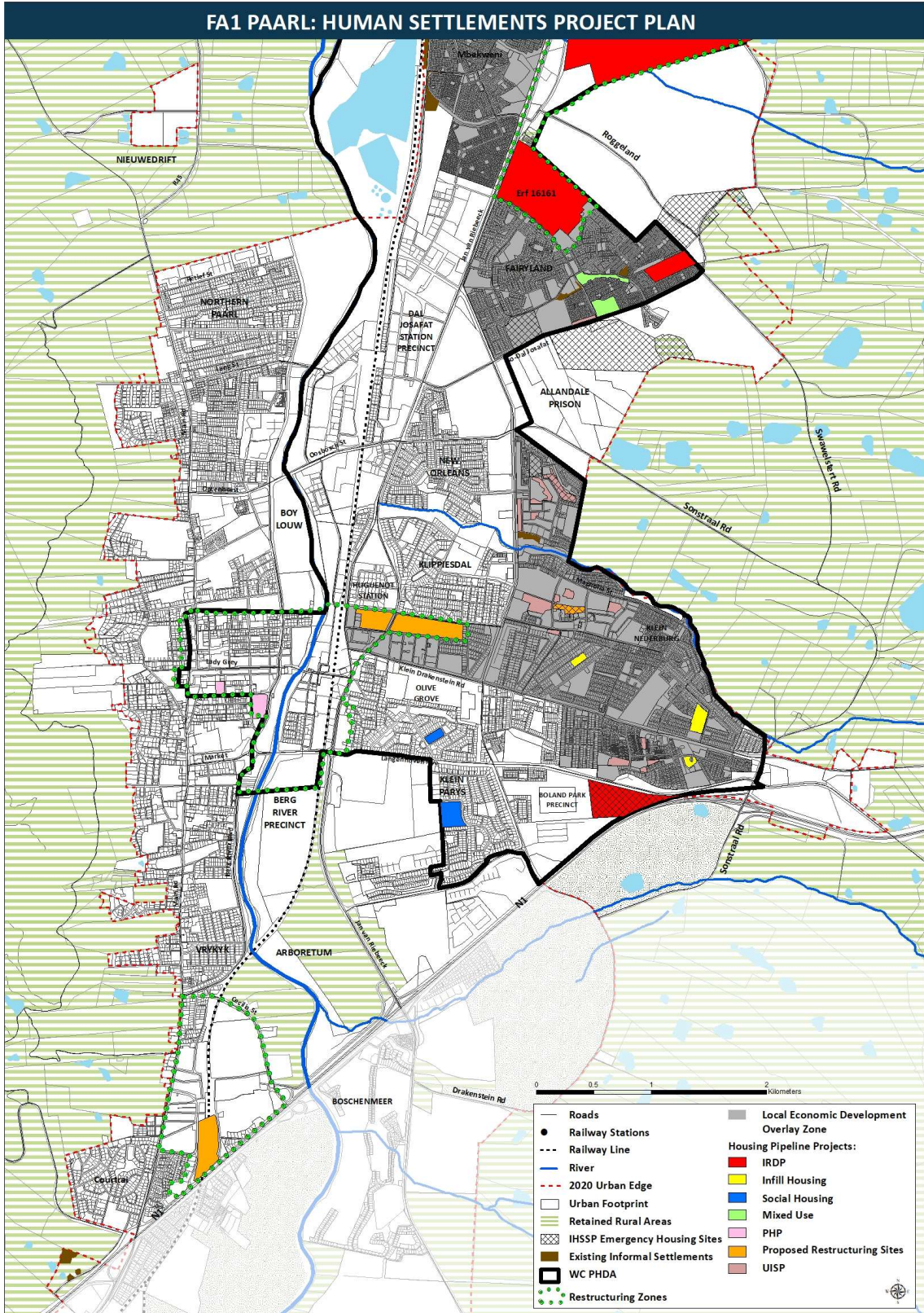
The main focus for this area is to integrate Paarl West and Paarl East through non-motorised transport (NMT) and Transit Orientated Development (TOD). Furthermore, focus is placed on the regeneration, renewal and densification of the Paarl CBD and strategic precincts, including Huguenot Station, Lady Grey, De Poort and Paarl Hamlet. The protection of heritage resources, valuable agricultural land, CBAs, the Berg River and scenic landscapes, is important to ensure protection of the natural and built environments. Also included in the focus for this SFA, is the upgrading and transformation of brownfield and existing industrial areas within Paarl, to transform the SFA into a strategic logistical/transport hub, due to its strategic location and the existing infrastructure.



Map 3.12: Spatial Focus Area Map - SFA1 Paarl.



Map 3.12(a): Environmental and Heritage Implications – SFA1 Paarl.



Map 3.12(b): Humans Settlements Projects Map – SFA1 Paarl.

Table 3.12: Spatial Interventions - SFA1 Paarl.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas and wetlands and management of floodplains. • Connectivity of green corridors and integration of natural areas with urban green areas. • Ecosystem management, catchment management, pollution control and riparian zone management programmes. • Prevent agricultural encroachment into floodplains and riparian areas. • Improve waste management through community-based recycling projects. • Berg River Improvement Project. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan(includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Rehabilitate and protect riverine corridors (Berg River and tributaries). • Protect water resources from unregulated groundwater uses and from water pollution.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Promote urban agriculture and small-scale farming opportunities. • Retain and protect high-value and unique agricultural land. • Protect agricultural land from ad hoc transformation. • Prevent urban encroachment into high-potential agricultural areas.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism • PDO 28: Land Use and Properties • PDO 29: Spatial Planning. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect and celebrate natural features as collective spaces and places (Paarl Mountain, Berg River and Arboretum). • Protect, promote and maintain historically-significant resources, precincts, places, landscapes, and enhance public space and movement routes within these areas (Paarl Main Road, De Poort, Paarl Hamlet, Olive Grove). • Integrate and enhance access/mobility between different areas of heritage importance (Paarl East with Paarl West and Mbekweni). • Protect and enhance cultural assets of the community through the implementation of proposed projects such as the Olive Grove project along Klein Drakenstein Road. • Protect and safeguard scenic local landscape and scenic value. • Retain the rural and natural character of the area especially within rural/natural landscapes and rural/ natural or urban interfaces. • Preserve the character of the Paarl Farms and their contribution to the character of the town. • Designate heritage areas. • Complete the heritage register for the Municipality. • Develop a Cultural Heritage Strategy. • Update the heritage resources inventory to ensure that Paarl East's resources are adequately recorded and protected.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain the footprint of the town within the current urban edge. • Focus on infill and densification at strategic sites, as indicated on the Spatial Focus Area Maps. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.

Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are a number of informal settlements in the Paarl SFA that require incremental upgrading of informal settlements to ensure that residents have adequate access to an appropriate level of basic services. There are over 1 900 informal structures in the Paarl SFA. All of the settlements have been included under the Upgrading of Informal Settlements Programme, for implementation in the short term. Most of the informal settlements will be upgraded in-situ through the UISP. These informal settlements are currently in the planning phase and are set to be completed within the next 3 years. The delivery of opportunities will predominantly be serviced sites.
7	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Promote infill and densification at appropriate locations. • Promote compaction, and clustering, of urban functions within urban footprint. • Create functional and sustainable urban open space network.
8	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Facilitate local produce markets and informal trading spaces. • Promote urban regeneration of the CBD area. • Promote a pedestrian-friendly CBD area, promote public spaces within main urban areas. • Incentivise and promote mixed-use development along Community Spines to create opportunities for investment in the establishment of a primary activity street. • Upgrade underutilised industrial sites that have minimum infrastructure cost input requirements, to encourage industrial investment. • Focus investment and development on significant urban areas, while maintaining rural integrity. • Use growth as a catalyst to address poverty alleviation, spatial restructuring and the safeguarding of sustainability.
9	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 27: Economic Development and Tourism. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Create integration between Paarl West and Paarl East through the integration of urban areas, either physically (if possible), or through socio-economic integration. • Promote linkages and mobility for residents between Paarl East and Paarl West through non-motorised transport (NMT) and Transport Orientated Development (TOD). • Capitalise on the strategic location of the SFA, from a transport/logistical viewpoint, and on the existing supporting infrastructure already in place. • Develop the Paarl, Huguenot and Dal Josaphat train stations, as strategic economic hubs. • Ensure that the densification takes place at significant nodes which have been identified. • Promote densification along Community Spines. • Community Spines should cater for TOD (Main Road, Lady Grey Street, Klein Drakenstein Road, Jan van Riebeeck Drive, etc.). • Develop east and west linkages, between Lang Street and Borssenberg Street. • Create linkages between Boland Park Precinct and the Arboretum.
10	Spatial Imbalance in access to Social Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Social facilities should be located in high mixed-use areas, and in proximity to main public transport facilities, in order to create high activity streets. • A high mix of facilities should be clustered together to promote safety, convenience and socio-economic potential.

11	Public Realm	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Stormwater. • PDO 32: Social Development. • PDO 34: Parks and Open Spaces. • PDO 36: Disaster and Emergencies. • PDO 37: Safety and Security. 	<ul style="list-style-type: none"> • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors. • Improve public amenity of main activity streets and high mixed nodes, as well as of open spaces such as the Arboretum, public parks and other open spaces.
12	Tourism	<ul style="list-style-type: none"> • PDO 27: Touri. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> • Develop a Tourism Marketing Strategy, as indicated in the updated Draft Tourism Development Plan (2019). • Promote cultural and heritage tourism in Paarl by investing in tourism infrastructure. • The development of an integrated Sports Tourism Hub. • Implement the prioritised projects in the short, medium and long-term, as contained in the Draft Tourism Development Plan (2019), and as approved by Council, such as De Poort Tourism Gateway.
Action: New			
13	New Mixed Use Developments	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 27: Tourism and Investment. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> • Promote green infrastructure initiatives in industrial areas that are currently underutilised. • Develop the CBD, and transport nodes, as high-density mixed-use nodes and corridors that are accessible to the public through NMT connections. • Attract business and local spending through investment in sports facilities and stadiums (Dal Josaphat and Boland Park), to attract sporting events and opportunities for training, while providing access to the local community for social development. • Attract investment and opportunities, and promote the development planning, for the Huguenot Station and Die Kraal Sport Node and community facilities upgrade. • Support private sector led proposed developments and ensure joint planning between private and public sectors to unlock further opportunities. • Develop an Investment Plan for the Paarl CBD, Mbekweni and Paarl East area and implement recommendations. • Develop proposals within SDF and HSP for inner CBD housing opportunities.
14	New Residential Developments	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote infill development in the south of the SFA. Densification is also proposed through development of formal densification zones in the north and south of the CBD, and towards the north of the Spatial Focus Area. • Support inclusive high-density infill development on vacant land within Paarl East. • Support infill development on privately-owned land, which will enhance compaction and densification.
15	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Fast-track the completion of road connections to unlock further development, especially in the north of Paarl. • Develop proposed connections between Paarl West and Paarl East. Enable more efficient integration and mobility between Paarl East and Paarl West through development of

			<p>NMT and TOD. This is especially important to ensure integration between Paarl East and West – Lady Grey Street and Klein Drakenstein Road.</p> <ul style="list-style-type: none"> • Initiate and implement urban renewal programmes for the identified strategic precincts (Huguenot Station, De Poort, and Paarl Hamlet). • Improve the NMT linkages between the Huguenot Public Transport Interchange (PTI) and the Paarl CBD, along Lady Grey Street. • Create an NMT link between the Paarl Mall and the Paarl Railway Station, and to Main Street. This will entail obtaining access to the mall at the north-western corner of the property. This will also assist in linking the railway to the industrial area to the north of the mall. • Ensure that all new proposed roads design plans include appropriate NMT movement. • Implement Paarl CBD and surrounds LSDF.
16	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 23: Transport, Roads and Stormwater. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. 	<ul style="list-style-type: none"> • Implement fibre connectivity and support fibre roll-out plan. • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply. Create projects for energy generation: Drakenstein Street Light Projects. • Create projects for energy generation: Provision of self-generation solutions. Installation and upgrade of electrical infrastructure to provide spare capacity for future development. • Revision of SWMP and floodlines. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Extension/Upgrade of Basic Services: Informal Settlements. • Developing of enabling infrastructure: Scientific Laboratory Equipment, Traffic Signals, and provision of Borehole Infrastructure. • Installation of Pressure Management Systems. • Establish a wastewater treatment works (WWTW) with sufficient capacity for future developments as well as the eradication of maintenance backlogs. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO Waste containers. • Upgrade and rehabilitation of the entire sewer network system to accommodate current demand and projected future growth. • Procure and install 1 000 kVA generator at Paarl WWTW. • Upgrade Strawberry King Bulk Water Pipeline. • Upgrade Existing Sidewalks and Closing of walkways. • Replace and upgrade of Wastewater reticulation systems and water reticulation systems. • Upgrade and refurbish sewer pumps stations. • Refurbishment of Paarl WWTW (Inlet Work and Processes) Mechanical Inlet Screen. • Security cages at Welvanpas and Civic Centre boreholes. • Commission two new substations to ensure that electricity networks have sufficient capacity available on the bulk network.

17	Human Settlements	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • Human settlements development should promote social integration and spatial transformation to address issues of segregation in the SFA. Housing developments need to cater for a broad spectrum of income groups through varied housing typologies. Planned human settlements projects in the SFA include social housing, GAP housing, infill housing, breaking new ground (BNG) housing, and a number of Integrated Residential Development Programme (IRDP) projects. Two restructuring zones for the development of social housing, have been approved in the Paarl SFA. A number of restructuring sites have been identified within the zones, but these still require approval. • Implementation of housing consumer education and awareness campaigns (lack of education and awareness on roles and responsibilities as recipients of houses). • Arrange housing demand update events for all rural areas. • Eviction Management Planning: Identification of land for eviction settlement, and development of land for eviction settlement. • Emergency housing planning and implementation: Procurement of service provider for emergency housing units, and approval of Temporary Housing Policy. • Need for Emergency housing: Provision of emergency housing kits. • Plan and implement the roll out of UISP (Upgrade of Informal Settlements) projects and emergency housing sites.
18	Social and Community Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 32: Social Development. • PDO 33: Sport and Recreation. • PDO 39: Libraries. 	<ul style="list-style-type: none"> • Establish the Boy Louw Multi-Purpose Sport Centre. • Complete the De Kraal Sport Node. • Upgrading of Faure Street Sports Stadium. • Maintain and upgrade all community and public facilities. • Office Alternations and Upgrade of Civic Centre. • Paarl Town Hall painting and upgrading. • Upgrade soup kitchens and containerized night shelters. • Conversion of the Huguenot Hall and Thusong Central Hall for Covid-19 social response (period of 2 months). Education of homeless on Covid-19. • Set up containerized library in the Nieuwedrift valley.
19	Land Release/ Assembly	<ul style="list-style-type: none"> • PDO 12: Assets. • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Strategic identified land parcels, that have been identified by the Vacant Land Use Study (2017), should be prioritised for release for mixed land use development that must include a high mix of different housing typologies. • Land should be assembled within densification zones and identified key strategic nodes. • Protect the Municipal-owned land as an asset. Municipal-owned land should be used to promote social integration and living opportunities close to existing services, facilities and employment opportunities. • Identification for land for investment purposes. • Develop guidelines for developers who intends on developing multi-storey social housing buildings. • Negotiate with private property owners to acquire land for cemetery purposes.
20	Economic Growth and Business Development	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. 	<ul style="list-style-type: none"> • Upgrade existing informal trading structures and business hives. • Implementation of SMME virtual business support hub. • Establish a One-stop Business Support Centre. • Develop and implement a local 'Tradeworld' portal to facilitate localised procurement opportunities for SMMEs.

Table 3.13: Projects - SFA1 Paarl.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning: Proposed Precinct Plans				
1	Formulate the Roggeland, Newton and Vlakkeland Local Spatial Development Framework	DM	X	
2	Formulate the Boland Cricket Precinct Local Spatial Development Framework		X	
3	Formulate the Paarl Mountain Local Spatial Development Framework	DM		X
4	Formulate the N1 Corridor Local Spatial Development Framework	DM		X
5	Compile a vacant land survey	DM	X	
6	Amend the Drakenstein Zoning Scheme Bylaw	DM	X	
7	Amend the Drakenstein Bylaw on Municipal Land Use Planning	DM	X	
8	Review of Tourism Development Plan	DM	X	
9	Develop a Sport Tourism Strategy	DM	X	
Social and Economic Infrastructure				
10	Maintenance and upgrading of housing rental stock	DM	X	X
11	Implementation of the Paint-my-Story Project	DM	X	X
12	Extension of basic service to informal settlements	DM	X	X
13	Upgrading of Fairyland and Siyashlala Informal Settlement	DM	X	
14	Implement the River Improvement Projects	DM	X	X
15	Acquisition of Air Quality Monitoring Equipment	DM	X	
16	Installation of water meter and connections in Amstelhof	DM	X	
17	Provision of basic services to the Paarl East IRDP Site	DM	X	X
18	Electrification of informal settlements	DM	X	X
19	Electrification of the Schoongezicht Emergency Housing Development	DM	X	
20	Electrification of Human Settlements Projects	DM	X	X
21	Implementation of the Lantana Sub-surface drainage	DM	X	
22	Installation of CCTV cameras	DM	X	X
23	Painting of 365 murals at municipal community facilities	DM	X	
24	Development of De Kraal Sport Complex	DM	X	X
25	Resurface and upgrade the Huguenot Tennis Courts	DM	X	
26	Upgrading and maintenance of local amenities and public places	DM	X	X
27	Implement the “Cleaner and Greener” tree planting programme	DM	X	X
28	Install fencing and security lights at cemeteries	DM	X	
29	Upgrade of soup kitchen	DM	X	X
30	Upgrade of containerized night shelters	DM	X	
31	Upgrade of cycling track at Faure Street Stadium	DM	X	
32	Upgrading of Faure Street Bowling Facility	DM	X	
33	Upgrading and fencing of Resorts	DM	X	
34	Upgrading of fire services buildings	DM	X	
35	Upgrading of the Disaster Management Control Centre	DM	X	X
36	Implement Berg River Corridor and Paarl Waterfront / Arboretum Precinct Project.	DM	X	
37	Implement the De Poort Business Model	DM	X	
38	Implement Paarl CBD and surrounds Local Spatial Development Framework.	DM		X
39	Upgrade of the Dal Josaphat Industrial Area.	DM		X
40	Upgrading of Paarl Mountain Nature Reserve.	DM	X	x
41	Development of the Nieuwedrift Municipal Cemetery	DM	X	
42	Implementation of Social housing, GAP housing, infill housing, BNG housing and a number of IRDP projects.	DM and WCDHS	X	X

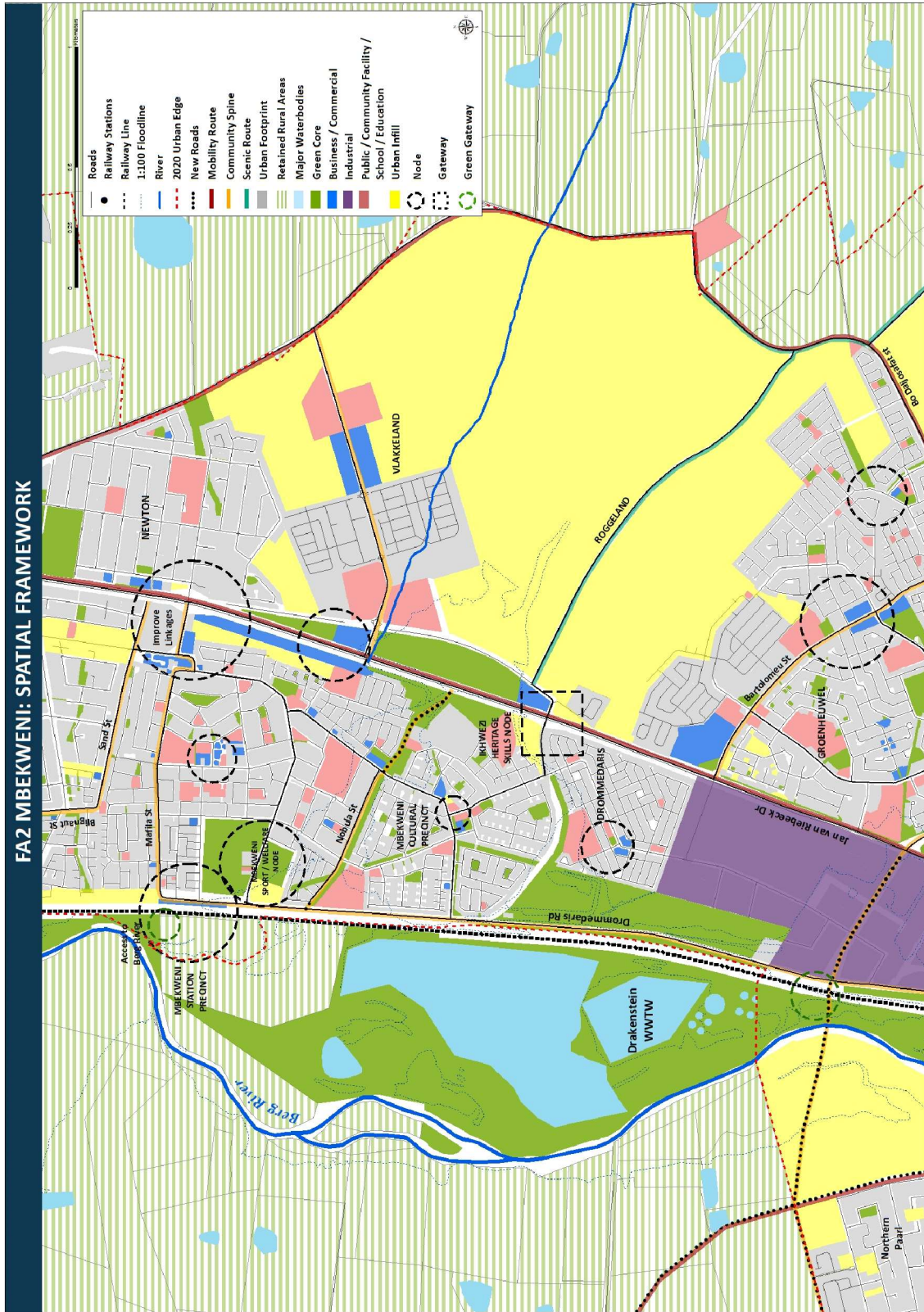
Renewal / Upgrade Infrastructure				
43	Replacement of aged electrical reticulation	DM	X	
44	Upgrading of SCADA System	DM	X	
45	Drakenstein Energy Efficient Street Light Project	DM	X	
46	Provision of energy self-generating solutions	DM	X	
47	Installation and upgrade of electrical infrastructure to provide spare capacity for future development	DM	X	
48	Upgrade of existing sidewalks	DM	X	
49	Reseal of streets	DM	X	
50	Replacement of aged water and wastewater reticulation	DM	X	
51	Refurbish and upgrade all pump installations at the existing sites	DM	X	
52	Replacement of water and wastewater infrastructure with innovative materials with curbing of vandalism in mind	DM	X	
53	Purchasing and installation of uninterrupted power supplies and generators at critical sites	DM	X	
54	Construct solid waste mini drop-offs at hotspots	DM	X	
55	Implement the skip project in high density and informal areas	DM	X	
56	Implement the area cleaning block system in registered informal settlements	DM	X	
57	Rebuild of Drommedaris Street	DM	X	
58	Upgrading of signalized intersections	DM	X	
59	Purchasing and installation of uninterrupted power supplies at signalized intersections	DM	X	
60	Implement street refuse bins	DM	X	
61	Implement the Organic Waste Division Infrastructure at Paarl RTS	DM	X	
62	Upgrade of the Huguenot Community Hall	DM	X	
63	Upgrading and extension of the Paarl WWTW, pump station, rising mains and new bulk sewer main south of the N1	DM	X	
64	Extension of the Berg River Boulevard North	DM and DPWT		X
65	Lang Street connection with Borsenberg Street	DM		X
66	Retief Street connection with Van der Stel Street	DM		X
67	Increasing the existing HV network capacity to facilitate future development, electrification and load growth. This entails the implementation of the transformers at the Parys 66/11KV substation	DM and Eskom		X
68	Construction of Drommedaris and Vlakkeland detention dams and canal.	DM		X
69	Commissioning of two new substations (N1 Substation, 132/6611KV 80MVA, and Mall Substation, 66/11/KV 20MVA).	DM and Eskom		X

3.11.2 Spatial Focus Area 2: Mbekweni

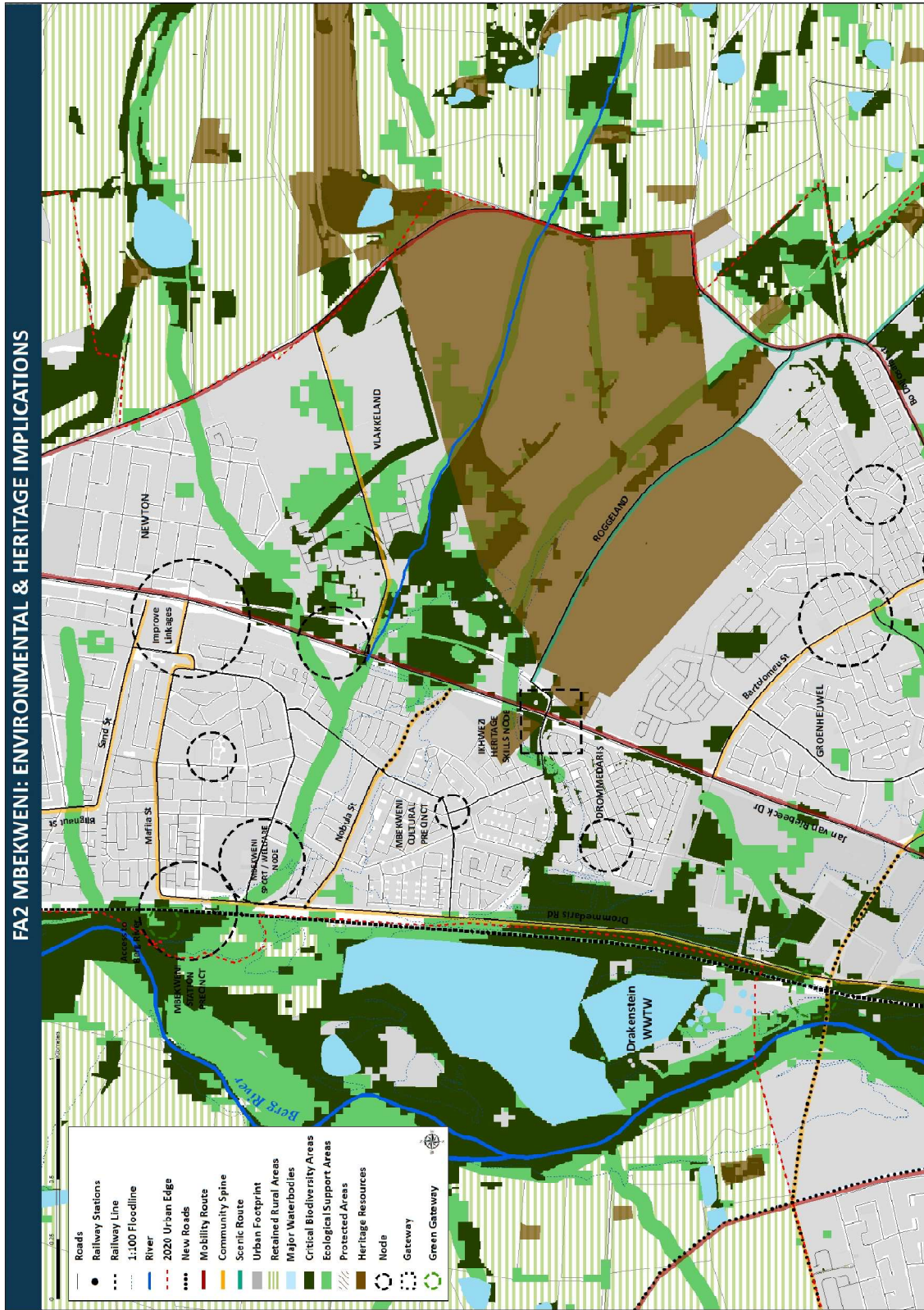
Mbekweni is a high-density residential township. The town contains a mix of residential, commercial and public facilities.

3.11.2.1 Development function/focus of Spatial Focus Area 2: Mbekweni

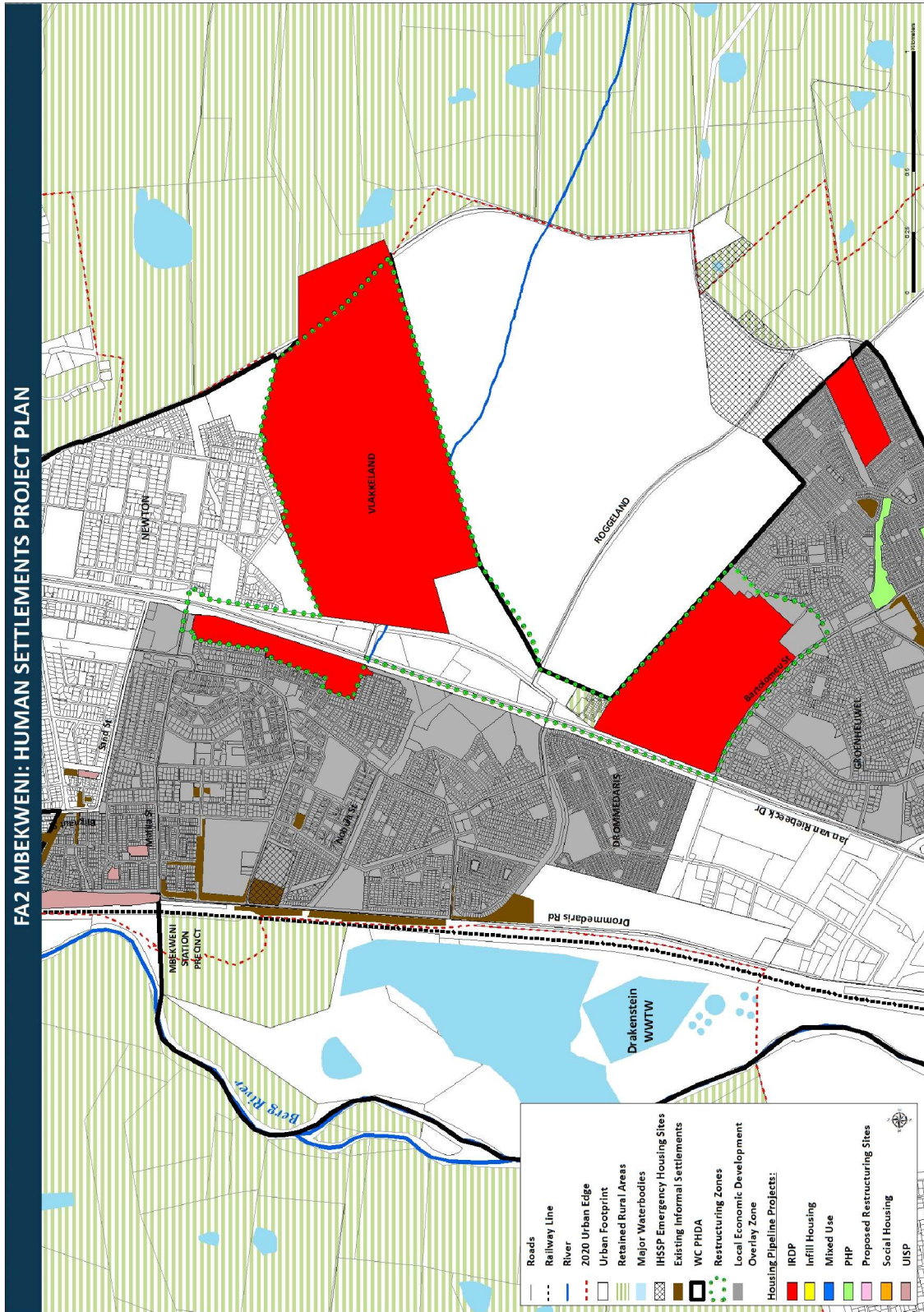
Together with Wellington, Mbekweni is regarded as a secondary growth node, with development focused on creating an efficient and legible urban structure and improved linkages to surrounding urban areas through NMT and TOD at strategic nodes. Furthermore, importance is placed on investing in the public realm of the area, and providing better access to socio-economic services and housing opportunities, through the provision of a range of socio-economic services at the strategic nodes indicated on the Map 4.5 below.



Map 3.13: Spatial Focus Area Map - SFA Mbekweni.



Map 3.13(a): Environmental and Heritage Implications – SFA2 Mbekweni.



Map 3.13(b): Humans Settlements Projects Map – SFA2 Mbekweni.

Table 3.14: Spatial Interventions - SFA2 Mbekweni.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and wetlands. • Connect green corridors and integrate natural areas with urban green areas. • Improve waste management through community-based recycling projects. • Align the principles of the SDF with the EMF. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Rehabilitate river streams and buffer areas to create natural corridors. • Rehabilitate and protect riverine corridors (Berg River and tributaries). • Protect water resources from unregulated groundwater uses and water pollution.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Proposed household gardens, school gardens and community gardens, in partnership with relevant departments and human settlement projects. • Urban agriculture: food gardens on top of buildings and at vacant land within urban area, and small-scale farming opportunities to enable the production of local produce that can be sold at informal trading spaces.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 32: Social Development. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Celebrate Mbekweni's very rich cultural heritage resources (buildings and apartheid activist stories). • Designate cultural heritage precinct. • Complete the heritage register for the Municipality. • To ensure that Mbekweni's resources are adequately recorded and protected. • Update the heritage resources inventory to ensure that Mbekweni's resources are adequately recorded and protected. • Develop a Cultural Heritage Strategy. • A heritage tourism-orientated plan is proposed, which identifies the main heritage resources that tourists can visit. This forms part of the prioritised projects in the Tourism Development Plan of the Drakenstein Municipality.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Prevent ad-hoc outward expansion of urban settlements by maintaining tight urban edges. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • The Mbekweni SFA has the densest informal settlements in the Municipality, with just over 2 300 informal structures. There is a large area within Mbekweni where people are residing in informal settlements that are located below the floodline, adjacent to the Berg River. These settlements are exposed to a high risk of flooding during the rainy season. • A large proportion of informal structures in one of the settlements is located in close proximity to a railway line, which poses safety risks.

			<ul style="list-style-type: none"> Some of the informal settlements in the SFA will have to be relocated, while others can be upgraded in the short to medium-term. A critical challenge in Mbekweni, is suitable land for temporary relocation in order for upgrading to take place. Given this challenge, informal settlements in Mbekweni are to be relocated to Paarl as per the recommendations in the Drakenstein Draft HSP (2019). Incremental upgrading of informal settlements to ensure that residents have adequate access to an appropriate level of basic services is also required. Various informal settlements in the Mbekweni SFA have been identified for provision of basic services [based on recommendations in the Drakenstein Draft HSP (2019)].
7	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> PDO 29: Spatial Planning. PDO 31: Urbanisation and Human Settlements 	<ul style="list-style-type: none"> Promote urban infill and densification at appropriate locations. Promote a more efficient urban structure through high mixed land uses at strategic nodes and along Community Spines. Limited vacant land is available within Mbekweni. To accommodate future growth, appropriate high-density residential projects must be implemented.
8	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> PDO 27: Economic Development and Tourism. PDO 28: Land Use and Properties. PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> The informal economy fulfils an important role within the Municipality, hence informal trading spaces are proposed at strategic points, which will enhance opportunities for informal traders. Develop mixed-use nodes at strategic points such as Mbekweni Station Precinct, Drommedaris Business Node, and Mbekweni Commercial Node.
9	Mobility and Access	<ul style="list-style-type: none"> PDO 23: Transport, Roads and Storm Water. PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> Formalise public transport routes in conjunction with taxi operators. Implement specific routes that public transport follows, establish and control formal taxi ranks and formalise the entire Integrated Public Transport Network (IPTN) for Mbekweni. Integrate the Mbekweni area with the northern and southern portions of the main urban areas (Paarl and Wellington), as well as with the western portion of town (Wellington Industrial Park) through NMT and TOD. Strengthen and create linkages with industrial nodes through safe connection across the railway line to Wellington Industrial park. Prioritise sidewalk/ NMT provision along major routes and make provision for cycling tracks in all urban upgrade projects. Increase the ability for Mbekweni's residents to commute to higher-order towns by managing the operating environment, transport system and decision-making mechanism relevant to transport planning. As a general principle, implement densification and diversification along main transport routes (Community Spines and identified Mobility Routes).

10	Spatial Imbalance in access to Social Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 32: Social Development. • PDO 33: Sport and Recreation. • PDO 34: Parks and Open Spaces. • PDO 39: Libraries. 	<ul style="list-style-type: none"> • Promote quality multi-use open space areas – reclaim and repurpose open spaces. • Maintain and upgrade existing sports facilities, such as Weltevrede Sports Grounds in Wellington and Mbekweni Sports Stadium. • Maintain and upgrade all community and public facilities (Community Halls and Thusong Centres). • Provide better access to social and recreational facilities through NMT initiatives and the clustering of social facilities at strategic nodes. • Encourage mixed-use educational facilities and ensure equitable access to sport and recreation facilities. • Provide infrastructure for cultural and religious practices and identify a site for initiation ceremonies.
11	Public Realm	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 32: Social Development. • PDO 34: Parks and Open Space. • PDO 37: Safety and Security. 	<ul style="list-style-type: none"> • Identify projects that invest in parks, open spaces and social facilities that are accessible to the public through NMT and that can be better protected through public surveillance. • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors. • Facilitate on-street activity through well-located mixed-use areas to create more vibrant/complete neighbourhoods.
12	Tourism	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 32: Social Development. 	<ul style="list-style-type: none"> • Encourage tourism initiatives based on township experience by supporting homestays/ tourism facilities (restaurants)/ tours/ events. • Acknowledge and celebrate Mbekweni’s cultural heritage resources through the implementation of Tourism Development Plan Priority Projects. • Development of Mbekweni Cultural Precinct (Arts and Crafts Tourism Market) as proposed in the Draft Tourism Development Plan (2019).
Action: New			
13	New Mixed Use Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Develop proposed high mixed land uses at strategic nodes within Mbekweni, as identified on Map 4.5. • Formalise informal trading spaces at strategic nodes for the use of informal traders. • Develop an Investment Plan for the Paarl CBD, Mbekweni and Paarl East area and implement recommendations. • Develop proposals within SDF and HSP for inner CBD housing opportunities.
14	Significant New Industrial Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. 	<ul style="list-style-type: none"> • Development of Inland Port and Agro-processing plant at the Dal Josaphat Industrial Area. • Upgrade of Dal Josaphat Industrial Area - upgrade underutilised industrial sites that have minimum infrastructure cost input requirements, to encourage industrial investment.

15	New Residential Developments	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Fibre optic facilities should be installed within the Mbekweni area. • Vlakkeland, Erf 16161, and Erf 557 Mbekweni must be developed as a Human Settlements Projects, as indicated on the Conceptual Map. • Provide alternative housing options that are sustainable and eco-friendly. Promote infill development strategies and green architecture. Promote better housing typologies and layouts that provide quality spaces for social integration and economic opportunities.
16	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Prioritise sidewalk/NMT provision along major routes, and make provision for cycling tracks in all urban upgrade projects. • Reconfigure primary access and movement routes, to establish more legible urban structure and to facilitate public transport. • Reconfigure Vlakkeland Layout so that the main access street connects to Bo-Dal Road. • Strengthen and create new linkages with industrial nodes in Wellington Industrial Park, through safe connection over the railway line. • Create a safe NMT link between the Mbekweni Railway Station and the Mbekweni Public Transport Interchange (PTI), along Ntshamba and Mphakalasi Streets.
17	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 23: Transport, Roads and Stormwater. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. 	<ul style="list-style-type: none"> • Fibre optic facilities should be installed within Mbekweni. • Drommedaris Road Rebuild. • Upgrade to existing 11 kV networks. • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply. Crate projects for energy generation: Drakenstein Street Light Projects. • Create projects for energy generation: Provision of self-generation solutions. Installation and upgrade of electrical infrastructure to provide spare capacity for future development. • Revision of SWMP and floodlines. • Upgrade of the wastewater treatment works (WWTW) to ensure sufficient capacity for future developments, and to eradicate maintenance backlogs, especially at Paarl WWTW. • Vlakkeland bulk water upgrade. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Extension/Upgrade of Basic Services: Informal Settlements. • Developing of enabling infrastructure: Scientific Laboratory Equipment, Traffic Signals, and provision of Borehole Infrastructure. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO Waste containers. • Replace and upgrade of Wastewater reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations.

18	Human Settlements	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • Human settlements projects in the Mbekweni SFA should prioritise addressing informal settlements, especially those that are exposed to health and safety risks. Consideration should also be given to the implementation of medium-density two/three-storey walk-ups, as opposed to single-storey housing, for the low-income brackets, due to the lack of suitable land for human settlements development within the SFA. • Implementation of housing consumer education and awareness campaigns (lack of education and awareness on roles and responsibilities as recipients of houses). • Arrange housing demand update events for all rural areas. • Eviction Management Planning: Identification of land for eviction settlement, and development of land for eviction settlement. • Emergency housing planning and implementation: Procurement of service provider for emergency housing units, and approval of Temporary Housing Policy. • Need for Emergency housing: Provision of emergency housing kits.
19	Social and Community Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 32: Social Development. • PDO 33: Sport and Recreation. • PDO 39: Libraries. 	<ul style="list-style-type: none"> • There is no backlog in terms of the quantity of sporting facilities, but considerable investment is required for updating and maintenance. • Maintain and upgrade all community and public facilities. • Upgrade soup kitchens and containerized night shelters. • Upgrade of Dal Josphat Sports Stadium through the provision of adequate floodlight and ancillary floodlight facilities and upgrade of Mbekweni Sports Stadium. • Upgrade and renovate the Dal Josaphat Traffic Centre.
20	Economic Growth and Business Development	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. 	<ul style="list-style-type: none"> • Develop a mentoring and skills development programme for SMMEs and entrepreneurs. • Developing a digital economy strategy and implementation plan. • Develop and implement a local 'Tradeworld' portal to facilitate localised procurement opportunities for SMMEs. • Develop and implement an Investment and Development marketing guide. • Support fibre roll-out plan.

Table 3.15: Projects - SFA2 Mbekweni.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Formulate the Newton, Roggeland and Vlakkeland Precinct Plan.	DM	X	
2	Compile a vacant land survey	DM	X	
3	Amend the Drakenstein Zoning Scheme Bylaw	DM	X	
4	Amend the Drakenstein Bylaw on Municipal Land Use Planning	DM	X	
5	Review of Tourism Development Plan	DM	X	
6	Develop a Sport Tourism Strategy	DM	X	
Social and Economic Infrastructure				
7	Upgrading of Mbekweni Community Hall	DM	X	
8	Conversion of a portion of the Mbekweni Community Hall to accommodate the Department of Health	DM	X	
9	Maintenance and upgrading of housing rental stock	DM	X	X
10	Extension of basic service to informal settlements	DM	X	X
11	Upgrading of Fairyland and Siyashlala Informal Settlement	DM	X	
12	Upgrade of White City water and sewerage	DM	X	
13	Acquisition of Air Quality Monitoring Equipment	DM	X	
14	Electrification of informal settlements	DM	X	X
15	Electrification of Human Settlements Projects	DM	X	X
16	Installation of CCTV cameras	DM	X	X
17	Painting of 365 murals at municipal community facilities	DM	X	
18	Returf of sport field for soccer and cricket practice	DM	X	
19	Upgrading and maintenance of local amenities and public places	DM	X	X
20	Implement the “Cleaner and Greener” tree planting programme	DM	X	X
21	Upgrade of soup kitchen	DM	X	X
22	Implementation of Social housing, GAP housing, infill housing, BNG housing and a number of IRDP projects.	DM	X	X
Renewal / Upgrade Infrastructure				
23	Replacement of aged electrical reticulation	DM	X	X
24	Upgrading of SCADA System	DM	X	
25	Drakenstein Energy Efficient Street Light Project	DM	X	
26	Installation and upgrade of electrical infrastructure to provide spare capacity for future development	DM	X	X
27	Upgrade of existing sidewalks	DM	X	X
28	Reseal of streets	DM	X	X
29	Replacement of aged water and wastewater reticulation	DM	X	X
30	Refurbish and upgrade all pump installations at the existing sites	DM	X	X
31	Replacement of water and wastewater infrastructure with innovative materials with curbing of vandalism in mind	DM	X	X
32	Purchasing and installation of uninterrupted power supplies and generators at critical sites	DM	X	
33	Construct solid waste mini drop-offs at hotspots	DM	X	
34	Implement the skip project in high density and informal areas	DM	X	
35	Implement the area cleaning block system in registered informal settlements	DM	X	
36	Rebuild of Drommedaris Street	DM	X	X
37	Upgrading of signalized intersections	DM	X	

38	Purchasing and installation of uninterrupted power supplies at signalized intersections	DM	X	
39	Implement street refuse bins	DM	X	
40	Construction of Drommedaris and Vlakkeland detention dams and canal.	DM		X
41	Upgrade of the Dalweiding Substation and switchgear	DM	X	
42	Construction of new 11KV substations to accommodate the expansion of new proposed developments, as well as the proposed infill and densification.	DM and Eskom	X	
43	Extension of Mafila Street to Wamkelele Street, and Nobula Street to Jan van Riebeeck Street.	DM and DTPW		X

3.11.3 Spatial Focus Area 3: Wellington

Wellington is classified as a secondary growth node/secondary service centre. It is the second most significant settlement within the Drakenstein Municipality, after Paarl. It is considered an important urban settlement within the Drakenstein Municipality. According to the Growth Potential Study of Towns in the Western Cape (WCG, 2013), Wellington has a very high socio-economic need and, in tandem with Paarl, is classified as a regional node that fulfils services such as: tertiary education, agri-processing and distribution, tourism, and an administrative centre function for the northern Winelands Region.

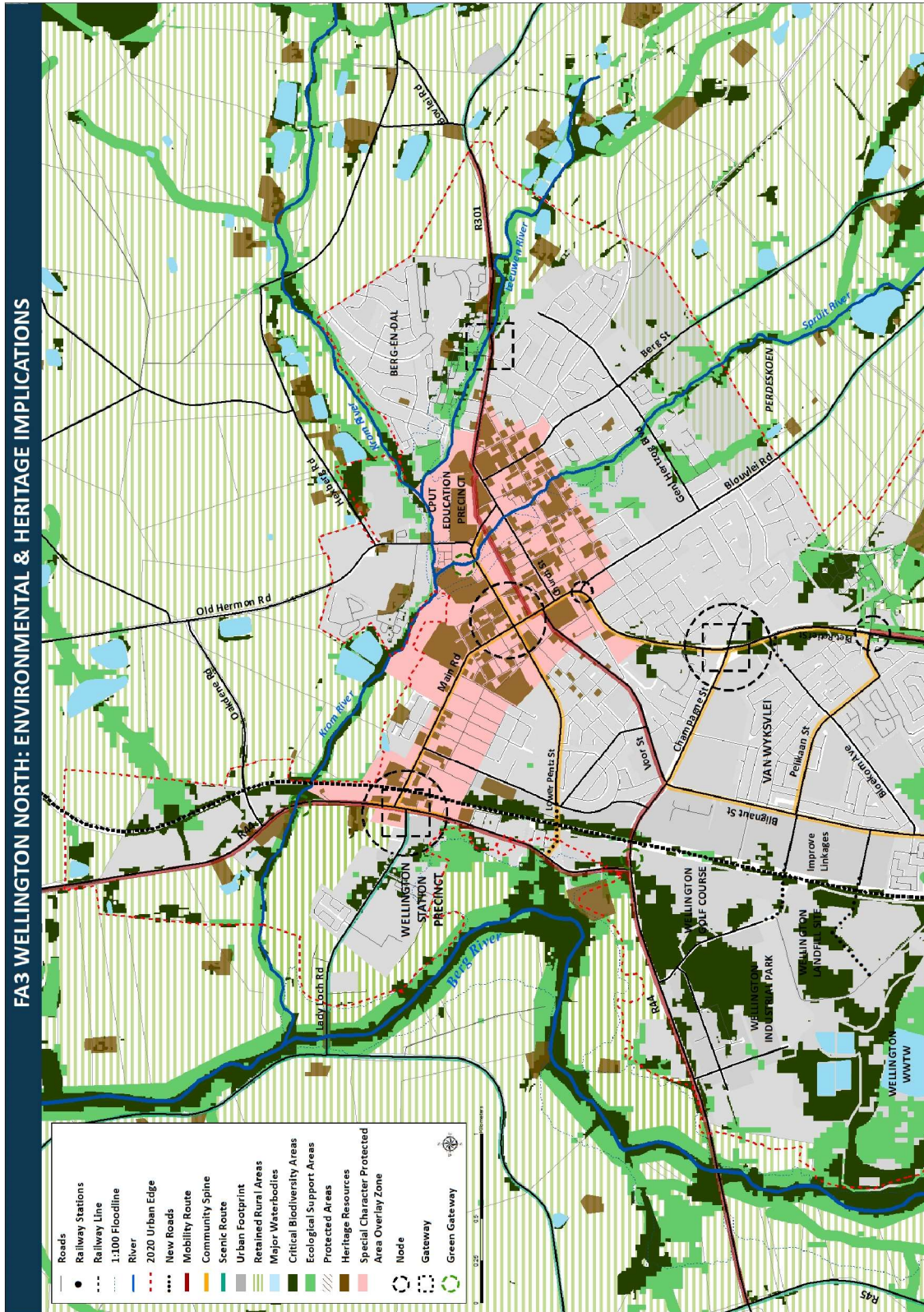
3.11.3.1 Development function/focus of Spatial Focus Area 3: Wellington

Wellington fulfils an important role in the region, from an economic, educational, agricultural, transport and industrial viewpoint. This Wellington SFA provides important health, education, cultural/heritage facilities, as well as government services. It acts as a service centre to the smaller rural settlements located within the Rural Hinterland. It is regarded as an important node, with a focus on development densification, agri-processing and education.

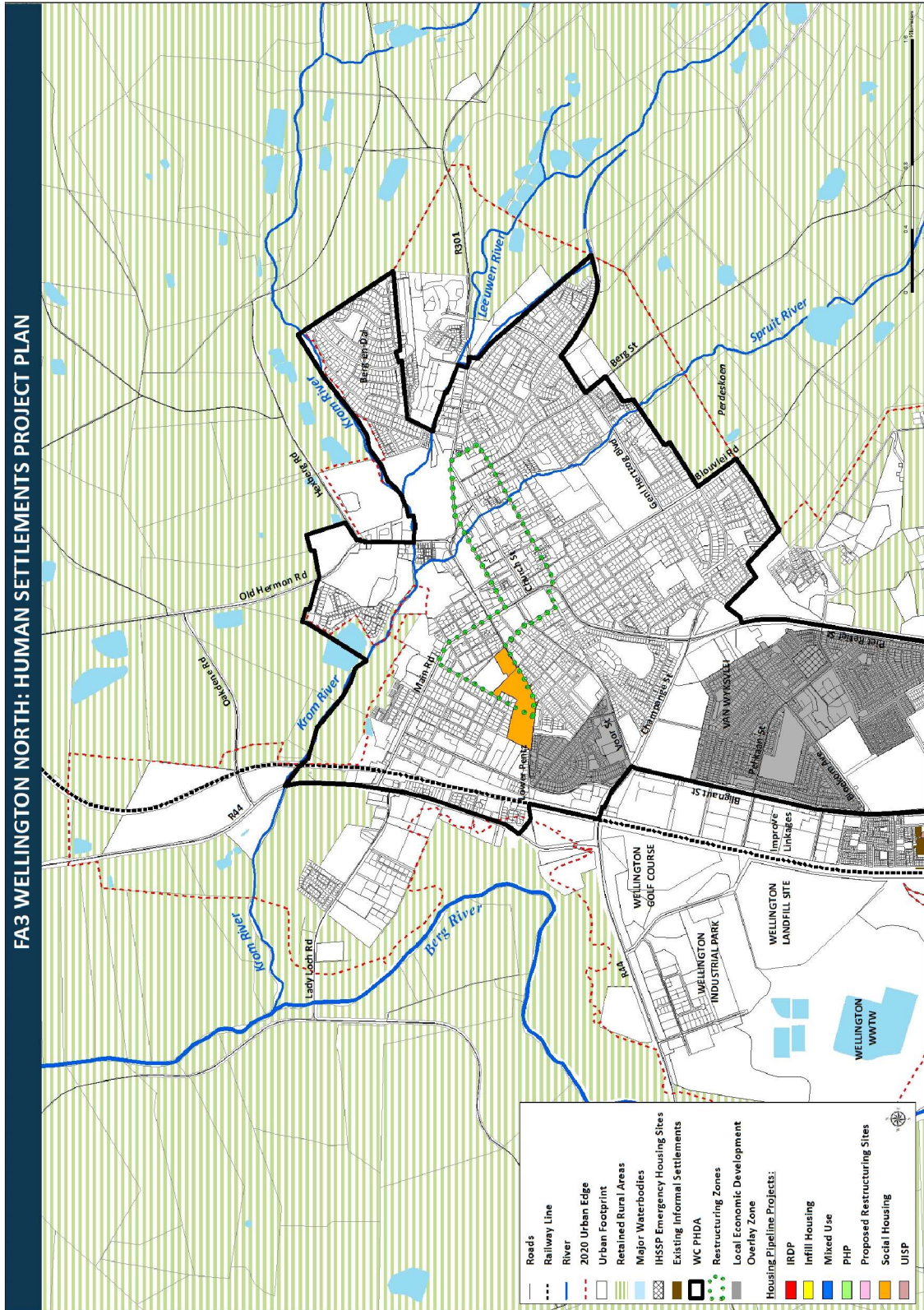
The development focus of this SFA, for major development, is centred around areas that do not infringe on natural and cultural assets, where infrastructure is available and where movement networks can support future growth. This entails focusing on connecting with other main urban areas, such as Mbekweni and Paarl.

The upgrade of the Wellington CBD, expansion of Wellington Industrial Park, enhancement of the town as an education precinct, and the protection of scenic landscapes and heritage resources, are all considered important in the development focus for this SFA.

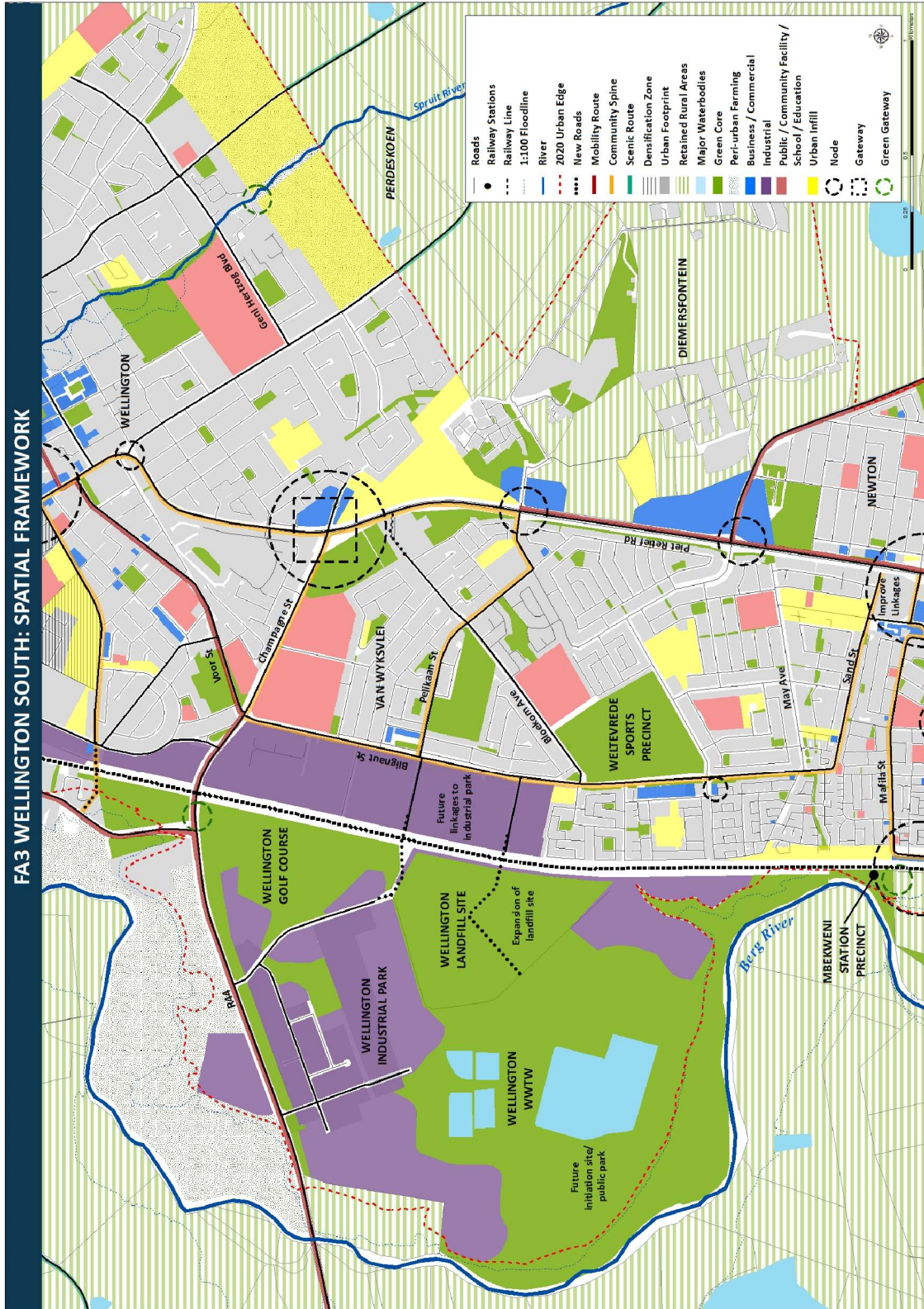
Wellington is considered to have medium to high growth potential, according to the Provincial Spatial Development Framework (PSDF) (2014), and there is potential for growth in this SFA. The focus is, however, shifted towards infill development, densification and the containment of the urban footprint.



Map 3.14(a): Environmental and Heritage Implications – SFA3 Wellington North.



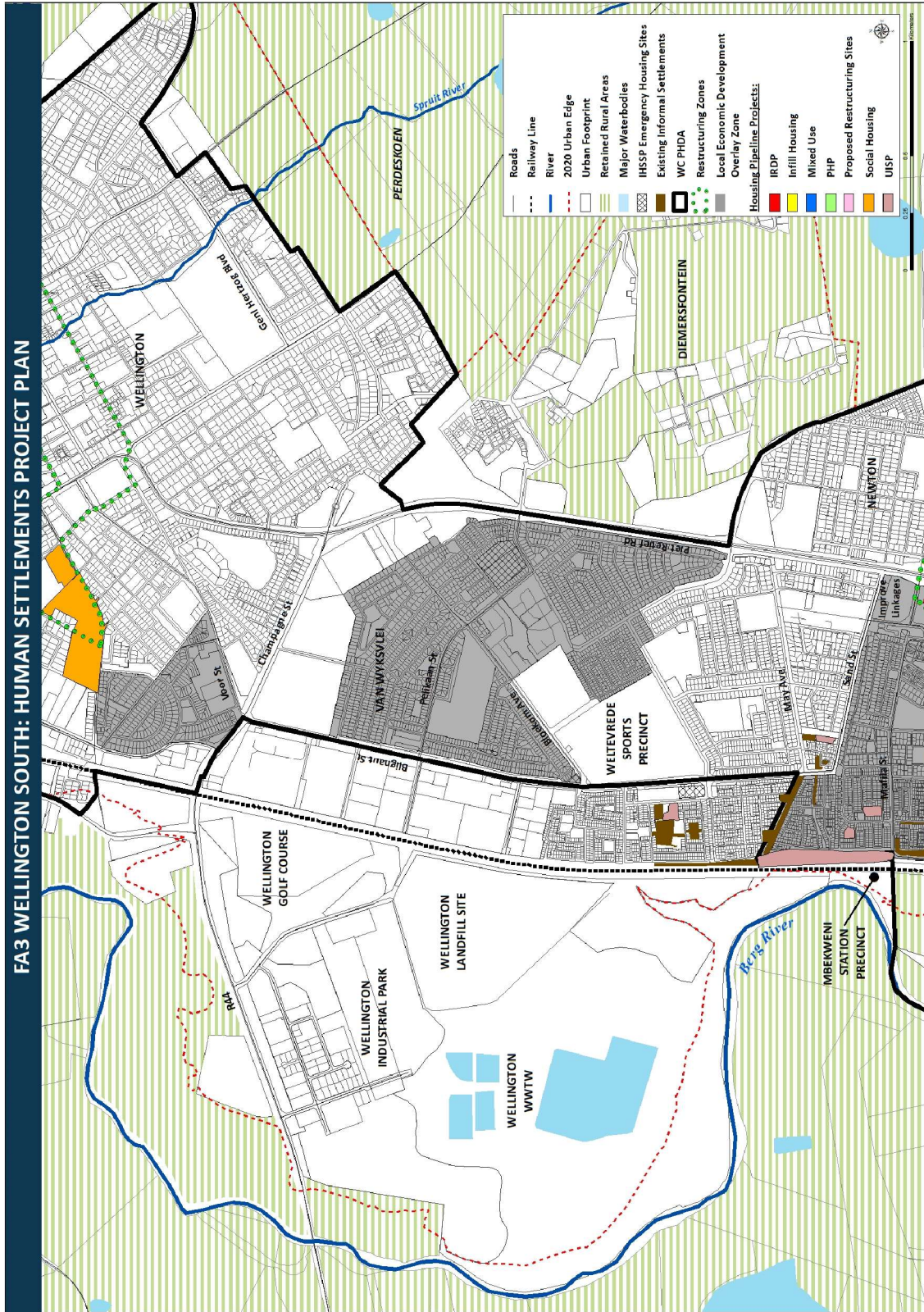
Map 3.14(b): Humans Settlements Projects Map – SFA3 Wellington North.



Map 3.15: Spatial Focus Area Map - SFA3 Wellington South.



Map 3.15: Environmental and Heritage Implications – SFA3 Wellington South.



Map 3.15(b): Humans Settlements Projects Map – SFA3 Wellington South.

Table 3.16: Spatial Interventions - SFA3 Wellington.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas and wetlands. • Connect green corridors and integrate natural areas with urban green areas. • Prevent agricultural encroachment into floodplains and riparian areas. • Maintain and protect natural areas that surround Wellington. • Implement and manage proposed Stewardship Sites: Wellington Industrial Area, Eerste Tol (Bainskloof) and Happy Valley (Farm 229/0, Wellington). • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Rehabilitation of rivers, streams and buffer areas, to create natural corridors. • Rehabilitate and protect riverine corridors (Krom, Spruit and Leeuwen Rivers).
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote urban agriculture and small-scale farming opportunities. • Retain and protect high-value and unique agricultural land. • Protect agricultural land from ad hoc transformation. • Prevent urban encroachment into agricultural areas. • Diversify crops, planting berries instead of grapes, to adapt to climate change.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Implement proposals contained in the Wellington CBD Urban Development Framework (UDF) to protect heritage and scenic landscape. • Safeguard local landscape and scenic value, through appropriate land use location, scale and form, and by mainstreaming in spatial planning decision-making, especially within rural landscapes and rural-urban interfaces. • Designate Heritage Areas. • Complete the heritage register for the Municipality. • Develop a Cultural Heritage Strategy.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Containment of current urban footprint (stop encroachment into agricultural areas). • Contain urban footprint as far as possible, within the urban edge. However, a phased approach, to determine where the urban edge can be altered to allow for expansion, is proposed for the medium to long-term. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are several informal settlements in the Wellington SFA that require incremental upgrading of informal settlements to ensure that residents have adequate access to an appropriate level of basic services. There are just of over 600 informal structures in the Wellington SFA. Some of the informal settlements have been addressed under the Upgrading of Informal Settlements Programmes, while others have not. Informal settlements that have not yet been addressed under UISP will need to need to be further

			<p>investigated.</p> <ul style="list-style-type: none"> Given the limited well-located land for human settlements in Wellington, the Drakenstein Draft HSP (2019) proposes relocation sites in Paarl East.
7	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> PDO 28: Land Use and Properties. PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> High-density residential developments should be encouraged through infill and densification, as earmarked on appropriate locations on the Conceptual Map. Formalise backyard dwellers that currently reside within Wellington.
8	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> PDO 27: Economic Development and Tourism. PDO 28: Land Use and Properties. PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> Proposed high-mix of land uses at strategic nodes, as indicated in the Wellington Urban Design Framework. Facilities should be located within an acceptable walking distance. Informal economy – support informal trading through the provision of informal trading spaces at strategic nodes.
9	Mobility and Access	<ul style="list-style-type: none"> PDO 23: Transport, Roads and Storm Water. PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> Provide supporting infrastructure for logistics and transport, to promote Wellington as a logistics/agri-hub for the wider region. Public transport is dominated by the minibus taxi industry. Formalise public transport routes in conjunction with taxi operators. Formalise the entire IPTN for Wellington, Paarl and Mbekweni.
10	Education	<ul style="list-style-type: none"> PDO 27: Economic Development and Tourism. PDO 29: Spatial Planning. PDO 32: Social Development. 	<ul style="list-style-type: none"> Promote Wellington as a higher education hub – CPUT/Huguenot College.
11	Spatial Imbalance in access to Social Facilities	<ul style="list-style-type: none"> PDO 26: Municipal and Public Facilities. PDO 28: Land Use and Properties. PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> Upgrade Pelican Park Sportgrounds in Wellington. Upgrade Wellington Licensing Centre.
12	Public Realm	<ul style="list-style-type: none"> PDO 27: Economic Development and Tourism. PDO 28: Land Use and Properties. PDO 29: Spatial Planning. PDO 32: Social Development. 	<ul style="list-style-type: none"> CBD place-making and public realm to make it a vibrant city centre as proposed in the Wellington Urban Design Framework. Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. Establish and strengthen the relationship between farms and neighbourhood watches. Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors. Develop proposals within SDF and HSP for inner CBD housing opportunities.
13	Tourism	<ul style="list-style-type: none"> PDO 27: Economic Development and Tourism. PDO 28: Land Use and Properties. 	<ul style="list-style-type: none"> Provide tourism signage and tourism infrastructure at identified Gateways, especially towards northern entrance of the town. Promote natural and built heritage resources, scenic landscapes and outdoor tourist activities.

		<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Implementation of Cycling Route Development project and World Centre Cycling of Africa (WCCA) project as well as the implementation of the Cycling Route Development Project (Will include the Rural Hinterland). • Tourism Infrastructure development (Wellington Information Office Tourism precinct).
Action: New			
14	New Mixed Use Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Wellington Urban Design Framework and Implementation - a new way of thinking is required to transform the Wellington CBD into vibrant city centres. This area has the potential to serve as a catalyst for unlocking live-work-play opportunities. • Identification for land for investment purposes. • Develop guidelines for developers who intends on developing multi-storey social housing buildings. • Negotiate with private property owners to acquire land for cemetery purposes.
15	New Industrial Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Wellington Industrial Park: further expansion and development of the Wellington Industrial Park provides investment opportunities for national and international markets, with subsequent employment opportunities being created for the residents of the Drakenstein Municipality.
16	New Residential Developments	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. 	<ul style="list-style-type: none"> • There are 17 known development applications for residential and mixed-use developments within Wellington, spanning from pre-2009 to date, of which 14 have been approved. These development applications will potentially deliver an estimated 2 230 residential units.
17	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Champagne Road will need to be upgraded to increase the capacity along the major link to Paarl and Mbekweni. • Design of all roads within and surrounding settlements must provide for appropriate NMT movement. • Construct formalised pedestrian walkways from the two envisaged bus stops in Stokery Road and from the Wellington railway station. • Create an NMT link between the R301 (Kerk Street extension) and General Hertzog Blvd.
18	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 23: Transport, Roads and Stormwater. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply. Crater projects for energy generation: Drakenstein Street Light Projects. • Create projects for energy generation: Provision of self-generation solutions. Installation and upgrade of electrical infrastructure to provide spare capacity for future development. • Revision of SWMP and floodlines. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Replace and upgrade water and waste water reticulation systems. • Extension/Upgrade of Basic Services: Informal Settlements. • Developing of enabling infrastructure: Scientific Laboratory Equipment, Traffic Signals, and provision of Borehole Infrastructure. • Installation of Pressure Management Systems. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage, and ISO waste containers.

			<ul style="list-style-type: none"> • Eradication of Midblocks in Wellington South. • Development of enabling infrastructure: Wellington Town Square (EDP Project). • Upgrade the wastewater treatment works to ensure sufficient capacity for future developments and for the eradication of maintenance backlogs. • Upgrade and rehabilitate sewerage pump stations (Wellington Industrial). • Upgrade existing sidewalks and closing of walkways. • Replace and upgrade of Waste Water reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations. • There is only one landfill site, namely the Wellington landfill site, The landfill site is close to reaching its full capacity. The Municipality has applied to DEA&DP for a height extension, which, if approved will provide an additional lifespan of 5 years. The medium-term solution is to explore the possibility of extending the Wellington landfill site horizontally by realigning Eskom Power Lines. The long-term solution is to explore the possibility of investing in a biogas plant.
19	Human Settlements	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are a number of IRDP projects in the Wellington SFA, two of which have been implemented over 15 years ago but were blocked for various reasons. • Towards the CBD area of Wellington, a restructuring zone for the development of social housing opportunities have been approved. Specific sites, within the zone have been identified. The sites still need to be approved however. There are also a number of emergency housing sites that have been proposed in the SFA. • Implementation of housing consumer education and awareness campaigns (lack of education and awareness on roles and responsibilities as recipients of houses). • Arrange housing demand update events for all rural areas. • Eviction Management Planning: Identification of land for eviction settlement, and development of land for eviction settlement. • Emergency housing planning and implementation: Procurement of service provider for emergency housing units, and approval of Temporary Housing Policy. • Need for Emergency housing: Provision of emergency housing kits. • Plan and implement the roll out of UISP (Upgrade of Informal Settlements) projects and emergency housing sites. • Extension/Upgrade of Basic Services: Informal Settlements
20	Social and Community Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 32: Social Development. • PDO 39: Libraries. 	<ul style="list-style-type: none"> • Conversion of the Wellington Town hall for Covid-19 social response (period of 2 months). Education of homeless on Covid-19. • Set up containerized library in Wagenmakers Valley. • Maintain and upgrade all community and public facilities. • Upgrade soup kitchens and containerized night shelter.

21	Economic Growth and Business Development	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. 	<ul style="list-style-type: none"> • Implementation of the Integrated Economic Growth Strategy and the Rural Development Strategy. • Implementation of SMME virtual business support hub. • Establish a One-stop Business Support Centre. • Develop and implement a local 'Tradeworld' portal to facilitate localised procurement opportunities for SMMEs. • Establish an Incubator Hive at Wellington Industrial Park. • Support fibre roll-out plan. • Facilitate the development of business and industrial parks at Wellington.
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Table 3.17: Projects - SFA3 Wellington.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Formulate the Roggeland, Newton and Vlakkeland Local Spatial Development Framework	DM	X	
2	Compile a vacant land survey	DM	X	
3	Amend the Drakenstein Zoning Scheme Bylaw	DM	X	
4	Amend the Drakenstein Bylaw on Municipal Land Use Planning	DM	X	
5	Review of Tourism Development Plan	DM	X	
6	Develop a Sport Tourism Strategy	DM	X	
Social and Economic Infrastructure				
7	Extension of basic service to informal settlements	DM	X	X
8	Electrification of informal settlements	DM	X	X
9	Electrification of Human Settlements Projects	DM	X	X
10	Acquisition of land (Plankiesdorp)	DM	X	
11	Implementation of Social housing, GAP housing, infill housing, BNG housing and a number of IRDP projects	DM	X	X
12	Implement the River Improvement Projects	DM	X	X
13	Acquisition of Air Quality Monitoring Equipment	DM	X	
14	Installation of CCTV cameras	DM	X	
15	Painting of 365 murals at municipal community facilities	DM	X	
16	Upgrade and maintenance of local amenities and public places	DM	X	X
17	Upgrade of swimming pool at Antoniesvlei Resort	DM	X	
18	Upgrade of Weltevrede Sport fields	DM	X	
19	Upgrade of the Park Street Tennis Courts	DM	X	
20	Implement the "Cleaner and Greener" tree planting programme	DM	X	X
21	Install fencing and security lights at cemeteries	DM	X	
22	Upgrade of soup kitchen	DM	X	X
23	Upgrade of containerized night shelters	DM	X	
24	Upgrade of Wellington Town Hall	DM	X	
25	Upgrade of Colibri Community Hall	DM	X	
26	Upgrade of Safmarine Community Hall	DM	X	
27	Upgrading of fire services buildings	DM	X	
28	Implementation of Wellington CBD Urban Design Framework - Tourism Infrastructure development - Wellington Information Office/ Tourism Precinct.	DM		X
29	Extension of Wellington Industrial Park	DM		X
30	Proposed Education Hub, in partnership with the Cape Peninsula University of Technology (CPUT)	DM, CPUT and Huguenot College		X
31	Community-based business park to promote the informal economy	DM		X
Renewal / Upgrade Infrastructure				
32	Replacement of aged electrical reticulation	DM	X	X

33	Upgrading of SCADA System	DM	X	
34	Drakenstein Energy Efficient Street Light Project	DM	X	X
35	Provision of energy self-generating solutions	DM	X	X
36	Installation and upgrade of electrical infrastructure to provide spare capacity for future development	DM	X	X
37	Upgrade of existing sidewalks	DM	X	X
38	Reseal of streets	DM	X	X
39	Replacement of aged water and wastewater reticulation	DM	X	X
40	Refurbish and upgrade all pump installations at the existing sites	DM	X	X
41	Replacement of water and wastewater infrastructure with innovative materials with curbing of vandalism in mind	DM	X	X
42	Purchasing and installation of uninterrupted power supplies and generators at critical sites	DM	X	
43	Construct solid waste mini drop-offs at hotspots	DM	X	
44	Implement the skip project in high density and informal areas	DM	X	
45	Implement the area cleaning block system in registered informal settlements	DM	X	
46	Upgrading of signalized intersections	DM	X	
47	Purchasing and installation of uninterrupted power supplies at signalized intersections	DM	X	
48	Implement street refuse bins	DM	X	
49	Industrial water connections for large water users within the Wellington Industrial Area.	DM		X
50	Extension of the existing landfill site (medium-term).	DM		X
51	Upgrade of General Hertzog Boulevard Reconstruction of streets (Stokery Road and General Hertzog).	DM and DPTW		X
52	Upgrade and rehabilitation of sewerage pump stations (Wellington Industrial).	DM		X
53	Replacement and upgrading of bulk water infrastructure to ensure sufficient capacity for future demand.	DM		X

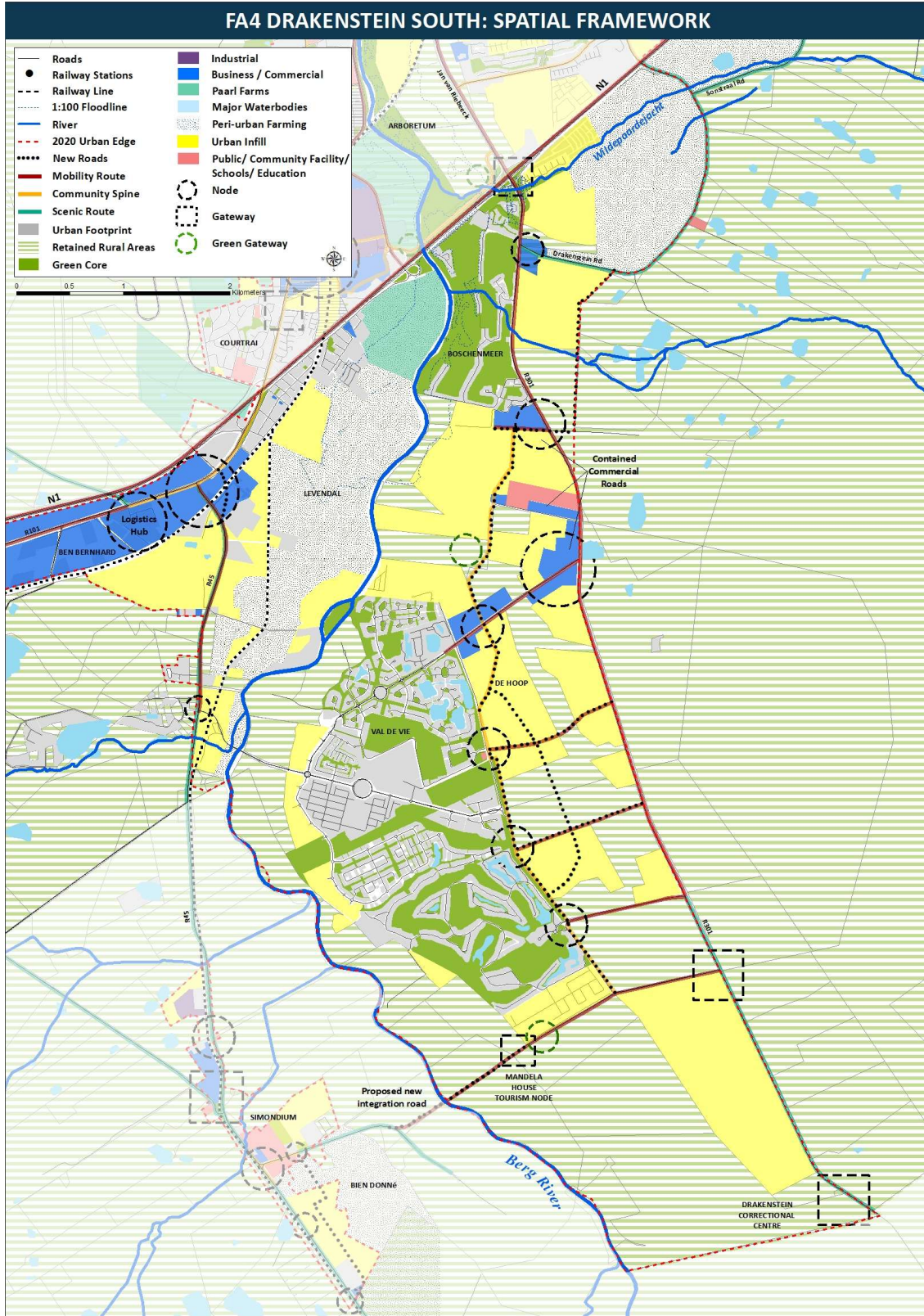
3.11.4 Spatial Focus Area 4: Drakenstein South

This Spatial Focus Area (SFA) refers to the area south of the N1, and east of the Berg River, excluding Simondium. This area is under pressure for the development of high-income, low-density, gated community residential developments. The Spatial Focus Area is strategically located and offers good access to the rest of the region. Furthermore, SFA is predominantly characterised by agricultural and natural land uses, but large portions of the SFA are already characterised by large-scale, high-income residential developments.

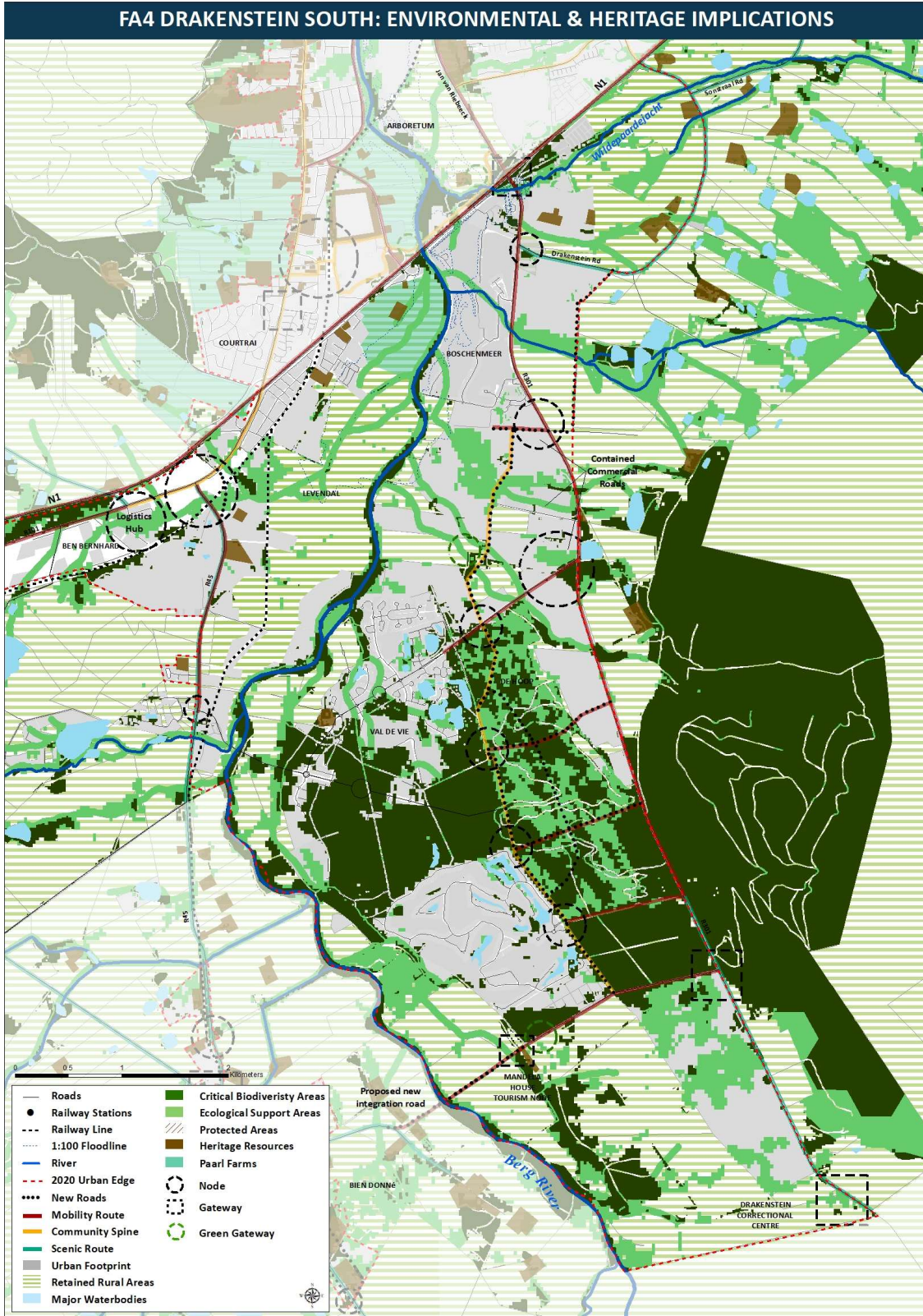
3.11.4.1 Development function/focus of Spatial Focus Area 4: Drakenstein South

Currently, the role that this Spatial Focus Area fulfils is centred around low-density residential development. Future development focus should, however, be focused on an efficient and integrated urban structure, inclusive of a variety of housing typologies, commercial opportunities, and social and community facilities with well-connected open spaces that caters for different income groups.

Extensive bulk infrastructure investment is required, as well as investment in roads and transport to ensure mobility and connectivity with other main urban areas. An appropriate return on investment for the Municipality is required. Focus should also be placed on creating an efficient urban structure through the incorporation of a high mix of different housing typologies and community facilities, which must be well connected through appropriate smaller nodes on the R45 and R301.



Map 3.16: Spatial Focus Area Map - SFA4 Drakenstein South.



Map 3.16(a): Environmental and Heritage Implications – SFA4 Drakenstein South.

Table 3.18: Spatial Interventions - SFA4 Drakenstein South.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 30: Environment and Natural Resources. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and Ecosystem Support Areas, and incorporate CBAs into Protected Areas network. • Connect green corridors and integrate natural areas with urban green areas. • Prevent agricultural encroachment into floodplains and riparian areas. • Maintain and protect natural areas and ecological corridors across farms. • Encourage environmental education and non-consumptive low-impact eco-tourism. • Restrict up-slope development on Wemmershoek and Simonsberg Mountains. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect freshwater ecosystems and prevent further loss of wetlands. • Apply buffer areas around wetlands and core areas. • 1:100-year floodline determination. • Extend the river setback, to retain an agricultural buffer along the Berg River.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote conservation agriculture. • Retain and improve the relationship between residential developments and surrounding agricultural land. • Prevent further loss of high-potential agricultural land. • Protect agricultural land from any further subdivision into urban townships or small-holding areas.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes, such as Mandela Prison House and historical homesteads in the rural landscape. • Safeguard local landscape and scenic value, and protect mountain view sheds. • Retain the rural and natural character of the area by prohibiting development on the eastern side of the R301 road especially within rural landscapes and rural-urban interfaces. • Designate Heritage Areas. • Complete the heritage register for the Municipality. • Develop a Cultural Heritage Strategy.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain the urban footprint within the urban edge. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are currently two informal settlements in the Drakenstein South SFA, both of which require relocation under the Upgrading of Informal Settlements Programme (UISP). The informal settlements are Brickfields and PA Kamp. For a detailed account of the proposed relocation strategy of these two settlements, please refer to p 30, 68 and 70 of the Drakenstein Integrated HSP (2019). • Extension/Upgrade of Basic Services: Informal Settlements.

7	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Ensure that all new developments include a ‘range of elements’ that contribute to a more sustainable and legible urban environment. • Integrate different urban areas with each other, integrate disadvantaged/lower-income communities into urban fabric, through infill development.
8	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Provide appropriate and sensitive convenience nodes at strategic locations along the R301 Road. • Formalise an informal trading space along the R45 Road, at a strategic location.
9	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Develop the Watergat/Schuurmansfontein Integration Route to enable integration between east and west. All new road developments must cater for NMT. • Improve conditions for walking and NMT on the R45 Road for households that reside in informal dwellings. • Develop new internal road linkages to improve accessibility and internal movement system. • Provide a safe, affordable and reliable public transport system for residents. • Promote appropriate and sensitive intensification and densification along identified Community Spines.
10	Spatial Imbalance in access to Social Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Provide appropriate community facilities, that should be located within acceptable walking distances. • Cluster community facilities together with commercial, transport, informal sector and other activities, at key strategic nodes as identified on Map 4.8.
11	Public Realm	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 32: Social Development. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Upgrade the public realm by landscaping and simple paving to improve the quality of the built environment. • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors.
12	Tourism	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Utilise rich tourist resources (scenery, wine farms and high traffic volumes) by promoting Mandela House as a tourist hub and tourism gateway into Drakenstein Municipality. • Trail running and mountain biking trails are important outdoor tourism opportunities that should be utilised. • Provide tourism signage and infrastructure at iconic attractions, as part of the Tourism Strategy to make Drakenstein Municipality a top tourist destination within South Africa.
Action: New			
13	New Mixed Use Developments	<ul style="list-style-type: none"> • PDPDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Small commercial nodes and community facilities in a well-connected area, which should include a connection to the R45 Road. • Corridor development (appropriate intensification) along the R45 and R301 Roads. • Develop proposals within SDF and HSP for inner CBD housing opportunities. • Identification for land for investment purposes. • Develop guidelines for developers who intends on developing multi-storey social housing buildings.

			<ul style="list-style-type: none"> • Negotiate with private property owners to acquire land for cemetery purposes.
14	New Industrial Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Light industrial and commercial business hub at Ben Bernhard. This will, however, be discussed in more detail under the Ben Bernhard Spatial Focus Area.
15	New Residential Developments	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Ensure that future housing projects facilitate a range of housing typologies and include community facilities that are well connected through a movement network. • An estimated 2 060 residential units will be developed and occupied over the short-term (2020 to 2025) within the Val de Vie 2 (Pearl Valley 2), The Vines (Val de Vie Winelands Lifestyle Estate) and Safariland (The Acres). Over the medium to long-term, approximately 5 700 residential units will be developed and occupied in developments such as De Hoop Community Lifestyle Estate, Levendal, Die Vlei, Azalea Acres, Sence de Lieu, Paarl Hills (Ronwe farm), Zanddrift Lifestyle and Retirement Estate and Wilde Paarde Jagt.
16	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Develop the Watergat/Schuurmansfontein Integration Route to enable integration between east and west. All new road developments must cater for NMT implement the new roads masterplan and upgrade identified roads, as contained in the Cape Winelands District (CWD) Roads Masterplan. • Design of all roads within, and surrounding, settlements must provide for appropriate NMT movement. • Upgrading of the identified road as contained within the CWD Integrated Transport Plan (2016).
17	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 23: Transport, Roads and Stormwater. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Create project for energy generation: Provision for self-generating solutions. • Significant new bulk water and wastewater infrastructure, and upgrades, are required to accommodate expected future growth, and to unlock the development potential of this area. • The R301 Road upgrade. • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply. Create projects for energy generation: Drakenstein Street Light Projects. • Create projects for energy generation: Provision of self-generation solutions. Installation and upgrade of electrical infrastructure to provide spare capacity for future development. • Revision of SWMP and floodlines. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Extension of Basic Services: Informal Settlements. • Developing of enabling infrastructure: Scientific Laboratory Equipment, Traffic Signals, and provision of Borehole Infrastructure. • Installation of Pressure Management Systems. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO waste containers. • Replace and upgrade of Wastewater reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations.

18	Human Settlements	<ul style="list-style-type: none"> • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are currently no human settlement projects in the Drakenstein South SFA. However, the Simondium Human Settlement Project will be discussed under the Simondium SFA. • Implementation of housing consumer education and awareness campaigns (lack of education and awareness on roles and responsibilities as recipients of houses). • Arrange housing demand update events for all rural areas. • Eviction Management Planning: Identification of land for eviction settlement, and development of land for eviction settlement. • Emergency housing planning and implementation: Procurement of service provider for emergency housing units, and approval of Temporary Housing Policy. • Need for Emergency housing: Provision of emergency housing kits.
19	Social and Community Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. • PDO 40: Libraries. 	<ul style="list-style-type: none"> • Ensure adequate access to a range of social facilities/services for low-income groups by clustering social facilities and by locating social facilities at strategic nodes throughout the SFA. • Maintain and upgrade all community and public facilities. • Upgrade soup kitchens and containerized night shelters.
20	Economic Growth and Business Development	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. 	<ul style="list-style-type: none"> • Implementation of the Integrated Economic Growth Strategy and the Rural Development Strategy. • Implementation of SMME virtual business support hub. • Establish a One-stop Business Support Centre. • Develop and implement a local 'Tradeworld' portal to facilitate localised procurement opportunities for SMMEs. • Support fibre roll-out plan. • Establish a Business Hive in Ward 25.

Table 3.19: Projects - SFA4 Drakenstein South.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Drakenstein South Precinct Plan	DM		X
2	Floodline study to determine appropriate floodlines along the Berg River Corridor	DM		X
3	Compile a vacant land survey	DM	X	
4	Amend the Drakenstein Zoning Scheme Bylaw	DM	X	
5	Amend the Drakenstein Bylaw on Municipal Land Use Planning	DM	X	
6	Review of Tourism Development Plan	DM	X	
7	Develop a Sport Tourism Strategy	DM	X	
8	Develop a Road Access Management Plan for the R45	DM and DTPW	X	
Social and Economic Infrastructure				
9	Implement the River Improvement Projects	DM	X	
10	Acquisition of Air Quality Monitoring Equipment	DM	X	
11	Installation of CCTV cameras	DM	X	
12	Painting of 365 murals at municipal community facilities	DM	X	
13	Upgrade and maintenance of local amenities and public places	DM	X	
14	Implement the "Cleaner and Greener" tree planting programme	DM	X	
Renewal / Upgrade Infrastructure				
15	Replacement of aged electrical reticulation	DM	X	X
16	Upgrading of SCADA System	DM	X	
17	Implement the Drakenstein Energy Efficient Street Light Project	DM	X	X
18	Installation and upgrade of electrical infrastructure to provide spare capacity for future development	DM	X	X

19	Replacement of aged water and wastewater reticulation	DM	X	X
20	Refurbish and upgrade all pump installations at the existing sites	DM	X	X
21	Replacement of water and wastewater infrastructure with innovative materials with curbing of vandalism in mind	DM	X	X
22	Purchasing and installation of uninterrupted power supplies and generators at critical sites	DM	X	
23	Construct solid waste mini drop-offs at hotspots	DM	X	
24	Implement the skip project in high density and informal areas	DM	X	
25	Creation of the Watergat/Schuurmansfontein Integration Road	DM and DTPW		X
26	Upgrading of the R301 and R45 roads	DM, DTPW and PPP	X	X

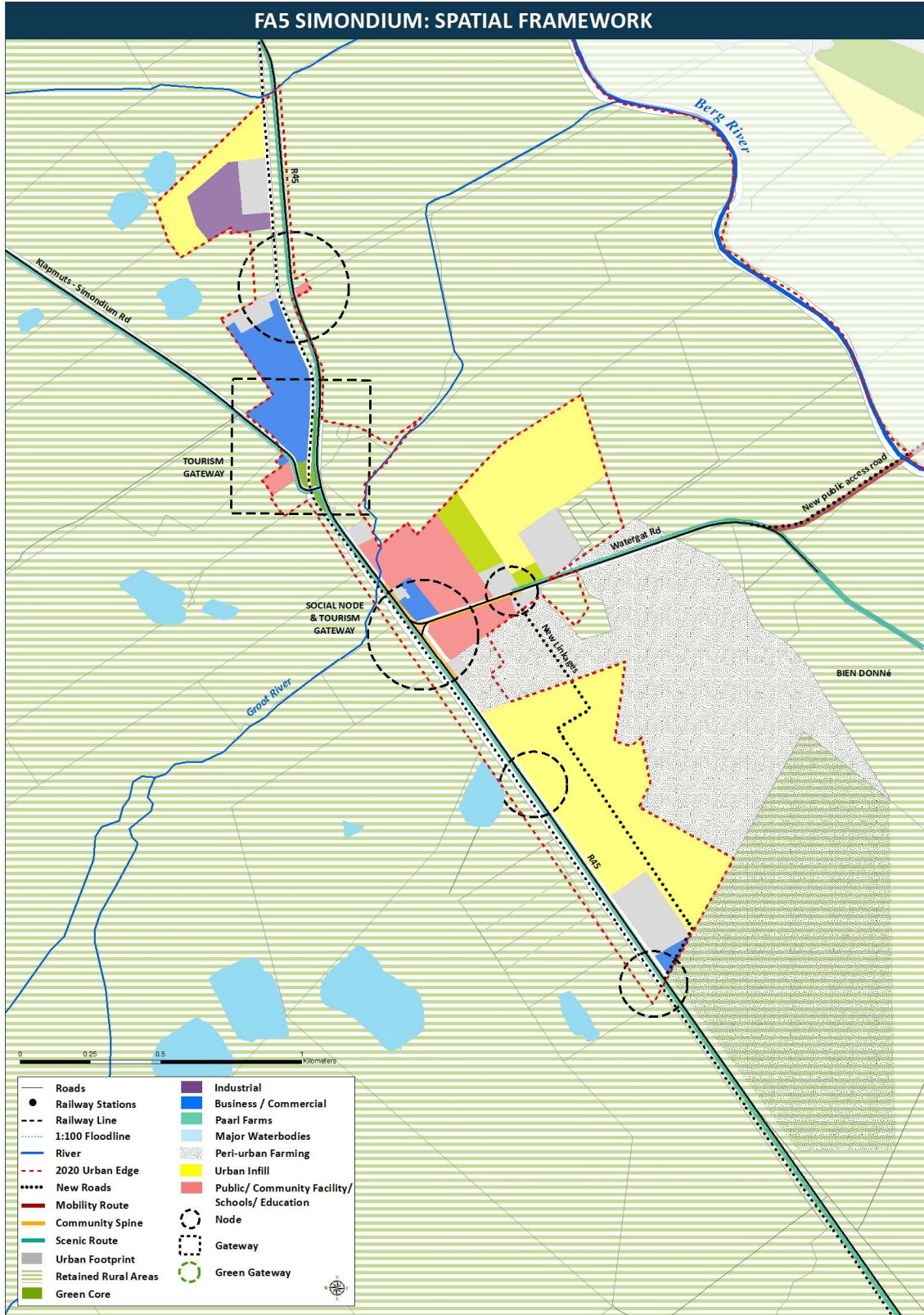
3.11.5 Spatial Focus Area 5: Simondium

Simondium is historically a Coloured rural and farm area. Simondium has a semi-rural character, and can be described as a rural precinct, located towards the southern edge of the Drakenstein Municipality.

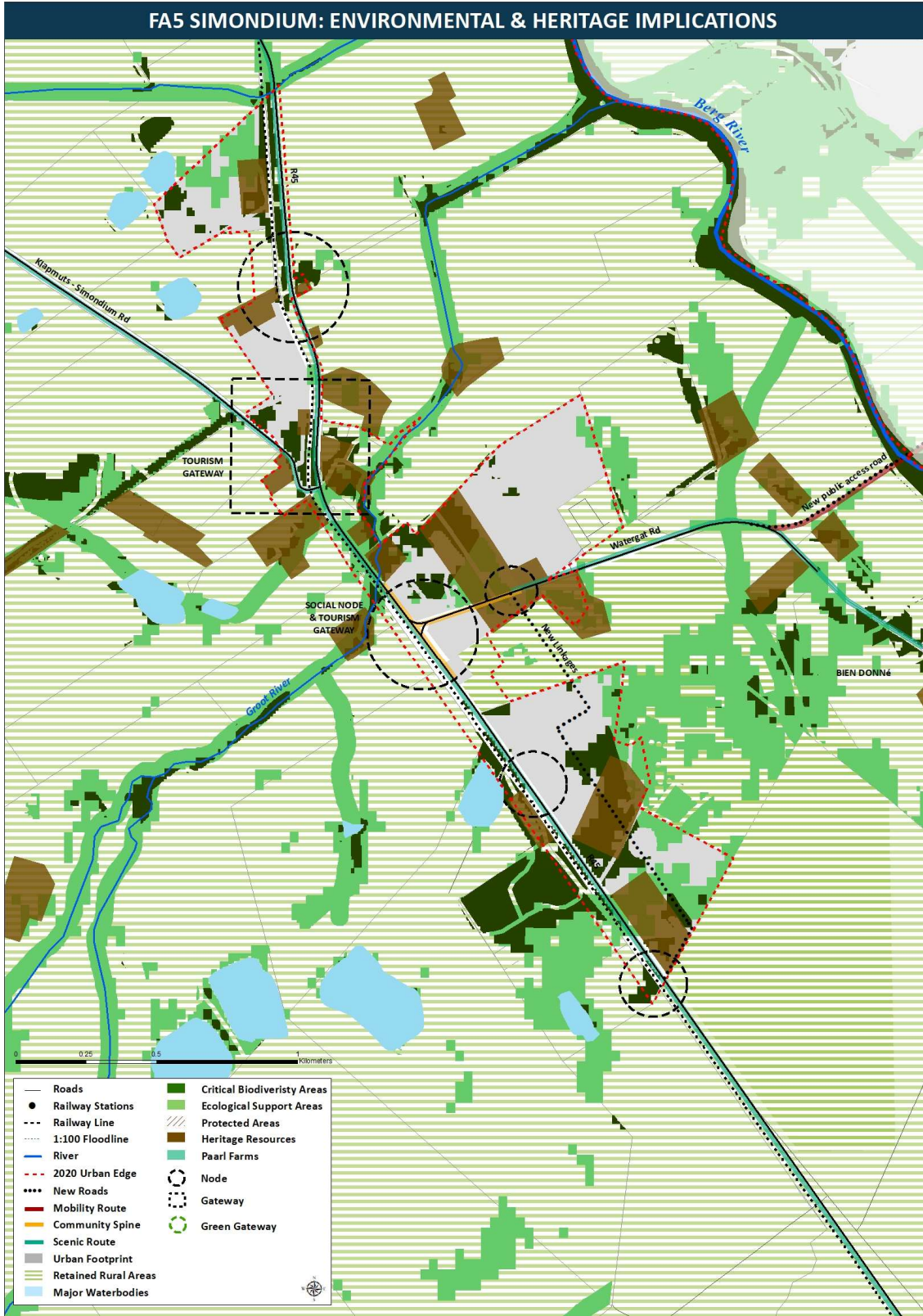
3.11.5.1 Development function/focus of Spatial Focus Area 5: Simondium

Currently, Simondium fulfils the role of a rural node. The area experiences pressure for non-agricultural use on agricultural land and there is a demand for farmworker housing. There is potential to develop along the R45, but this will have to be carefully managed and should be focussed on urban development on a very small scale. This SFA has tourism potential and can potentially become a social node and tourism gateway to the rest of the area, as indicated on Map 3.17 below.

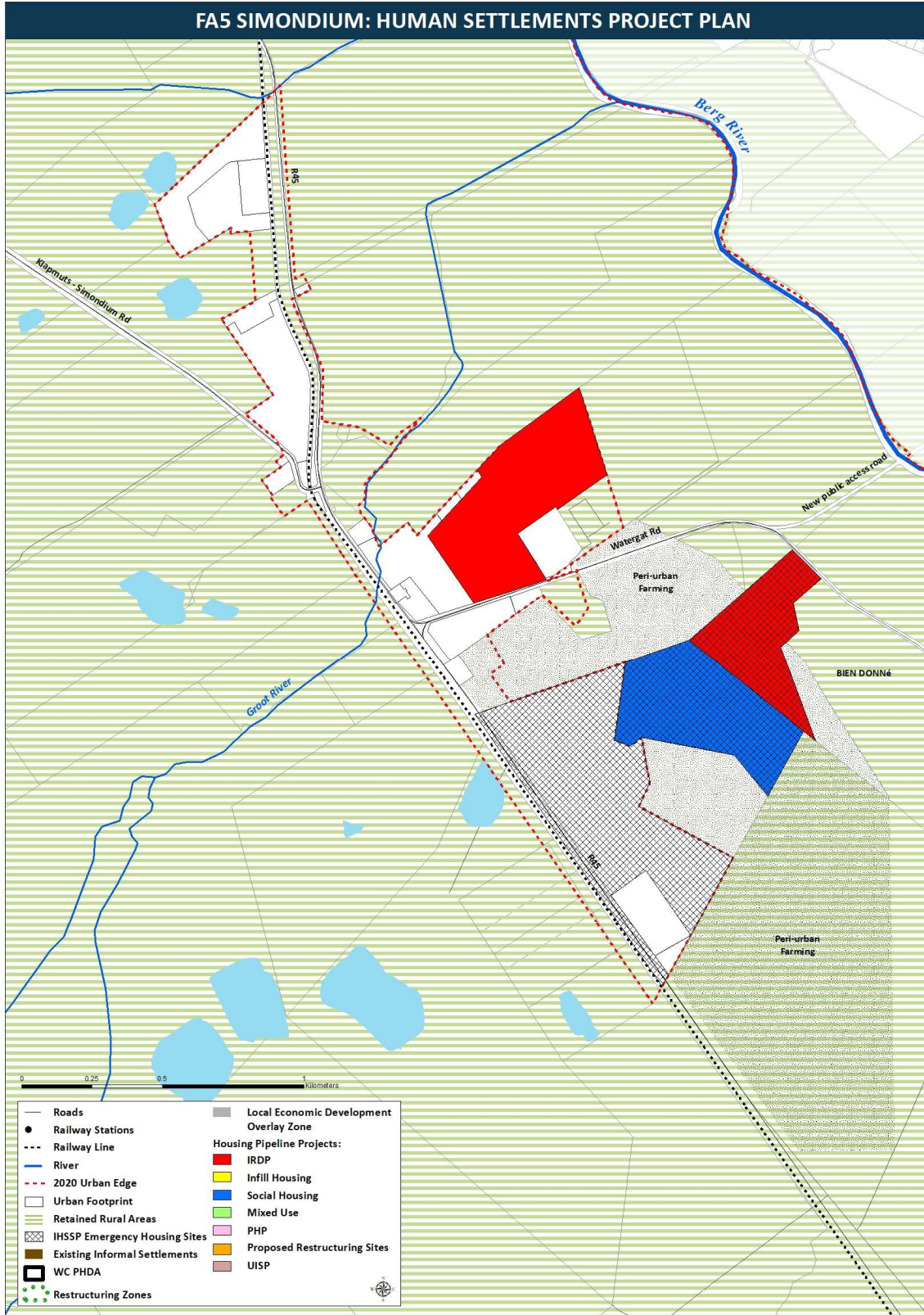
The development focus for the SFA should, however, be on maintaining its natural, scenic and agricultural assets by following the example that was set in the Boschendal model (Stellenbosch Municipality). This model called for setting back urban development from scenic routes and implemented a wide buffer of cultivated land between the road and the development. This allowed for contained nodal development on one side of the road.



Map 3.17: Spatial Focus Area Map - SFA5 Simondium.



Map 3.17(a): Environmental and Heritage Implications – SFA5 Simondium.



Map 3.17(b): Humans Settlements Projects Map – SFA5 Simondium.

Table 3.20: Spatial Interventions - SFA5 Simondium.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and Ecosystem Support Areas, and incorporate CBAs into a Protected Areas network. • Connect green corridors and integrate natural areas with urban green areas. • Prevent agricultural encroachment into floodplains and riparian areas. • Maintain and protect natural areas and ecological corridors across farms. • Improve waste management through community-based recycling facilities. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect freshwater ecosystems and prevent further loss of wetlands. • Apply buffer areas around wetlands and Core Areas. • Determine the 1:100-year floodline. • Extend river setback to retain an agricultural buffer along the river that runs through the SFA.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Retain and improve the relationship between proposed mixed-use developments and surrounding agricultural land. • Prevent further loss of high-potential agricultural land. • Protect agricultural land from any further subdivision into urban townships or small-holding areas. • Promote and facilitate opportunities for agri-allotments and agrarian reform on land that is in close proximity to settlements. • Accommodate farmworkers in housing projects, together with household, school and community gardens, to address food security.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Safeguard local landscape and scenic value, and protect mountain view sheds. • Retain the hamlet character of the area. • Retain the rural and natural character of the area especially within rural landscapes and rural-urban interfaces. • Minimise the impact of future proposed development. • Designate Heritage Areas. • Complete the heritage register for the Municipality. • Develop a Cultural Heritage Strategy.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain the urban footprint within the urban edge. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • There are two informal settlements in Simondium, namely Nieuwehoop and Simondium. There are approximately 93 informal structures in the Simondium SFA. Preliminary feasibility and planning has been initiated for both of the informal settlements. • Incremental upgrading of the two informal settlements is

		<ul style="list-style-type: none"> • PDO 31: Urbanisation and Human Settlements. 	<p>necessary in order to ensure adequate access to basic services. Informal Settlements residents in Simondium will be included in the Simondium Housing Project on Portion 1 of Farm 1222 and Erf 941/4 and Erf 115.</p>
7	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote infill development and densification on undeveloped and underutilised land within the urban edge.
8	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Provide appropriate and sensitive convenience nodes at strategic locations along the R45 Road. • Formalise an informal trading space along the R45 Road, at a strategic location.
9	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • The current road system is not pedestrian-friendly. Design and planning of new roads should provide for appropriate NMT movement. • Upgrading of gravel roads is required. • Promote intensification and densification along the R45 Road, through the development of contained urban nodes that are carefully managed.
10	Spatial Imbalance in access to Social Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 28: Land Use and Properties. • PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> • Cluster community facilities together with commercial, transport and informal sectors. • Encourage multiple use of new community facility. • Ensure that community sports facilities are included in new human settlement projects. • Maintain and upgrade all community and public facilities. • Upgrade soup kitchens and containerized night shelters.
11	Public Realm	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 34: Parks and Open Spaces. • PDO 37: Safety and Security. 	<ul style="list-style-type: none"> • New developments should not be inconsistent with the cultural and scenic landscapes within which it is situated. • Upgrade the public realm by landscaping and simple paving to improve the quality of the built environment. • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors.
12	Tourism	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote Simondium as a tourism gateway towards Paarl and Franschhoek, on the R45 Road. • Utilise Simondium's rich tourist resources (scenery, wine farms, mountain biking, hiking trails and high traffic volumes) by promoting Mandela House as a tourist hub and tourism gateway into the Drakenstein Municipality. • Implement Tourism Strategy through provision of tourism signage and infrastructure at iconic attractions.

Action: New			
13	New Mixed Use Developments	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 27: Economic Development and Tourism . • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Development along intensification corridor (R45 Road) must include high-quality pedestrian, NMT, public transport and private car travel, within a high-quality green landscape. • Develop proposals within SDF and HSP for inner CBD housing opportunities.
14	New Industrial Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • There is the potential to incentivise green industry business in existing industrial areas.
15	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Creation of the Watergat/Schuurmansfontein Integration Route is proposed to spatially link communities to the east and west of the Berg River. Both accesses of the integration route (the R301 and R45 Roads) should be accentuated as tourism gateways leading to the Mandela House National Heritage Resource. • The design of all roads within, and surrounding, settlements, should provide for appropriate NMT movement.
16	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Upgrade and maintain existing water and sewer networks to ensure that the networks can facilitate and support new growth in the identified areas. • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply. Crate projects for energy generation: Drakenstein Street Light Projects. • Revision of SWMP and floodlines. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Extension of Basic Services: Informal Settlements. • Developing of enabling infrastructure: Scientific Laboratory Equipment, Traffic Signals, and provision of Borehole Infrastructure. • Installation of Pressure Management Systems. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO waste containers. • Replace and upgrade of Wastewater reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations.
17	Human Settlements	<ul style="list-style-type: none"> • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There is a IRDP project planned for Simondium. An IRDP project on Farm 1222, Erf 941/4 and Erf 115 will be completed within the next 3 years and will deliver a total of 1 033 opportunities (of which 70% cater to the fully-subsidised BNG market). • Implementation of housing consumer education and awareness campaigns (lack of education and awareness on

			<ul style="list-style-type: none"> roles and responsibilities as recipients of houses). • Arrange housing demand update events for all rural areas. • Eviction Management Planning: Identification of land for eviction settlement, and development of land for eviction settlement. • Extension/Upgrade of Basic Services: Informal Settlements.
18	Economic Growth and Business Development	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. 	<ul style="list-style-type: none"> • Implementation of the Integrated Economic Growth Strategy and the Rural Development Strategy. • Implementation of SMME virtual business support hub. • Establish a One-stop Business Support Centre. • Develop and implement a local 'Tradeworld' portal to facilitate localised procurement opportunities for SMMEs.

The settlements of Simondium and Groot Drakenstein have been identified as one of the “*hot spot*” urban growth management areas in the Greater Cape Metro Regional Spatial Implementation Framework (GCM RSIF), which requires an integrated response from various role-players. In terms of the implementation of the GCM RSIF, this “*integrated response*” should culminate in the development of an urban growth management strategy for this identified “*hot spot*” area.

The close proximity of Simondium and Groot Drakenstein either side of the Drakenstein and Stellenbosch municipal boundary requires co-ordination of their respective municipal urban upgrading programmes in order to ensure the following:

- a) Limiting ribbon development along the R45 and restricting settlement footprint along such route.
- b) Containing growth of the settlements through infill, densification and strict management of urban edges.
- c) Appropriate development abutting the R45.
- d) Appropriate usage of underdeveloped tracts of land between the two settlements (e.g. Bien Donne Provincial land) in order to retain/reinforce the natural, heritage and agricultural working landscapes.

Achieving co-ordination between the two urban upgrade programmes and management of non-urban land between the two settlements requires that an inter-municipal planning forum be established for such purpose between the Drakenstein and Stellenbosch Municipalities.

Table 3.21: Projects - SFA5 Simondium.

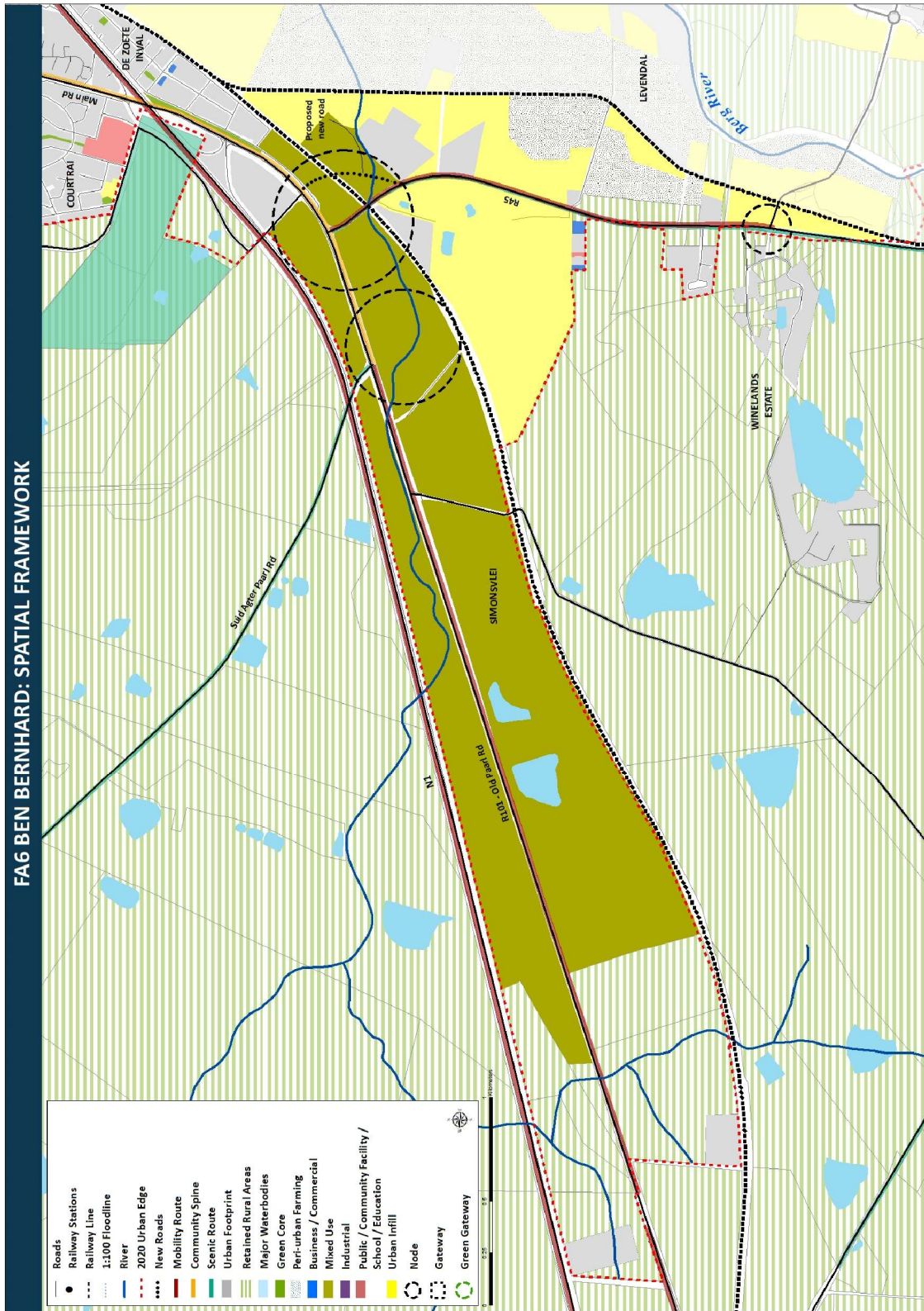
No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Drakenstein South Precinct Plan	DM		X
2	Floodline study to determine appropriate floodlines along the Berg River Corridor	DM	X	
3	Compile a vacant land survey	DM	X	
4	Amend the Drakenstein Zoning Scheme Bylaw	DM	X	
5	Amend the Drakenstein Bylaw on Municipal Land Use Planning	DM	X	
6	Review of Tourism Development Plan	DM	X	
7	Develop a Sport Tourism Strategy	DM	X	
8	Develop a Road Access Management Plan for the R45	DM	X	
Social and Economic Infrastructure				
9	Implementation of Human Settlement Projects	DM and DoHS	X	X
10	Implement the River Improvement Projects	DM	X	
11	Acquisition of Air Quality Monitoring Equipment	DM	X	
12	Installation of CCTV cameras	DM	X	
13	Painting of 365 murals at municipal community facilities	DM	X	
14	Upgrade and maintenance of local amenities and public places	DM	X	
15	Implement the “Cleaner and Greener” tree planting programme	DM	X	
16	Install fencing and security lights at cemeteries	DM	X	
Renewal / Upgrade Infrastructure				
17	Replacement of aged electrical reticulation	DM	X	X
18	Upgrading of SCADA System	DM	X	
19	Implement the Drakenstein Energy Efficient Street Light Project	DM	X	X
20	Installation and upgrade of electrical infrastructure to provide spare capacity for future development	DM	X	X
21	Replacement of aged water and wastewater reticulation	DM	X	X
22	Refurbish and upgrade all pump installations at the existing sites	DM	X	X
23	Replacement of water and wastewater infrastructure with innovative materials with curbing of vandalism in mind	DM	X	X
24	Purchasing and installation of uninterrupted power supplies and generators at critical sites	DM	X	
25	Construct solid waste mini drop-offs at hotspots	DM	X	
26	Creation of the Watergat/Schuurmansfontein Integration Road	DM and DTPW	X	X
27	Upgrading of the R301 and R45 roads	DM, DTPW and PPP	X	X

3.11.6 Spatial Focus Area 6: Ben Bernhard

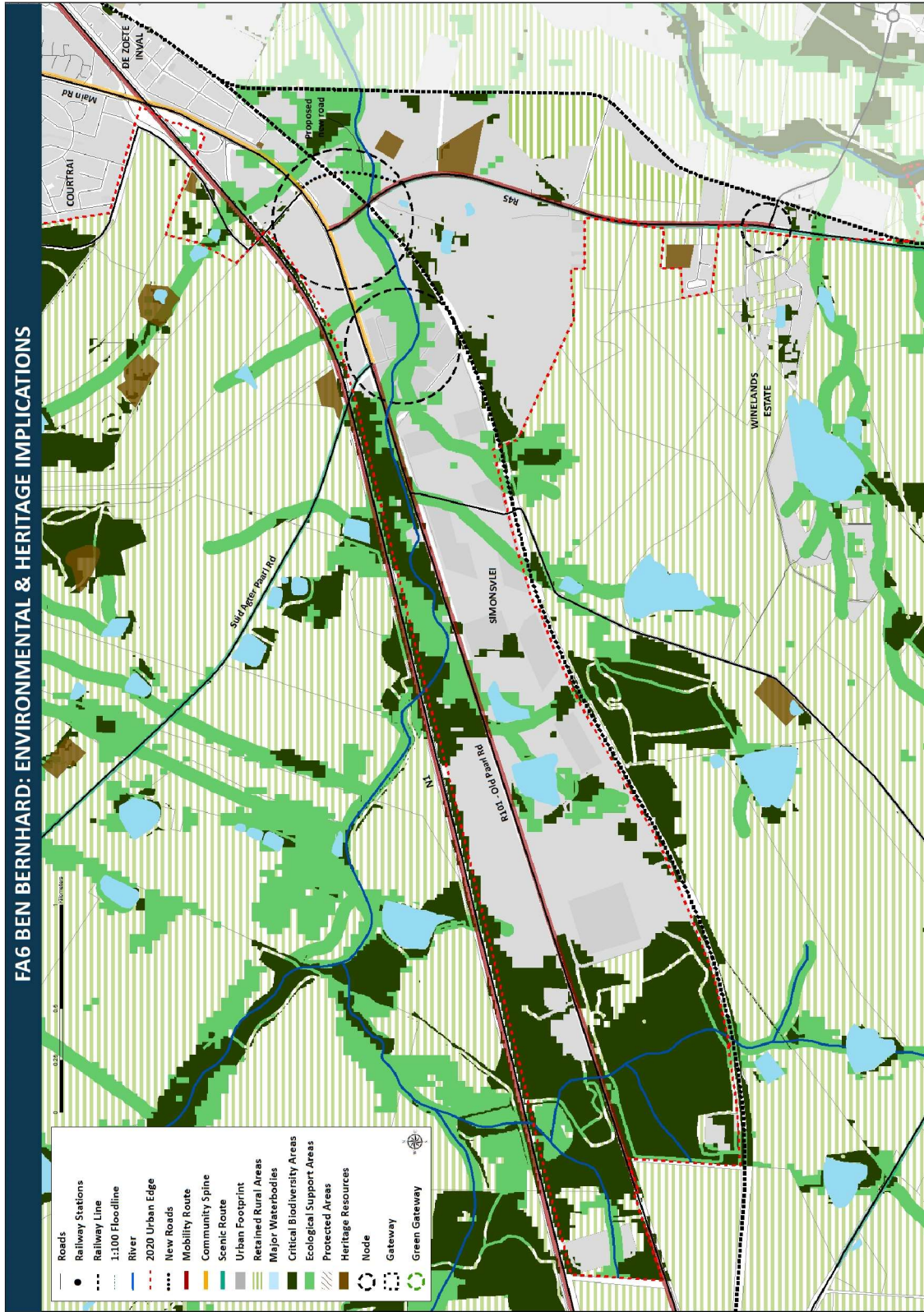
Ben Bernhard is a light industrial and commercial node that is situated on a key strategic node, south of Paarl. The node is well-located, from a transport and logistical point of view, and offers good access to the rest of the region. The area has experienced some pressure for industrial development, but new development for the area is envisioned for the medium to long-term, due to the lack of bulk basic infrastructure to the west of the current node.

3.11.6.1 Development function/focus of Spatial Focus Area 6: Ben Bernhard

This Spatial Focus Area is defined as a Light Industrial and Commercial Node. As such, future focus should be on high mixed-use development that will include appropriate uses, such as green industry, agri-processing, office park, techno-park and transport related uses.



Map 3.18: Spatial Focus Area Map - SFA6 Ben Bernhard.



Map 3.18(a): Environmental and Heritage Implications – SFA6 Ben Bernhard.

Table 3.22: Spatial Interventions - SFA6 Ben Bernhard.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and Ecosystem Support Areas, and incorporate CBAs into Protected Areas network. • Connect green corridors and integrate natural areas with urban green areas. • Prevent agricultural encroachment into floodplains and riparian areas. • Maintain and protect natural areas and ecological corridors across farms. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect freshwater ecosystems and prevent the further loss of wetlands. • Apply buffer areas around wetlands and Core Areas. • Determine the 1:100-year floodline. • Extend river setback to retain an agricultural buffer along the river that runs through the SFA.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Retain and improve the relationship between proposed mixed-use developments and the surrounding agricultural land. • Prevent the further loss of high-potential agricultural land. • Protect high-potential agricultural land from any further subdivision into urban townships or small-holding areas.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Safeguard local landscape and scenic value and protect mountain view sheds, through appropriate land use location, scale and form. • Retain the rural and natural character of the area especially within rural landscapes and rural-urban interfaces. • Minimise the impact of future proposed development. • Protect the experience of the significant areas from the N1. • Designate Heritage Areas. • Complete the heritage register for the Municipality. • Develop a Cultural Heritage Strategy.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain the urban footprint within the urban edge. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Ensure that all new developments include a 'range of elements' that contribute to a more sustainable urban environment. • Promote infill development and densification on undeveloped and underutilised land within the urban edge.
7	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote and support development of Ben Bernhard as a light industrial and commercial hub, with mixed land uses.
8	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. 	<ul style="list-style-type: none"> • Design and planning of new roads should provide for appropriate NMT movement.

9	Spatial Imbalance in access to Social Facilities	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Cluster community facilities together with commercial and transport sectors.
10	Public Realm	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 32: Social Development. • PDO 37: Safety and Security. 	<ul style="list-style-type: none"> • Careful consideration should be given to the interface between the urban and agricultural landscape, especially since the node is in close proximity to the N1. • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors.
Action: New			
11	New Mixed Use Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • Ensure a compact settlement form to optimise the use of existing infrastructure and to promote densification on vacant and strategically-located sites. • A high mix of land-uses is required to ensure the optimal use of existing bulk infrastructure.
12	New Industrial Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote light industrial and commercial business hub at Ben Bernhard.
13	New Residential Developments	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • Ensure that future residential developments facilitate a range of housing typologies and promote high-density residential developments.
15	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28 Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Integration of urban areas either physically (if possible), or through socio-economic integration. • Ensure the design of all roads within, and surrounding, settlements provides for appropriate NMT movement.

16	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 23: Transport, Roads and Storm Water. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Major new bulk infrastructure services (water and sewerage reticulation and bulk services, including pump stations and reservoir capacity) are required for the entire area. • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply. Crate projects for energy generation: Drakenstein Street Light Projects. • Revision of SWMP and floodlines. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO waste containers. • Replace and upgrade of Waste Water reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations.
17	Human Settlements	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • The Ben Bernhard SFA is primarily earmarked for light industrial and commercial land uses. Limited, if any, human settlement projects are planned for this SFA.

Table 3.23: Projects - SFA6 Ben Bernhard.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Ben Bernhard Precinct Plan.	DM		X
Social and Economic Infrastructure				
2	Promotion of a light industrial and commercial business park at Ben Bernhard.	DM and PPP		X
New Service Infrastructure				
3	Commissioning of new substations to supply the existing and proposed development areas.	DM and WCG		X
4	Establishment of a WWTW with sufficient capacity for future developments and for the eradication of maintenance backlogs.	DM and WCG		X
Renewal / Upgrade Infrastructure				
5	Upgrading of water and sewer networks under stress, to support new growth and industrial activities.	DM		X

3.11.7 Spatial Focus Area 7: Klappmuts North

The northern portion of Klappmuts falls within the Drakenstein Municipality, and the area south of the N1 is located within the Stellenbosch Municipality. This SFA is predominantly characterised by agricultural land, small-holdings and large tracts of undeveloped land. The SFA is well located on the existing N1 transport corridor, and is regarded as being a significant node for future light industrial, economic and residential growth within the Cape Metro Functional area.

The area currently has very limited bulk infrastructure, and any new proposed development would require substantial infrastructure investment.

Distell has made the decision to consolidate its operations, and relocate to Farm 736/RE, which is located north of the N1 road. These operations include: beverage production, bottling, warehousing and a distribution facility. The total area of the farm is approximately 190ha, but the Distell operations would only comprise approximately 53ha of the site. The proposed development is located on land which is not environmentally sensitive and which, in turn, will provide opportunities for other businesses, suppliers and industries to co-locate to the area (Stellenbosch SDF, 2019).

The site currently does not have bulk infrastructure services and the proposed development will require substantial infrastructure investment from the Municipality, in partnership with the private sector, to provide the required services.

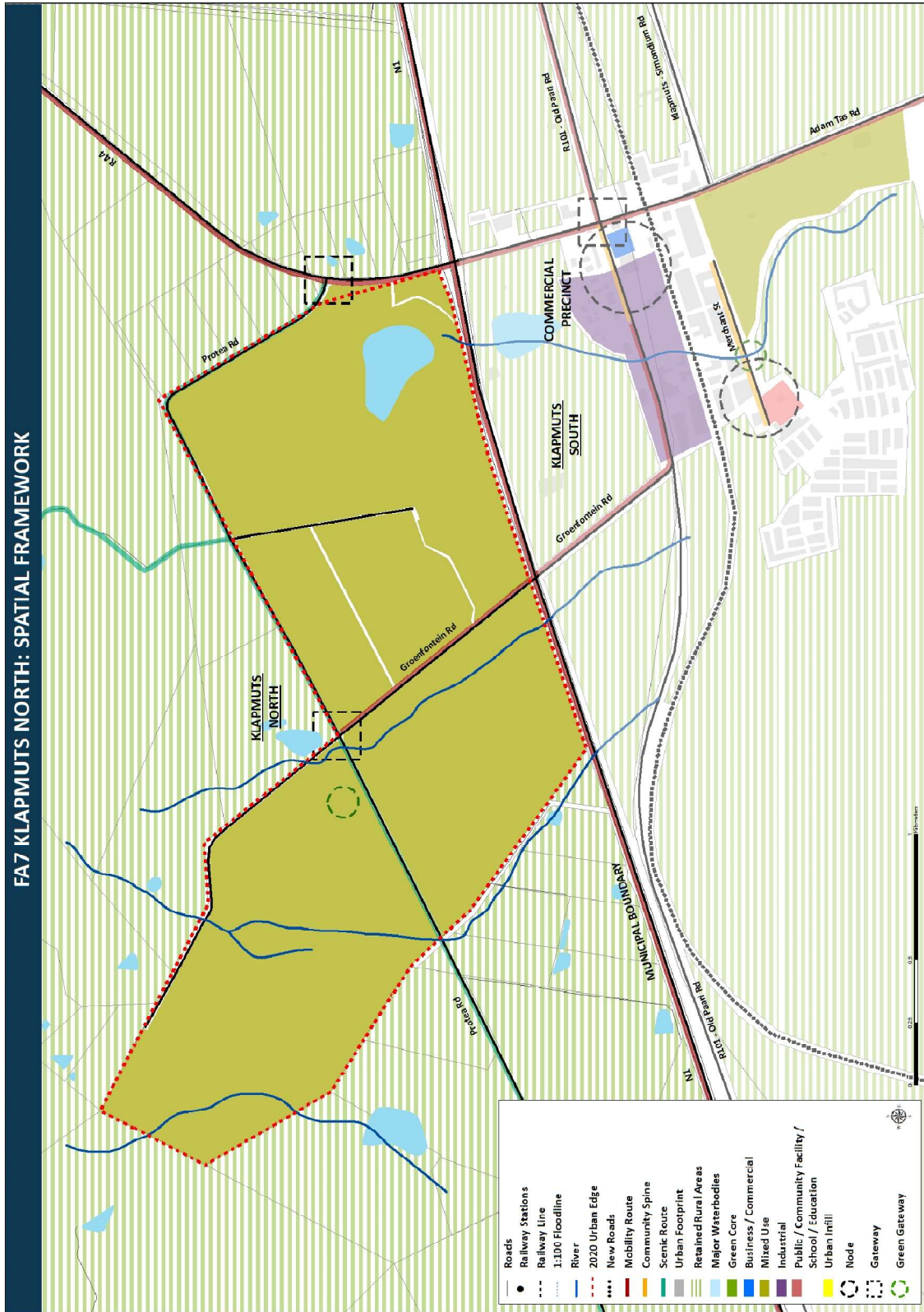
3.11.71 Development function/focus of Spatial Focus Area 7: Klappmuts North

This SFA is currently listed as a secondary growth node but, in the medium to long-term, will become a regional growth node for the region. Future development for this SFA should be focused on investing in the necessary bulk infrastructure required to accommodate the proposed regional node. This will entail undertaking a multitude of specialist studies in order to determine the feasibility of the proposed light industrial/commercial hub.

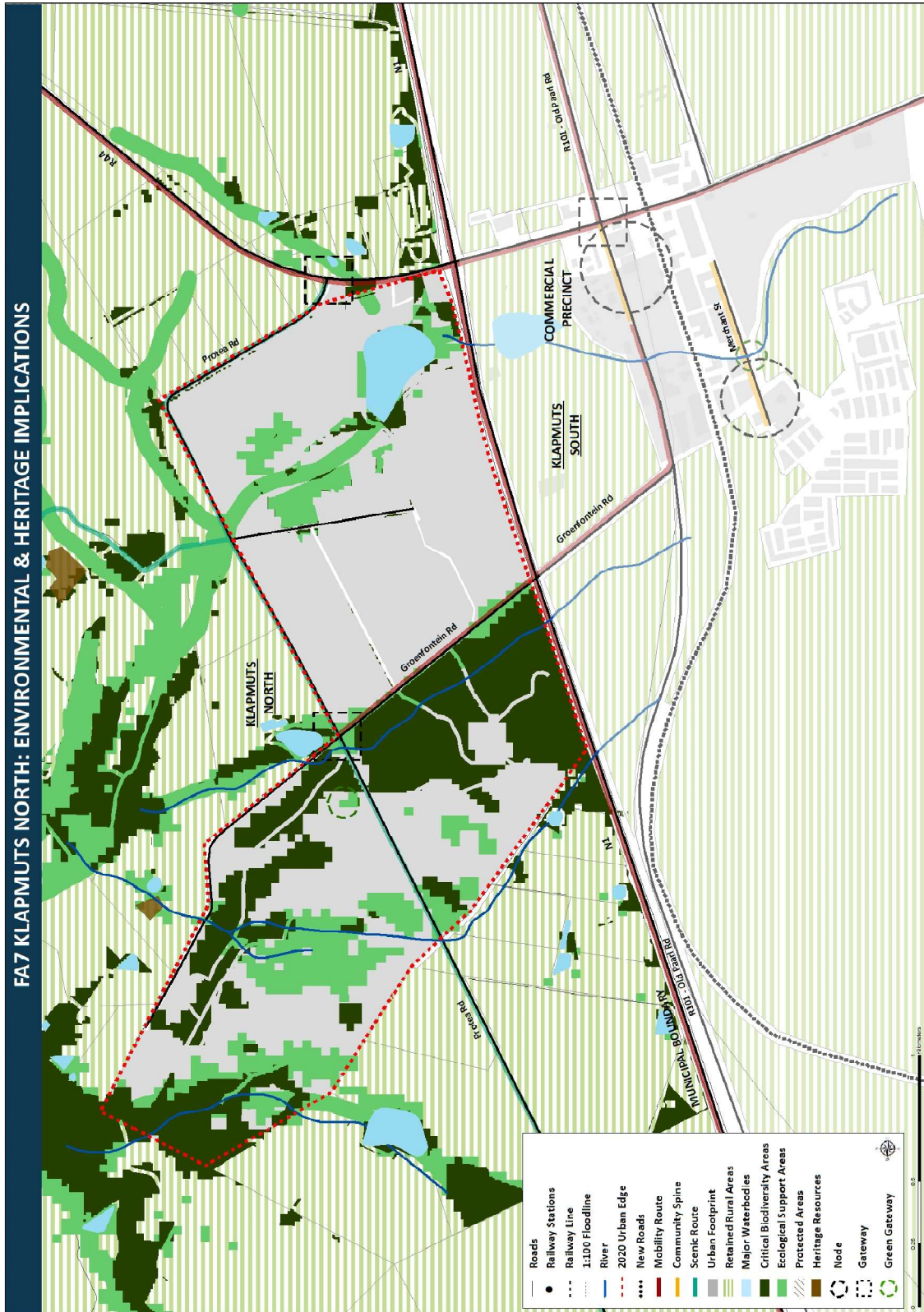
Future growth and development of Klappmuts North is intrinsically linked to Klappmuts South. As stated in the Klappmuts North LSDF (2017), the area should be viewed as one functional area that will develop into an important regional node in the medium to long-term.

According to the Stellenbosch SDF (2019), the SFA should be carefully managed over the short to medium-term, especially with regards to land use applications. This entails the proper management of speculative higher-income, residential development land use applications, in the form of low-density residential developments, due to the area's regional vehicular accessibility.

Proposed linkages between Klapmuts North and Klapmuts South, through a NMT crossing, is important to explore, in order to ensure that the two areas are not divided from one another and to ensure physical and socio-economic integration. Joint planning initiatives between the City of Cape Town, and the Stellenbosch and Drakenstein Municipalities are required for the N1 Corridor. The potential for future economic development is regarded as high for this corridor, but will require careful joint planning between the different stakeholders.



Map 3.19: Spatial Focus Area Map - SFA7 Klapmuts North.



Map 3.19(a): Environmental and Heritage Implications – SFA7 Klapmuts North.

Table 3.24: Spatial Interventions - SFA7 Klapmuts North.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and Ecosystem Support Areas, and incorporate CBAs into Protected Areas network. • Connect green corridors and integrate natural areas with urban green areas. • Prevent agricultural encroachment into floodplains and riparian areas. • Maintain and protect nature areas and ecological corridors across farms. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan(includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect freshwater ecosystems and prevent further loss of wetlands.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Retain and improve the relationship between proposed mixed-use developments and the surrounding agricultural land. • Prevent the loss of high-potential agricultural land.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Safeguard local landscape and scenic value and protect mountain view sheds, through appropriate land use location, scale and form. • Minimise the impact of future proposed development. • Protect the experience of the significant areas from the N1. • Designate Heritage Areas. • Complete the heritage register for the Municipality. • Develop a Cultural Heritage Strategy.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain future proposed development within the urban edge and maintain a tight urban edge for Klapmuts, especially towards the north where there is high potential agricultural land. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are currently no informal settlements in the Klapmuts SFA.
7	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Mixed land use development, as proposed in the Klapmuts North LSDF.
8	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote NMT and safe pedestrian crossing between Klapmuts North and Klapmuts South over or under the N1.

9	Spatial Imbalance in access to Social Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Cluster future proposed community facilities together with commercial and transport sectors and other activities.
10	Public Realm	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 32: Social Development. • PDO 34: Parks and Open Spaces. • PDO 37: Safety and Security. 	<ul style="list-style-type: none"> • New developments should not be inconsistent with the cultural and scenic landscapes within which it is situated. • Enhance the public realm of new developments by landscaping and simple paving to enhance the quality of the built environment. • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors.
11	Tourism	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Implement place-making measures – proposed gateway into the Cape Winelands District/Drakenstein Municipality. • Promote as an eco-tourism destination by investing in eco-tourism related activities.
Action: New			
12	New Industrial Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Proposed Distell Development – Klapmuts is a light industrial and commercial node that has the potential to grow into a sub-regional growth node in the medium to long-term. • Identification for land for investment purposes.
13	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Improve linkages between Klapmuts North and South, and possibly provide a NMT crossing over or under the N1. • Design of all roads within and surrounding settlements must provide for appropriate NMT movement.
14	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply: Create projects for energy generation: Drakenstein Street Light Projects. • Revision of SWMP and floodlines. • Replacement of pipes and culverts beyond their RUL. • Reseal and upgrade of streets to curtail further deterioration. • Updating Stormwater Masterplans. • Developing of enabling infrastructure: Scientific Laboratory Equipment, Traffic Signals and provision of Borehole Infrastructure.

			<ul style="list-style-type: none"> • Major new bulk infrastructure services (water and sewerage reticulation and bulk services, including pump stations and reservoir capacity) are required for the entire area. The provision of bulk infrastructure will mainly be provided by the Private Sector. • Replace and upgrade of Waste Water reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO waste containers.
15	Social and Community Facilities	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • Future human settlement projects should be integrated with social facilities, planning and transport services. • Higher-order social facilities should be clustered together, and located on the main public transport corridors and regional accessibility networks.

Table 3.25: Projects - SFA7 Klapmuts North.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Implement integrated Commercial and Industrial Hub at Klapmuts (Big Move Project).	DM and CWD		X
2	Investigate possible bio-engineering techno-park and satellite educational facility at the proposed node.	DM, University of Stellenbosch and PPP		X
Social and Economic Infrastructure				
3	Agrarian Reform Programme: facilitate grazing opportunities for small-scale farmers for land reform and community development purposes, and to support local produce food chain and markets.	DM		X
New Service Infrastructure				
4	Klapmuts Bulk Sanitation Infrastructure (New Klapmuts North WWTP and Pump Station).	DM, Stellenbosch Municipality (SM) and DTPW		X
5	Klapmuts Bulk Water Infrastructure.	DM		X
6	No developed road network currently exists in Klapmuts North, however, the Klapmuts North LSDF has proposed a movement network.	DM, SM and DTPW		X
Renewal / Upgrade Infrastructure				
7	Eskom intends to upgrade its substation in Klapmuts to 40MVA, so there will be a need for another 132/11KV stepping down station.	DM and Eskom		X

3.11.8 Spatial Focus Area 8: Windmeul

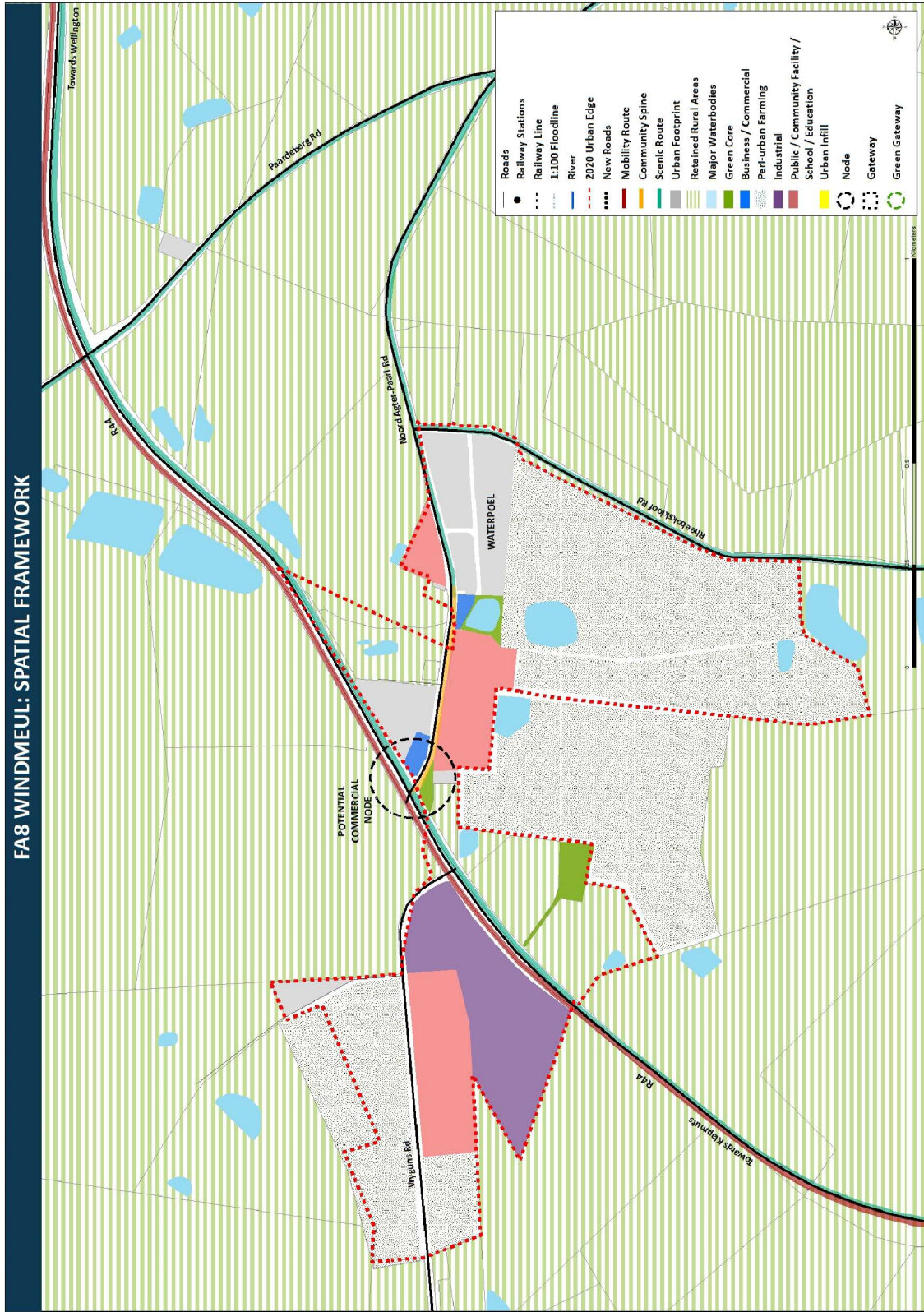
Windmeul is a small hamlet, strategically-located at the intersection of the R44 and MR281 roads.

3.11.8.1 Development function/focus of Spatial Focus Area 8: Windmeul

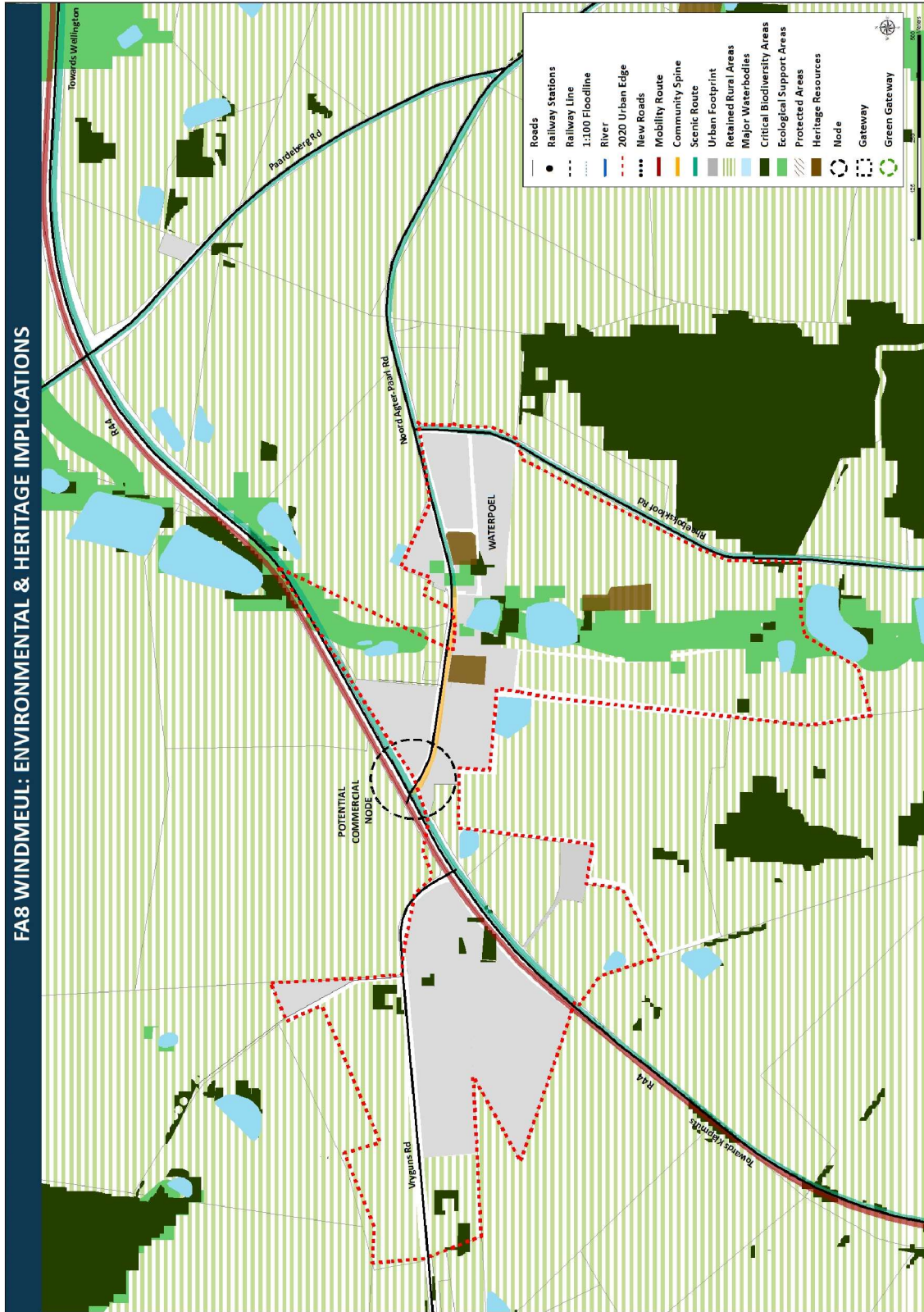
The settlement serves as a rural service centre for the surrounding intensive farming areas, where the produce is mainly wine and table grapes.

There have been some development pressures for high-income residential development in the past, due to its strategic location on the R44 and its scenic landscapes. However, the lack of existing bulk water and sewerage infrastructure has prohibited future development of this area. The expansion of the node with off-grid residential development can be allowed, subject to being sensitive to the context of the current urban environment and enhances the local sense of place.

The development focus for the SFA should be to contain and enhance the rural character, maintain the distinct sense of place of the town, and protect its heritage resources.



Map 3.20: Spatial Focus Area Map - SFA8 Windmeul.



Map 3.20(a): Environmental and Heritage Implications – SFA8 Windmeul.

Table 3.26: Spatial Interventions - SFA8 Windmeul.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and Ecosystem Support Areas, and incorporate CBAs into Protected Areas network. • Connect green corridors and integrate natural areas with urban green areas. • Maintain and protect natural areas and ecological corridors across farms. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Safeguard watercourses and natural areas.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • Prevent the loss of high-potential agricultural land. • Explore opportunities for allotments and agrarian reform in the vicinity of the settlement, as well as opportunities for farmworker housing, given the location within intensive agricultural areas. • Protect the irrigated agricultural footprint. • Improve the management of stormwater and WWTW run-off, given the threat of pollution to groundwater reserves.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Retain the hamlet character of the area. • Retain the rural and natural character of the area especially within rural landscapes and rural-urban interfaces. • Safeguard local landscape and scenic value and protect mountain view sheds, through appropriate land use location, scale and form. • Designate Heritage Areas. • Complete the heritage register for the Municipality. • Develop a Cultural Heritage Strategy.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain future proposed development within the urban edge and maintain a tight urban edge. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are currently no informal settlements in the Windmeul SFA.
7	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Capitalise on the strategic location of the settlement. • Divert heavy vehicles away from the MR281 by using appropriate traffic calming measures.
8	Public Realm	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Upgrade the public realm by landscaping and simple paving to improve the quality of the built environment.
9	Tourism	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. 	<ul style="list-style-type: none"> • Support local tourism initiatives, and promote niche market tourism such as food production, agri-processing and local produce markets. • Promote Windmeul as an outdoor tourism destination and support eco-tourism initiatives.

Action: New			
10	New Mixed-Use Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Small-scale and appropriate businesses and service stations are proposed to support the local community's needs.
11	New Industrial Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote appropriate agri-processing allowed at Windmeul and on the surrounding farms.
12	New Residential Developments	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. 	<ul style="list-style-type: none"> • Design of all roads within and surrounding settlements must provide for appropriate NMT movement.
13	Access and Mobility	<ul style="list-style-type: none"> • PDO 25: Water and Wastewater. 	<ul style="list-style-type: none"> • Upgrade the bulk water and sewer reticulation systems.
14	Infrastructure	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. 	<ul style="list-style-type: none"> • Major new bulk infrastructure services (water and sewerage reticulation and bulk services, including pump stations and reservoir capacity) are required for the entire area. • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply. Crater projects for energy generation: Drakenstein Street Light Projects. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO waste containers. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Replace and upgrade of Waste Water reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations.
15	Social and Community Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> • Ensure that residents/learners have adequate access to sports facilities and maintain and upgrade existing facilities. Multiple use of existing social facilities is proposed.

Table 3.27: Projects - SFA8 Windmeul.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Windmeul Precinct Plan: Windmeul Urban Design Framework.	DM		X
Social and Economic Infrastructure				
2	Agrarian Reform Opportunities.	DM		X
New Service Infrastructure				
3	Windmeul Bulk Water Pipeline, Booster Pump Station, 2MI Reservoir.	DM		X
Renewal / Upgrade Infrastructure				
4	Bulk water and sewer upgrades are required.	DM		X

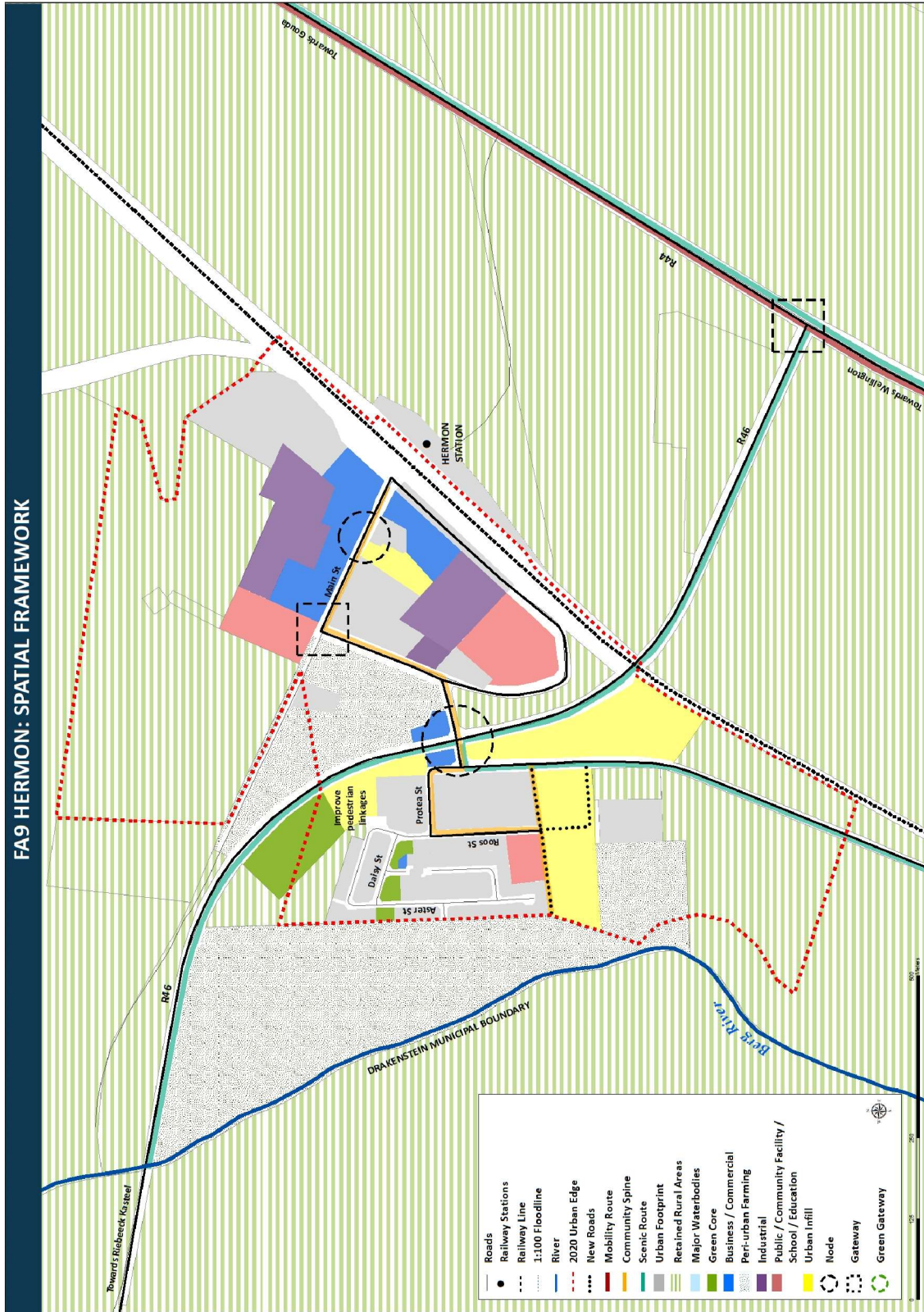
3.11.9 Spatial Focus Area 9: Hermon

Hermon is situated at the intersection of the R44 and R46 towards Riebeeck Kasteel.

3.11.9.1 Development function/focus of Spatial Focus Area 9: Hermon

This SFA is a rural node, with a limited economic base. In addition, this SFA offers limited local/basic services to surrounding areas and to the surrounding farming community.

The development focus for the SFA should be to contain and enhance its rural character, to maintain its distinct sense of place of the town and to protect its heritage resources (the town used to be a mission station named Rondeheuvel). Due to its strategic location, the town can potentially attract businesses and industries that are interested in alternative technologies.



Map 3.21: Spatial Focus Area Map - SFA9 Hermon.



Map 3.21(a): Environmental and Heritage Implications – SFA9 Hermon.

Table 3.28: Spatial Interventions - SFA9 Hermon.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and Ecosystem Support Areas, and incorporate CBAs into Protected Areas network. • Connect green corridors and integrate natural areas with urban green areas. • Prevent agricultural encroachment into floodplains and riparian areas. • Maintain and protect natural areas and ecological corridors across farms. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect freshwater ecosystems and prevent the further loss of wetlands. • Buffer areas around wetlands and Core Areas. • Determine the 1:100-year floodline. • Extend river setback to retain an agricultural buffer along the river that runs through the SFA.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Retain and improve the relationship between proposed mixed-use developments and the surrounding agricultural land. • Prevent the further loss of high-potential agricultural land. • Protect high-potential agricultural land from any further subdivision into urban townships or small-holding areas.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Retain the hamlet character of the area. • Retain the rural and natural character of the area especially within rural landscapes and rural-urban interfaces. • Safeguard local landscape and scenic value and protect mountain view sheds, through appropriate land use location, scale and form. • Designate Heritage Areas. • Complete the heritage register for the Municipality. • Develop a Cultural Heritage Strategy.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain the urban footprint within the urban edge. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are currently no informal settlements in the Hermon SFA.
7	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Allow for appropriate adaptive reuse of historic buildings/sites for the upgrading of heritage buildings, and the regeneration of the historic core. • Currently, a divide exists between the northern and southern parts of the town due to the R46 road that splits the area into two. Promote the integration between the two areas by upgrading of the R46 Road.
8	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Explore opportunities for allotments within existing irrigated footprints, for agrarian reform purposes outside of the Berg River riparian zone. • Explore opportunities for extensive agrarian reform (livestock) and agri-processing orientated LED programmes. • Identification for land for investment purposes.

			<ul style="list-style-type: none"> • Negotiate with private property owners to acquire land for cemetery purposes. • Implementation of the Integrated Economic Growth Strategy and the Rural Development Strategy. • Implementation of SMME virtual business support hub. • Establish a One-stop Business Support Centre. • Develop and implement a local 'Tradeworld' portal to facilitate localised procurement opportunities for SMMEs. • Support fibre roll-out plan.
9	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 27: Economic Development and Tourism. • PDO 29: Spatial Planning. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Capitalise on this SFA's linkage with Riebeeck Kasteel and Riebeeck West in the Swartland Municipal area, to create tourism opportunities. • Plan for improved linkages between the north and south of this SFA, by using connected NMT routes and a connected system of safe open spaces.
10	Spatial Imbalance in Access to Social Facilities	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> • The existing sports facilities should be upgraded for improved quality and increased use by the local community.
11	Public Realm	<ul style="list-style-type: none"> • PDO 32: Social Development. • PDO 37: Safety and Security. 	<ul style="list-style-type: none"> • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors.
12	Tourism	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • This SFA is strategically-located, and should link with tourism opportunities and surrounding activities and programmes. • The Draft Drakenstein Tourism Plan (2019) propose the development of Rural Tourism products for Hermon. Hermon is also included in a proposed network of bicycle touring routes with tourist passenger rail transport.
Action: New			
13	New Mixed-Use Developments	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Ensure a compact settlement form to optimise the use of existing infrastructure and to promote densification on vacant and strategically-located sites. • A high mix of land-uses is required to ensure the optimal use of existing bulk infrastructure.
14	New Residential Developments	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	
15	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 27: Tourism and Investment Promotion. • PDO 28: Land Use and Properties. 	<ul style="list-style-type: none"> • Integration of urban areas either physically (if possible), or through socio-economic integration. • Ensure the design of all roads within, and surrounding, settlements provides for appropriate NMT movement.

		<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	
16	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Major new bulk infrastructure services (water and sewerage reticulation and bulk services, including pump stations and reservoir capacity) are required for the entire area. • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Additional electrical supply. Create projects for energy generation: Drakenstein Street Light Projects. • Create projects for energy generation: Provision of self-generation solutions. Installation and upgrade of electrical infrastructure to provide spare capacity for future development. • Revision of SWMP and floodlines. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Extension of Basic Services: Informal Settlements. • Developing of enabling infrastructure: Scientific Laboratory Equipment, Traffic Signals, and provision of Borehole Infrastructure. • Replace and upgrade of Waste Water reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations. • Installation of Pressure Management Systems. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO waste containers.
17	Human Settlements	<ul style="list-style-type: none"> • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • There are no Human Settlements projects envisaged for Hermon as per Drakenstein Draft HSP (2019) recommendations. This is based on the very small demand for housing in the Hermon SFA in the face of higher housing demand in other parts of Drakenstein Municipality.
18	Social and Community Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 32: Social Development. • PDO 34: Parks and Open Spaces. • PDO 39: Libraries. 	<ul style="list-style-type: none"> • New planned developments in this SFA should integrate social facilities and public transport services. • Cluster social facilities, and promote the multi-use of existing social facilities.

Table 3.29: Projects - SFA9 Hermon.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Commissioning of the Hermon Precinct Plan.	DM		X
Social and Economic Infrastructure				
2	Provide the community with mobile social facilities such as a mobile library and mobile clinic.	DM		X
Renewal / Upgrade Infrastructure				
3	Upgrading of the storm water management system.	DM		X
4	Create improved public transport linkages for commuting to school/social services in main urban centres.	DM and DTPW		X

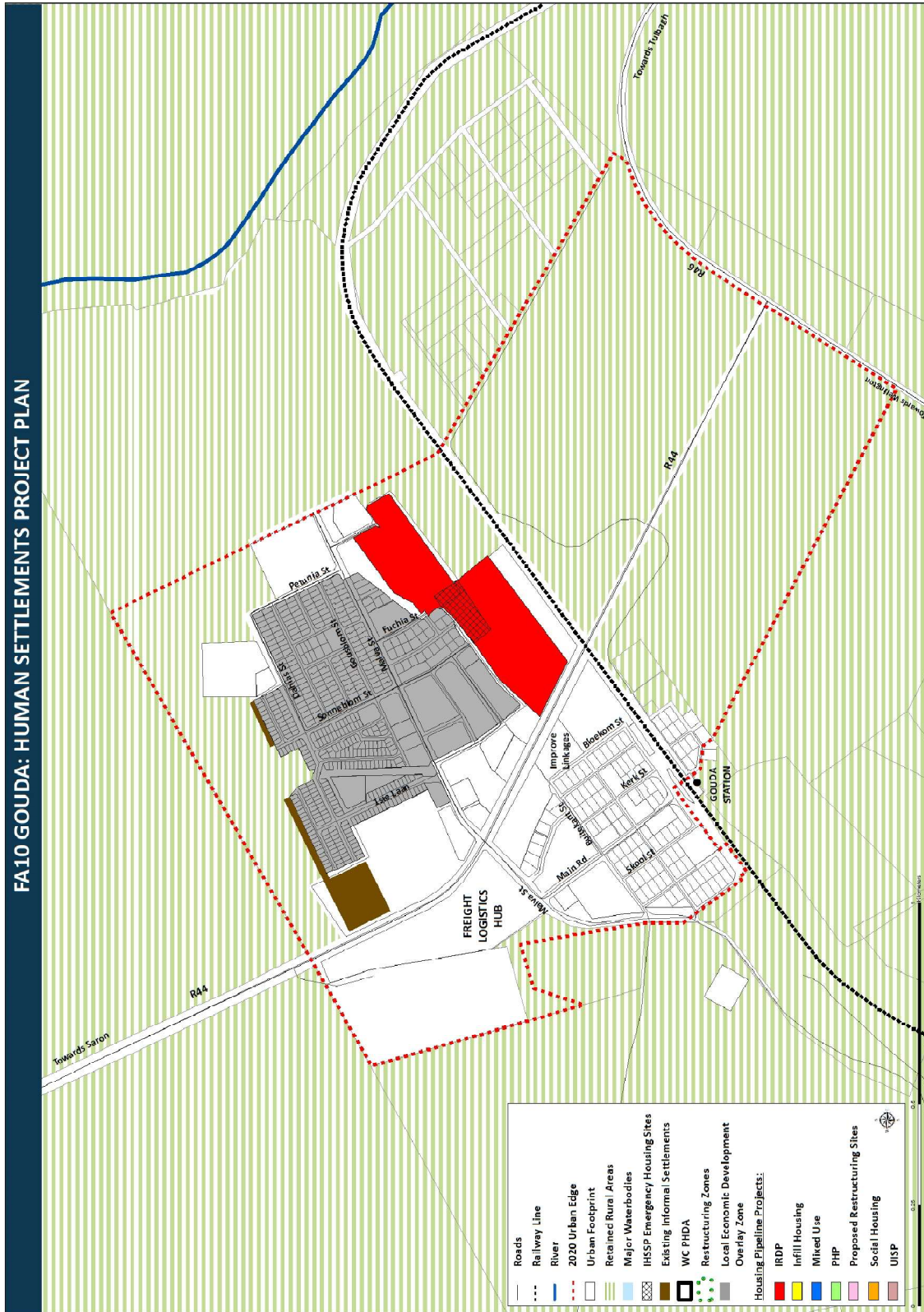
3.11.10 Spatial Focus Area 10: Gouda

Gouda is predominantly a residential rural town, established in support of the agricultural activities in the surrounding area. The town is strategically-located at the intersection of the R46 to Tulbagh and the R44 to Saron and Porterville. The town is split by the R44 road. Due to its strategic location, the town has, in the past, attracted some economic activity through agri-processing activities.

3.11.10.1 Development function/focus of Spatial Focus Area 10: Gouda

The development focus of the SFA should be to capitalise on its location on the R46/R44, and to focus investment on the town to become an important logistical (freight and transport) and agri-processing hub, as proposed in the Cape Winelands Rural Development Plan (Draft 2018/2019).

The urban edge therefore includes the areas along the R44 (north and south) up to the intersection with the R46 and the area within the urban edge is designated for 'Mixed Use' purposes. This is to possibly accommodate a regional/national sized truck stop hub with related ancillary land uses.



Map 3.22(b): Humans Settlements Projects Map – SFA10 Gouda.

Table 3.30: Spatial Interventions - SFA10 Gouda.

No.	SDF Element	IDP PDO	Spatial Proposal
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 30: Environment and Natural Resources. • PDO 34: Parks and Open Spaces. 	<ul style="list-style-type: none"> • Protect CBAs and ESAs, and incorporate CBAs into Protected Areas network, especially on the lower slopes of the Obiqua Mountains and extending into the Klein Berg River riverine corridor north of Gouda. • Connect green corridors and integrate natural areas with urban green areas. • Prevent agricultural encroachment into floodplains and riparian areas. • Maintain and protect natural areas and ecological corridors across farms. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect freshwater ecosystems and prevent the further loss of wetlands. • Manage run-off from wastewater treatment works (WWTW) and urban stormwater into the Klein Berg River.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote logistical (freight and transport) hub as well as agri-processing, given locational advantages (Tulbagh, Porterville, Piketberg agri-production areas). • Explore opportunities for intensive allotments (vegetables) and agrarian reform in the irrigation footprint along the Klein Berg River.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Ensure that new development is of an appropriate scale and design to complement the rural character of the town and its setting. • Develop a Cultural Heritage Strategy.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain future proposed development within the urban edge and maintain a tight urban edge, with the exception of a possible logistical (freight and transport) hub. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.
Action: Change			
6	Informal Settlements	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • Incrementally upgrade the Gouda informal settlement (192 dwelling units) to ensure adequate access to basic services. Relocation to the adjacent Gouda IRDP project has been proposed.
7	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Focus on infill development on the largely undeveloped part within the urban edge. • Address spatial imbalances through spatial integration interventions.
8	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Proposed mixed-use development at the node indicated at the R44 and Malva Street Intersection or west (north and south) of the R44/R46 intersection. These sites have been identified for a potential regional/national sized Logistics (freight and transport) Hub.

9	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. 	<ul style="list-style-type: none"> • Facilitate new NMT and road connections, to create a legible urban structure.
10	Spatial Imbalance in Access to Social Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. • PDO 28: Land Use and Properties. • PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> • Cluster community facilities together with commercial and transport. • Promote the multiple use of existing community facilities. • Development of Gouda Sports Field.
11	Public Realm	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 32: Social Development. • PDO 34: Parks and Open Spaces. • PDO 37: Safety and Security. 	<ul style="list-style-type: none"> • Ensure that landscaping and quality urban design accompany new community facilities. • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 60, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors.
Action: New			
12	New Mixed-Use Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Proposed mixed-use development at the node indicated at the R44 and Malva Street Intersection or west (north and south) of the R44/R46 intersection. These sites have been identified for a potential regional/national sized Logistics (freight and transport) Hub. • Identification for land for investment purposes. • Negotiate with private property owners to acquire land for cemetery purposes.
13	New Residential Developments	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Future residential development should be prioritised on vacant land located within the current urban edge and within the current urban fabric. • New development should contain a mix of different housing typologies.
14	Human Settlements	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 31: Urbanisation and Human Settlements. 	<ul style="list-style-type: none"> • Future residential development should be prioritised on vacant land located within the current urban edge and within the current urban fabric. • New development should contain a mix of different housing typologies. • There is an Integrated Residential Development Programme (IRDP) project in Gouda that is expected to yield 420 housing opportunities. Consideration has been given to providing emergency housing on the site.
15	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Gouda, as nodal link to Witzenberg Municipality, should capitalise on linkages to Ceres. • Design of all roads within, and surrounding, settlements must provide for appropriate NMT movement. • Gouda: two formalised pedestrian crossings over the R44 at the Karsten Fruit packing house, and linking Bloekom Street and Malva Street, which will provide a link to the railway station.
17	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. 	<ul style="list-style-type: none"> • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system).

		<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Stormwater. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. 	<ul style="list-style-type: none"> • Additional electrical supply. Create projects for energy generation: Drakenstein Street Light Projects. • Create projects for energy generation: Provision of self-generation solutions. Installation and upgrade of electrical infrastructure to provide spare capacity for future development. • Revision of SWMP and floodlines. • Water loss management: Gouda Small Holding Water Scheme. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Extension of Basic Services: Informal Settlements. • Developing of enabling infrastructure: Scientific Laboratory Equipment, Traffic Signals, and provision of Borehole Infrastructure. • Installation of Pressure Management Systems. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO waste containers. • Replace and upgrade of Waste Water reticulation systems. • Replace and upgrade Water reticulation systems. • Upgrade and refurbish sewer pumps stations.
18	Economic Growth and Business Development	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. 	<ul style="list-style-type: none"> • Implementation of the Integrated Economic Growth Strategy and the Rural Development Strategy. • Implementation of SMME virtual business support hub. • Establish a One-stop Business Support Centre. • Develop and implement a local 'Tradeworld' portal to facilitate localised procurement opportunities for SMMEs. • Support fibre roll-out plan.

Table 3.31: Projects - SFA10 Gouda

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Gouda Precinct Plan.	DM		X
2	Gouda CBD: Small Business Development Upgrade Centres.	DM		X
3	Relocation of Gouda informal settlement.	DM	X	
Social and Economic Infrastructure				
4	Upgrade of Gouda Community Hall Gouda Sport Field	DM	X	
5	Upgrading of gravel to paved roads.	DM		X
6	Replace/upgrade of bulk water pipelines within Gouda. Installation of pre-paid water meters. Upgrade and rehabilitation of sewer systems in Gouda - resolve storm water-related problems and the management of "leivoor" system.	DM		X
Renewal / Upgrade Infrastructure				
7	Upgrading of gravel to paved roads.	DM and DTPW		X

3.11.11 Spatial Focus Area 11: Saron

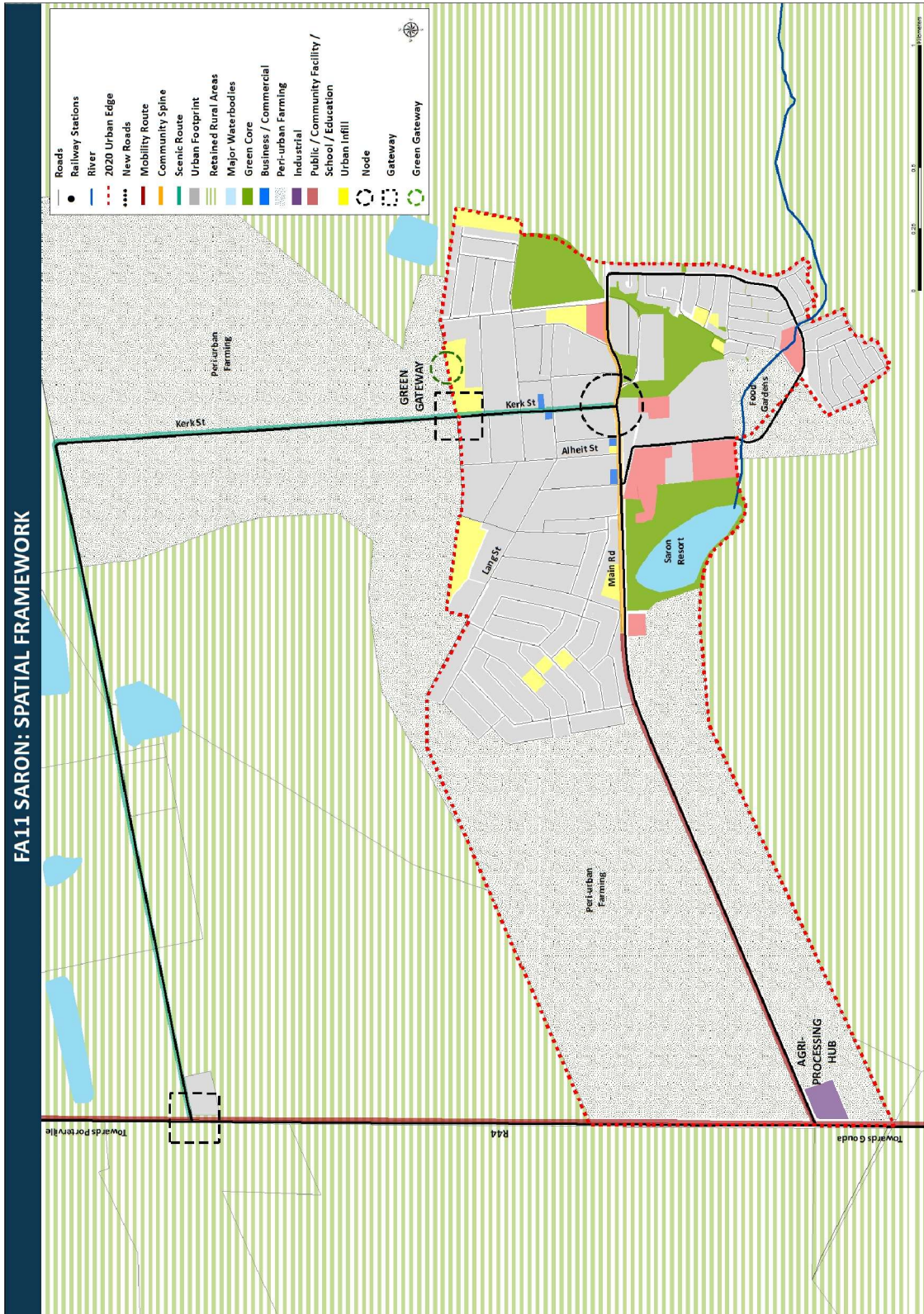
Saron is historically a Coloured settlement area, situated at the foot of the Saron Mountains. The town has a number of key historic buildings and a unique scenic rural landscape. The physical centre of the town is the historic core of the town, where several historically-significant buildings and sites are located. A holiday resort with accommodation facilities, is located south of the main entrance road.

DISCLAIMER: Saron has been identified as a rural area that falls under the protection of the Transformation of Certain Rural Areas Act, 1998 (Act 94 of 1998) (TRANCRAA) because the land is held on a communal basis by the residents. Therefore, any development proposed in Saron is subject to the conditions of TRANCRAA.

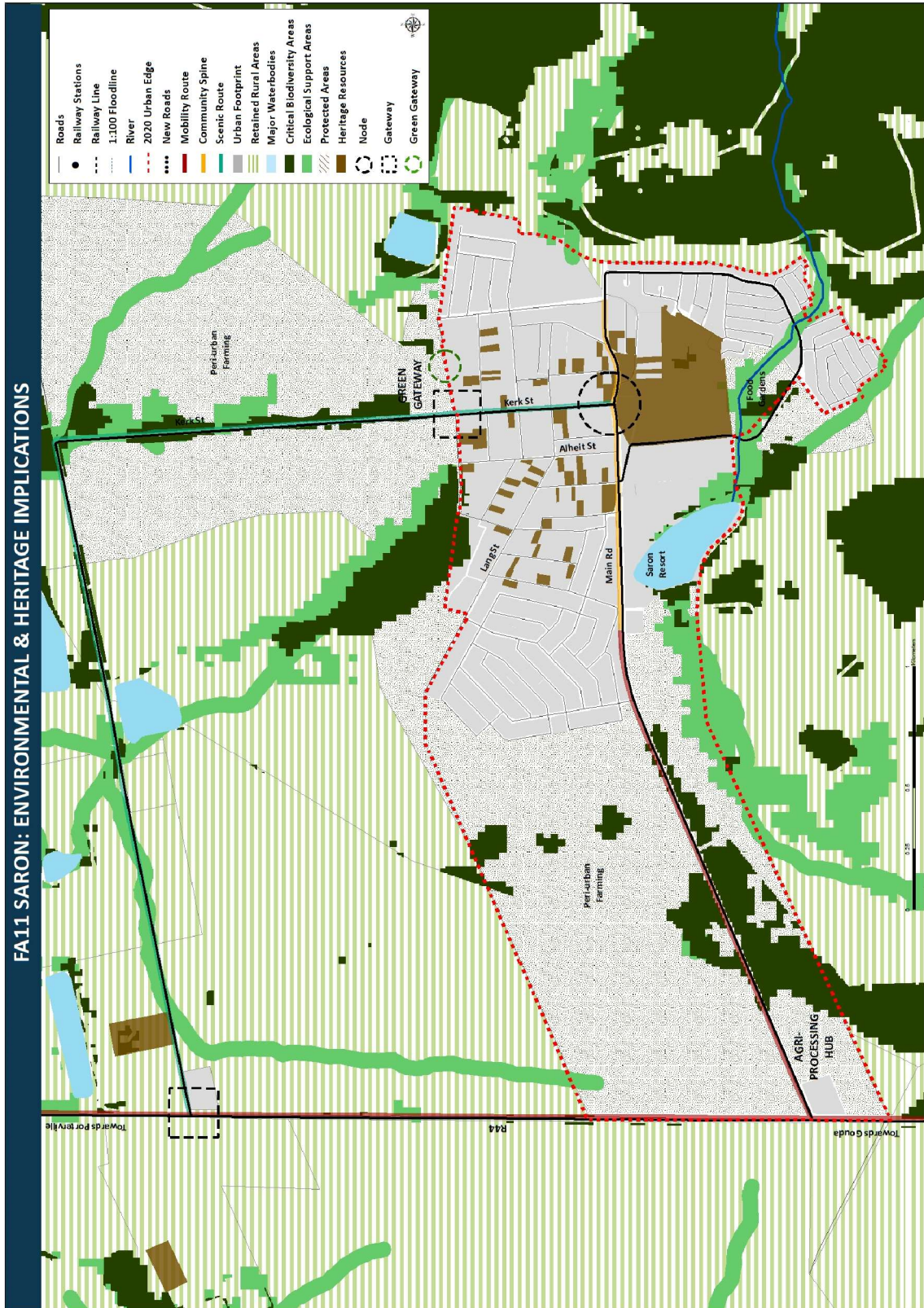
3.11.11.1 Development function/focus of Spatial Focus Area 11: Saron

The key development focus of the town should be on the preservation of its heritage and cultural resources, its pattern of development and preservation of its scenic rural landscape. Further development focus should be on skills development for residents, while future urban growth of the SFA should be contained within the current urban footprint through infill and densification.

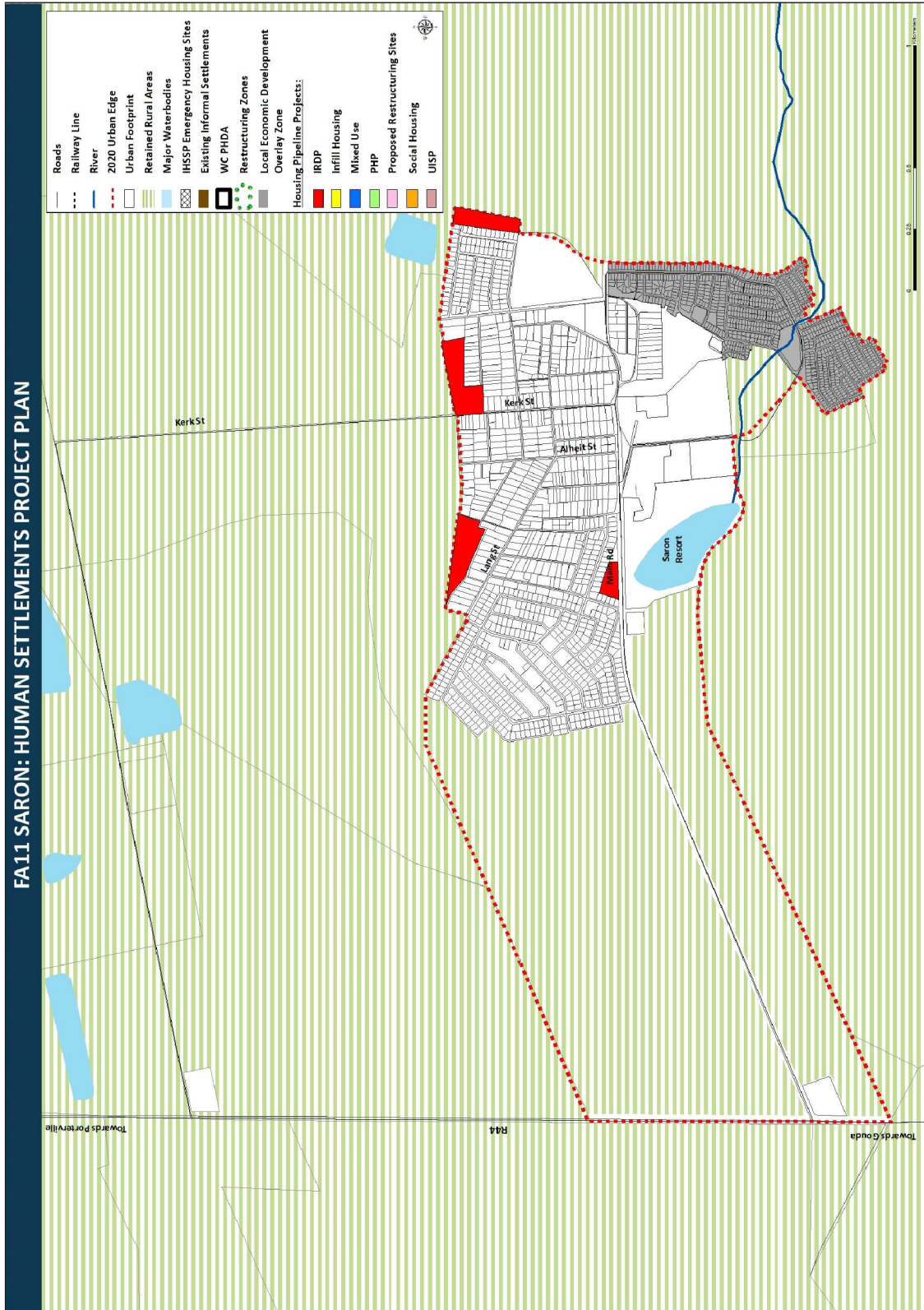
According to the Cape Winelands District Rural Development Plan (2017), Saron has been identified for the proposed implementation of a local-scale Farmer Production Support Unit (FPSU). Where relevant, investment planning to support the establishment of a FPSU should be aligned.



Map 3.23: Spatial Focus Area Map - SFA11 Saron.



Map 3.23(a): Environmental and Heritage Implications – SFA11 Saron.



Map 3.23(b): Humans Settlements Projects Map – SFA11 Saron.

Table 3.32: Spatial Interventions - SFA11 Saron.

No.	SDF Element	IDP PDO	Spatial Interventions
Action: Protect			
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and Ecosystem Support Areas, and incorporate CBAs into Protected Areas network. • Connect green corridors and integrate natural areas with urban green areas. • Prevent agricultural encroachment into floodplains and riparian areas. • Maintain and protect natural areas and ecological corridors across farms. • Declaration of municipal areas as stewardship sites/formal conservation areas. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect freshwater ecosystems and prevent the further loss of wetlands. • Upgrading of the "leiwater" system.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Resolve issues around the processing of land claims, and facilitate transformation in terms of TRANCRAA and reserve commonage land for agricultural purposes. • Compile an integrated agricultural development plan to give effect to transformation of the commonage (i.e. irrigated land and grazing). • Prevent the loss of high-potential agricultural land. • Community gardens, with a 'leivoor' network, are proposed for development, to improve the distribution of water for urban agricultural use. • Facilitate opportunities on the commonage for small-scale farmers and farmworkers for future land reform and community development.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Retain the hamlet character of the area. • Retain the rural and natural character of the area especially within rural landscapes and rural-urban interfaces. • Safeguard local landscape and scenic value and protect mountain view sheds, through appropriate land use location, scale and form. • Upgrade the "leiwater" system and protect the heritage core and the old commonage land from insensitive development. • Designate Heritage Areas. • Develop a Cultural Heritage Strategy. • Complete the heritage register for the Municipality.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain future proposed development within the urban edge and maintain a tight urban edge. • Engage with National Department of Agriculture. Exemption of certain appropriate areas from Act 70 of 1970.

Action: Change			
6	Fragmented Urban Form and Structures	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Appropriate densification and infill that caters for a range of housing typologies.
7	Mixed Land Use and Economic Opportunities	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Support mixed-use development within the town.
8	Mobility and Access	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Improve conditions for walking and NMT within and between settlements.
9	Spatial Imbalance in Access to Social Facilities	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 26: Municipal and Public Facilities. • PDO 28: Land Use and Properties. 	<ul style="list-style-type: none"> • Cluster community facilities together with commercial and transport services. • Developing of enabling infrastructure: Saron Community Higher voltage usage for the Hall.
10	Public Realm	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 37: Safety and Security. 	<ul style="list-style-type: none"> • Investment in historic core, and maintenance/preservation of heritage/cultural resources. • Safety of communities in all wards: Installation and commissioning of CCTV cameras in all wards, and installation of number plate recognition. • Operating a 24 hour control room: Centralise control rooms of Fire, Law Enforcement and Traffic at Breda Street 69, Paarl; connect radio frequency of Drakenstein Smart and Safety Networks (DSSN) to Breda Street 60, Paarl; and link WhatsApp groups of neighbourhood watches to control room. • Establish and strengthen the relationship between farms and neighbourhood watches. • Awareness and education on the Covid-19 pandemic. Distribution of educational material to all sectors.
11	Tourism	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Proposed Heritage Festival (Leiwatervest Festival). • The Draft Drakenstein Tourism Plan (2019) propose the development of Rural Tourism products for Saron.
Action: New			
12	New Mixed-Use Developments	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Accommodate new mixed-use development around the proposed agri-processing hub.
13	New Industrial Developments	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 23: Transport, Roads and Storm Water. • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Implement new bulk infrastructure to accommodate the proposed agri-processing hub.

14	New Residential Developments	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • New housing developments to be located on vacant land within the urban edge.
15	Access and Mobility	<ul style="list-style-type: none"> • PDO 23: Transport, Roads and Storm Water. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Proposed termini at Saron. Termini serve as a location at which services may start or end. • Design of all roads within, and surrounding, settlements must provide for appropriate NMT movement.
16	Infrastructure	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • PDO 23: Transport, Roads and Storm Water. • PDO 24: Water and Wastewater. • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Major new bulk infrastructure services (water and sewerage reticulation and bulk services, including pump stations and reservoir capacity) are required for the entire area. • Replace aged infrastructure. Annual aged electrical reticulation replacement. Quality of supply (upgrading of SCADA system). • Create projects for energy generation: Drakenstein Street Light Projects. Provision of self-generation solutions. Installation and upgrade of electrical infrastructure to provide spare capacity for future development. • Revision of SWMP and floodlines. • Replacement of pipes and culverts beyond their RUL. • Updating of Stormwater Masterplans. • Reseal and upgrade of streets to curtail further deterioration. • Construction of new granular chlorine system at Saron. • Extension/Upgrade of Basic Services: Informal Settlements. • Replace and upgrade of Waste Water reticulation systems and water reticulation systems. • Upgrade and refurbish sewer pumps stations. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO waste containers.
17	Social and Community Facilities	<ul style="list-style-type: none"> • PDO 26: Municipal and Public Facilities. 	<ul style="list-style-type: none"> • Promote multiple use of recently constructed community centre. Maintain/upgrade all community-public facilities. • Developing of enabling infrastructure: Saron Community Hall – higher voltage usage for the Hall.

Table 3.33: Projects - SFA11 Saron.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Establishment of Farmer Production Support Unit (FPSU).	DM and CWD		X
2	Finalisation of Saron Transformation Process (TRANCRAA).	DM and DARDLR	X	X
3	Saron Precinct Plan.	DM		X
4	Heritage Leiwater Festival.	DM and DLTA		X
5	Implementation of Agrarian Reform Opportunities.	DM and DARDLR		X
Social and Economic Infrastructure				
6	Upgrade of Saron Community Hall	DM	X	
7	Saron Holiday Resort: Upgrading facility	DM	X	
Renewal / Upgrade Infrastructure				
8	Upgrading of Gravel to Paved Roads (Saron).	DM		X
9	Upgrading/replacement of water reticulation system in Saron.	DM		X
10	Bulk Water Pipe Replacement	DM		X
11	Installation of pre-paid water meters.	DM		X
12	Development of Saron Bulk storage and water treatment.	DM		X

3.11.12 Spatial Focus Area 12: Bainskloof Village

Bainskloof Village can be described as a low-density village, that has developed together with the nature of the surrounding topography and dense vegetation. Bainskloof Village provides access to the Bainskloof Pass (Bainskloof Pass was declared a National Monument under the National Monuments Act [Act 28 of 1969], gazetted in 1980). Under the NHRA, all previous National Monuments were re-designated as Grade 2 heritage resources, to be administered by Heritage Western Cape. All heritage resources within Bainskloof Village are protected in terms of the NHRA, and the surrounding landscape is a declared World Heritage Site.

The pass and village fall within a Protected Area, in terms of the National Environmental Management Act (NEMA), and the adjacent land between the settlement and the Witte River, is noted as a Critical Biodiversity Area.

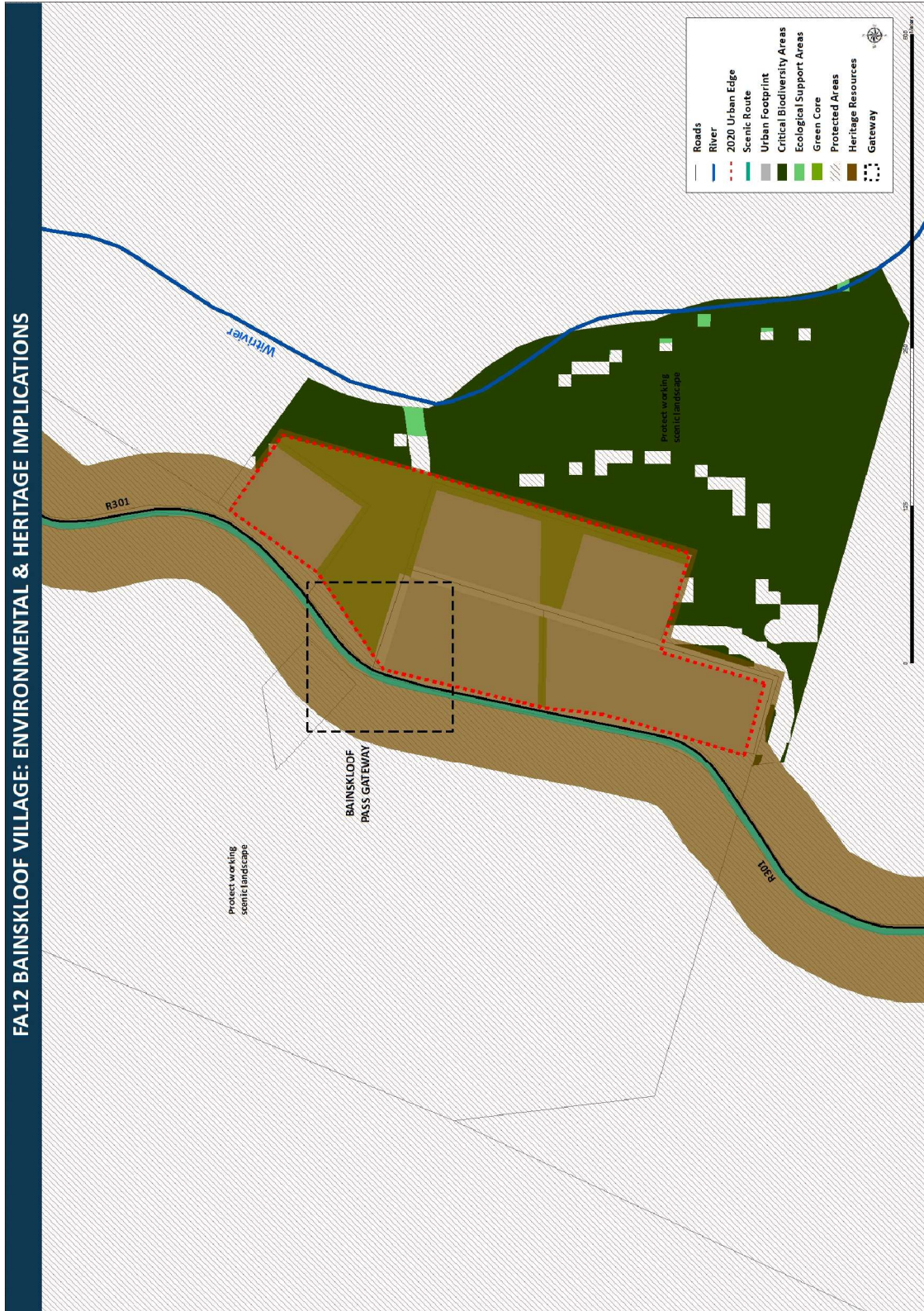
There are limited infrastructure services available at Bainskloof Village and it is surrounded by protected nature reserves.

3.11.12.1 Development function/focus of Spatial Focus Area 12: Bainskloof Village

No further development should be allowed in order to protect the sense of place of the historic village and the surrounding conservation area. Investment in the public areas would be appropriate, to celebrate this gateway to the mountain.



Map 3.24: Spatial Focus Area Map - SFA12 Bainskloof Village.



Map 3.24(a): Environmental and Heritage Implications – SFA12 Bainskloof Village.

Table 3.34: Spatial Interventions - SFA12 Bainskloof Village

No.	SDF Element	IDP PDO	Spatial Proposal
1	Environmental Protection	<ul style="list-style-type: none"> • PDO 25: Solid Waste. • PDO 30: Environment and Natural Resources. • PDO 36: Disaster and Emergencies. 	<ul style="list-style-type: none"> • Protect Critical Biodiversity Areas (CBAs) and Ecosystem Support Areas, and incorporate CBAs into Protected Areas network. • Connect green corridors and integrate natural areas. • Maintain and protect natural areas and ecological corridors. • Ensure that a fire management plan is in place. • Update Air Quality Management Plan (includes procuring of air quality monitoring equipment).
2	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect freshwater ecosystems.
3	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Retain and improve the relationship between proposed mixed-use developments and the surrounding agricultural land. • Prevent the loss of high-potential agricultural land.
4	Heritage and Scenic Landscapes	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Maintain, promote and protect the integrity of historically-significant sites, precincts, places and landscapes. • Retain the hamlet character of the area. • Protect the village character and heritage buildings by strict control over new development and alterations to existing buildings. • Celebrate the village as a gateway to the World Heritage Site.
5	Urban Edge	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Contain footprint and protect heritage resources.
6	Tourism	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Provide guidelines for signage and scenic route. • Proposed public gateway to mountain experience.

Table 3.35: Projects - SFA12 Bainskloof Village.

No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Fire Management Plan.	DM		X
2	Bainskloof Pass Public Gateway Strategy.	DM and DLTA		X
3	Implementation of proposed Heritage Areas and associated Land Use Management Guidelines.	DM and HWC		X
4	Declare Bainskloof Pass and Bainskloof Village as a Heritage Area in terms of Section 31 of the NHRA.	DM and DLTA		X

4 IMPLEMENTATION PLAN

This chapter of the SDF will seek to elaborate on how the SDF strategies, proposals, initiatives and interventions will be achieved.

4.1 Overview of the Implementation Plan

Over the last century, with the implementation of SPLUMA and IUDF, town planning has evolved from being principle and evidence based planning to objective and goal based planning. The implementation of objective and goal based planning is particularly important in the compilation of SDFs. The aforementioned will assist greatly in establishing clear goals and targets and enhance performance evaluation.

A considerable amount of emphasis must therefore be given to the “Implementation Framework” of the SDF. The implementation framework must contain specific, measurable, achievable, realistic and timely (SMART) goals. In order to formulate SMART goals, the following aspects must be taken into consideration:

- a) Municipal policies and guidelines;
- b) Detailed ward-based planning;
- c) Institutional arrangements; and
- d) Long term financial plan of the municipality.

The abovementioned is substantiated through the SDF Guidelines September 2014, which states that *“the implementation framework must set out the required institutional arrangements, policies and guidelines that will support the adoption of the SDF proposals, while aligning the capital investment and budgeting process moving forward”*.

4.2 Municipal Policies and Guidelines

4.2.1 Policies and Bylaws

Over the recent year, Drakenstein Municipality has adopted a number of policies and bylaws, which assists with the implementation of this SDF. It is however important that the policies be reviewed on a regular basis. It is recommended that the policies and bylaws be reviewed at least once every 5 – 10 years. The most pertinent policies and bylaws are summarised in Table 4.1 below.

Table 4.1: Existing Policies and Bylaws for the Drakenstein Municipality.

Policies and Bylaws		Key Aspects
1	Drakenstein Bylaw on Municipal Land Use Planning, 2018	This Bylaw is outlining how the Municipality manages its functions, roles and responsibilities in respect of spatial planning and land use management. It deals with aspects related to spatial planning (the compilation of the Municipal and Local SDFs), development management (the processes and instruments relevant to the management of land use and the zoning of land parcels), the procedures required to make application for changes of zonings and/or land use rights and a number of related administrative matters related thereto, including the provision for the creation of Overlay Zones to permit additional land development parameters to be made applicable to specific land areas.
2	Drakenstein Zoning Scheme Bylaw, 2018	The Drakenstein Zoning Scheme Bylaw 2018 regulates and controls the scope of provisions related to the zoning and development of land. It provides for a range of land use zones (including Overlay Zones) and definitions for key terms used in the description of activities permitted in different land use zones.

3	Paarl Farms Land Use Management Policy, 2005	This policy is aimed at guiding the future use of the Paarl “town” farms. The policy adopted by the Drakenstein Council stipulates that all the identified farms which are situated in the historic Paarl town boundary are of significance to Paarl and contribute hugely to the unique character and sense of place of Paarl, and thus none of the farms may be developed outright. Limited residential development could be considered on land not actively farmed or suitable for farming contiguous to urban areas, provided that such proposals are subject to detailed studies that will inter alia investigate the impact on heritage and visual resources.
4	Densification and Urbanisation Strategy and Open Space Utilisation Policy, 2006	This policy presents a conceptual approach to densification and urbanisation as well as the future use of public open space and vacant land within the settlements of the Drakenstein Municipality. The policy mainly focuses on Paarl and Wellington although reference is made to Hermon, Gouda and Saron. The proposed strategy is underpinned by three principles: a) About 50% of which activities should be within walking distance of where people live. The extent of mixed use development should therefore be expanded. b) A socio-economic gradient with appropriate interfaces between various community groups should be established to ensure that communities are not divided by large gaps in the living standards between those living near each other. c) A minimum gross average density of 25du/ha must be achieved so that urban settlements can become more efficient and convenient and to support the efficient implementation of public transport systems. The strategy proposes the following mechanisms for achieving densification: 1) Demolition and redevelopment; 2) Infill; 3) Subdivision, second dwellings and sectional title; 4) Greenfield development; and 5) Brownfield development.
5	Draft Environmental Management Framework (EMF), 2015 (currently being updated)	The Environmental Management Framework (EMF) for the Municipality is based on the vision of: <i>“An environment to sustain livelihoods, and the health and wellbeing of its people”</i> . The objectives of the framework are to: a) Guide the location of development in Drakenstein in such a manner that it conserves: i. High productivity agricultural soils; ii. Important biodiversity; iii. Systems that regulate and provide a reliable supply of clean water; iv. Land cover to prevent erosion; and v. Landscape character and aesthetic qualities. b) Guide the location of development in such a manner that it avoids and minimises: i. Pollution of land, air, surface and groundwater; and ii. Exposure to natural hazards. c) Guide environmental decision making regarding development in such a manner that it promotes: i. Good stewardship of land; ii. Greater efficiency of energy, land and water use; and iii. Rehabilitation and restoration of degraded natural areas.
6	Drakenstein Informal Trading Management Policy, 2018	The policy on informal trade in Drakenstein Municipality contains provisions that govern informal trade within designated trading areas. The main aim of the policy is to create a favourable economic environment that recognise informal trade as a legitimate expression of business and economic activity through effective management, control and law enforcement. A set of economic, social and spatial principles govern the Municipality’s approach to informal trading which emphasises economic growth, socio-economic development, the promotion of equity and the value of open spaces.
7	Drakenstein Investment Incentive Policy, 2019	The Investment Incentive Policy responds to the Municipality’s strategic objective of creating an enabling environment for economic growth, job creation and the alleviation of poverty. Taking cognisance of the most critical development and transformation needs for accelerated economic growth, the Municipality will use investment incentives as a tool to create a more conducive environment for private sector investment, to stimulate economic growth, and to assist with employment creation and development of the Catalytic Zones.

8	Development Charges Policy, 2019	The Development Charges Policy was adopted to clearly determine the direct impact of proposed land uses, as well as to calculate the development based on specific unit consumptions of various engineering services. The policy specifies the appropriate methodology to determine the contributions payable by developers toward the cost of bulk municipal engineering services, taking into account various development scenarios.
9	Special Rating Areas Policy, 2017	The Special Rating Areas Policy aims to set out Council’s position on Special Rating Areas and indicate factors that could influence Council’s decision on whether or not to determine a particular special rating area. The policy also provides guidance to members of the local community and decision-makers within the Municipality in relation to the establishment of Special Rating Areas, and seeks to strike an appropriate balance between facilitating self-funded community initiatives and ensuring commitment to good, fair and transparent governance by implementing a transparent process when appointing service providers to improve and/or upgrade the special rating areas in public areas. Lastly, the policy aims to ensure that improved or upgraded services are not provided for private properties.
10	Rural Housing Policy, 2018	The primary aim of the Rural Housing Policy is to outline the Municipality’s view on where and how rural dwellers (and in particular farmworkers) could be accommodated, and the means to include them in the overall municipal structure. In terms of the Rural Housing Policy, the focus of housing for rural people is on security of tenure (preferably individual ownership (existing towns or leasehold (in agri-villages or on farms)) and the provision of housing in close proximity – or with good access – to employment opportunities and social and community services and facilities.
11	Sport and Recreation Policy, 2010	The purpose of the policy is to provide an integrated sport and recreation policy that is equitable, affordable and sustainable. The policy further aims to provide clear guidelines for Drakenstein Municipality’s sport and recreation role in accordance with the Integrated Development Plan (IDP) and seeks to provide clear guidelines for the Municipality’s provision and management of facilities, allocation of resources, co-ordination of events and development of human and physical resources. The policy also provides guidelines for the Municipality’s relationships with the professional sport and recreation fraternity.
12	Drakenstein Mountain Slope Sensitivity Analysis Policy, 2018	<p>This policy serves as an informant in the process of decision-making regarding development proposals on mountain slopes (in terms of visual, heritage and/or environmental considerations) and indicate the statutory requirements to be followed in the process of procurement of land use rights. In addition, this sensitivity analysis tool will serve to guide municipal and private sector land use planners, related disciplines and the general public to make informed decisions regarding development applications (MSSAT, 2018).</p> <p>The policy will serve as an informative tool to create awareness and take cognizance of visually sensitive areas, CBAs, protected areas, heritage sensitive areas, unique landscape character and sense of place qualities (MSSAT, 2018).</p>

In addition to the abovementioned policies, it is recommended that the following additional policies be developed and implemented in order to further strengthen the practicality of this SDF.

4.2.2 Guidelines

Guidelines for specific land uses has been developed and should guide the implementation of the spatial proposals to ensure compliance to legislation and policies, and to ensure that the intended outcome is achieved. The following guidelines for land use and land development are defined for the implementation of the SDF.

Table 4.2: Guidelines for protection areas and critical biodiversity areas.

Category		Desired management objective	Guidelines	
1	Protected Areas	Must be kept in a natural state, with a management plan focused on maintaining or improving the state of biodiversity. A benchmark for biodiversity.	<p>(Note: CBA 1 does not necessarily equate to “irreplaceable” although it includes irreplaceable sites. CBA 1 represents CBAs in a natural condition and CBA 2 represents CBAs in a degraded condition. Irreplaceability for sites has been determined but is only one of many informants).</p> <p>All operational aspects of managing these areas must be subject to their main purpose, which is to protect and maintain biodiversity and ecological integrity, and should be governed by a formally approved management plan including land use activities that support the primary function of these areas as sites for biodiversity conservation.</p> <p>The management plan must identify allowable activities, which should be consistent at least with the CBA Irreplaceable category; the location of these allowable activities should be captured in a zonation plan in the management plan. Activities relating to the construction of roads, administrative or tourism infrastructure and services (such as water reticulation systems, power lines, etc.) that are required to support the primary function of the protected area and its allowable activities, are subject to NEMA authorisation and the protected area management plan.</p> <p>In the case of Protected Environments, a variety of agricultural land uses may be allowed, such as livestock grazing, plantation forestry and limited cultivation. The location of these land use activities must be informed by the Biodiversity Sector Plan (BSP) Map and should be specified in the zonation plan in the management plan for the protected environment. All areas of natural habitat that are zoned for conservation use, should be subject to implementation of the land use guidelines for protected areas, CBAs, and ESAs.</p> <p>Mountain Catchment Areas are also included in this category, however unlike the other categories, there is no requirement for a management plan which would guide allowable land uses and activities. Therefore, the land use guideline should be aligned with that of Critical Biodiversity Area 1, with the primary intention to ensure the steady supply of good quality water to downstream areas.</p>	
2	Critical Biodiversity Area 1: Terrestrial and Forest	Maintain in a natural or near-natural state, with no further loss of natural habitat. Degraded areas should be rehabilitated. Only low-impact, biodiversity-sensitive land uses are appropriate.	<p align="center"><u>General Guidelines:</u></p> <p>a) Biodiversity loss and land use change in CBAs should not be permitted. Unauthorised land use change or degradation by neglect or ignorance must be monitored as a matter of priority.</p> <p>b) Where appropriate and in accordance with the Protected Area Expansion Strategy (and where capacity exists), these areas should be incorporated into the formal Protected Area system through biodiversity stewardship agreements (contract Nature Reserves or Protected Environments).</p> <p>c) Ideally, conservation management activities should be the primary land use in all irreplaceable areas, OR they should at least be managed in ways that have no negative impact on species, ecosystems or ecosystem services.</p>	<p align="center"><u>Specific Guidelines:</u></p> <p>a) Ideally, development should be avoided in these areas. If they cannot be avoided it must be shown that the mitigation hierarchy has been applied if there is a proposal within a CBA. If the impact cannot be avoided or reduced to a residual low significance, a biodiversity offset may be considered as a last resort. However, a biodiversity offset should not be offered upfront and will be considered on a case by case basis.</p> <p>b) A specialist study must form part of the Scoping and Environmental Impact Assessment process for all land use applications in these areas, using the services of an experienced and locally knowledgeable biodiversity expert who is registered with South African Council for Natural Scientist Institute (SACNASP).</p>

3	Critical Biodiversity Area 1: Aquatic	Maintain in a natural or near-natural state, with no further loss of natural habitat. Degraded areas should be rehabilitated. Only low-impact, biodiversity-sensitive land uses are appropriate.	<p>d) Freshwater CBAs should be maintained in good ecological condition, and those that are degraded should ideally be rehabilitated to a good condition.</p> <p>e) Land use practices or activities that will lead to deterioration in the current condition of a freshwater CBA, or that will make rehabilitation difficult, are not acceptable.</p> <p>f) Any proposed land use change must be subject to an EIA as it is likely to impact on the ecological drivers of the river or wetland ecosystem and can, potentially, alter its functioning or lead to loss of species.</p> <p>g) Maintain the riparian vegetation and a buffer from other land uses along watercourses and implement rehabilitation measures where there is erosion or other degradation present.</p> <p>h) Ten specialist studies by a freshwater ecologist should be conducted if there is a watercourse that is likely to be affected.</p>	<p><u>CBA Rivers, Wetlands and Estuaries:</u></p> <p>a) There is no flexibility in land use options in this category.</p> <p>b) Any activities that may impact on CBA rivers, wetlands or estuaries, even upstream or in sub-catchments, need to be avoided, or impacts mitigated if they cannot be avoided.</p> <p>c) If the current ecological condition is good (either natural and unmodified, or largely natural with only small change in habitats and biota), then this condition needs to be maintained.</p> <p>d) If the current ecological condition is fair to poor (i.e. moderately to severely degraded with significant loss of natural habitat, biota and ecosystem functions), then this needs to be improved through rehabilitation measures. Any further loss of area or ecological condition must be avoided.</p> <p>e) The hydrological regime and water quality of a river, wetland or estuary must be adequate to maintain the ecosystem in a desired or attainable condition.</p> <p>f) All aquatic ecosystems must be appropriately buffered. Buffers must be provided for, such that they:</p> <ol style="list-style-type: none"> i. Are adequate for the protection of the ecosystem from the pressures identified above; ii. Maintain the ecosystem in a desired or attainable ecological condition; and iii. Allow for future rehabilitation or restoration. <p>g) Human activities that will impact directly (e.g. encroachment) or indirectly (e.g. diffuse pollution) on a river, wetland or open waterbody, and/or its buffer, must be assessed by a suitably qualified and experienced specialist, and the ecosystems ground-truthed as part of any land use change application, environmental assessment or licensing process.</p>
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4	Critical Biodiversity Area 2: (Degraded)	Maintain in a functional, natural or near-natural state, with no further loss of natural habitat. These areas should be rehabilitated.	<ul style="list-style-type: none"> a) Acceptable land uses are those that are least harmful to biodiversity, such as conservation management, or extensive livestock or game farming. Large-scale cultivation, mining and urban or industrial development are not appropriate. b) Extensive (widespread, low-intensity) livestock and game ranching, if well-managed, is compatible with the desired management objectives for these areas. c) Implementation of habitat restoration measures to restore the habitat to a better condition. 	<ul style="list-style-type: none"> a) If small-scale land use change is unavoidable, it must be located and designed to be as biodiversity-sensitive as possible. b) A specialist study must be part of the scoping and EIA process for all land use applications in these areas, using the services of an experienced and locally knowledgeable biodiversity expert registered with SACNASP. c) Provision for biodiversity offsets in exchange for biodiversity loss should only be considered as a last resort and at a ratio consistent with national policy. d) Should be targeted as high priority areas for rehabilitation and restoration including Natural Resource Management (NRM) projects e.g. Working for Water as well as landowner driven initiatives.
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The guidelines for high value agricultural land include provisions for protection and development of high value agricultural land, or land classified as High Land Capability. Land capability is defined by the Department of Agriculture, Rural Development and Land Reform as the most intensive long-term use of land for purposes of rain-fed farming determined by the interaction of climate, soil and terrain.

Table 4.3: Guidelines for High Value Agricultural Land.

Category	Desired management objective	General Guidelines	Incompatible Land Uses
1	High Value Agricultural Land (High Land Capability) To ensure that high value agricultural land, pending availability, are preserved for continued agricultural production, thereby ensuring long-term national food security.	<ul style="list-style-type: none"> a) Agricultural use. b) Secondary uses compatible to the primary agricultural use. c) The uses to make a positive contribution to the agricultural industry, either directly or indirectly. d) Farm settlement e) Farm: Productive and/or subsistence farm, crop growing, grazing, stock farm, game farm, fish breeding, equestrian centre and schools, vegetable gardens and forest plantations, etc., including necessary farm dwelling unit/s and outbuildings as well as farm stall for selling of goods produced on the farm. f) Agro-business: Butchery, nursery, fresh produce market, dairy, chicken hatchery and kennels. g) Agro-industrial: Packers, sawmill, canners, processing plants for agricultural products and an abattoir. 	Non-agricultural land uses, not compatible to primary agricultural use.

(Source: Adapted from the Department of Agriculture, Forestry and Fisheries, 2017. National land capability evaluation raster data layer, 2017. Pretoria).

4.3 Detailed Ward-based Planning (Spatial Priority Development Areas and Precinct Plans)

All strategic outcomes for the Municipality have a spatial dimension. By articulating priorities within a geographical area, a municipality can then ensure that the necessary investment are directed and coordinated to achieve the desired economic and spatial transformation.

4.3.1 Spatial Priority Areas (SPAs)

The development of municipal sector budgets and the land use budget analysis has clustered specific areas of the Municipality to reflect broad groupings (to greater reflect catchment budget programmes). These groupings are referred to as Spatial Priority Areas. The Spatial Priority Areas are focused on the existing urban areas of Drakenstein Municipality and are therefore confined by the urban edge.

The Spatial Priority Areas (SPA) are as follows:

- a) Paarl East – West Integration Corridor SPA (Paarl and Mbekweni);
- b) North City Integration SPA;
- c) N1 Corridor SPA ;
- d) South City Region SPA (Boschenmeer, Val De Vie, Pearl Valley and Simondium); and
- e) Hinterland SPA (All rural hamlets and towns, which includes Saron, Gouda, Hermon, Windmeul and Bain’s Kloof Village).

It must be noted that the abovementioned Spatial Priority Areas directly corrolates to the Functional Areas, as identified in the Drakenstein Municipality: Integrated Urban Development Grant (IUDG): Business Plan Report.

4.3.2 Precinct Plans

Drakenstein Municipality is continuously supplementing the defined Spatial Priority Areas with additional precinct plans and strategies. These precinct plans are crucial for developing a more accurate picture of needed capital investment to promote quality of life and economic activity within key locations of Drakenstein.

An Urban Design Framework was developed for the Wellington CBD as this was a priority project identified in the previous iteration of the SDF. Similarly, local SDFs for Paarl CBD and Surrounds, and an Urban Design Framework De Poort and Paarl Hamlet Node has been completed. The municipality is currently in the process of finalising an investment plan for the Paarl CBD, Paarl East and Mbekweni area.

The following precinct plans have been identified for development:

Table 4.4: Recommended Precinct Plans and Local SDFs.

Proposed Plan		Short term (0-5 Years)	Medium term (5-10 Years)
1	Roggeland and Vlakkeland Precinct Plan	X	
2	Simondium Precinct Plan	X	
3	Gouda Precinct Plan	X	X
4	Boland Park Precinct Plan	X	X
5	Ben Bernhard Precinct Plan		X
6	Windmeul Precinct Plan and Urban Design Framework		X
7	Hermon Precinct Plan		X
8	Saron Precinct Plan		X

4.4 Capital Investment and Expenditure Framework (Municipal Long Term Financial Plan)

Section 4 of the Local Government: Municipal Planning and Performance Management Regulations, 2001, requires that a spatial development framework, reflected in a municipality’s integrated development plan, must set out a capital investment framework for the municipality’s development programmes. Additionally, Section 21 of the Spatial Planning and Land Use Management Act, 2013, requires that a municipal spatial development framework must determine a capital expenditure framework for the municipality’s development programmes, depicted spatially.

According to the SDF Guidelines, 2014, a CIF must articulate how the spatial proposals are to be achieved sequentially, with attention to what key interventions need to take place, where they need to occur and by whom. The framework must spatially depict the development budgeting priorities and programmes for the municipality through containing the following elements:

- a) The identification of key spatial priorities that will assist in fast tracking and achieving the SDF proposals that are linked to areas where shortened land use development procedures may be applicable and endorsed by the municipal engineering department based on infrastructure capacity;
- b) The designation of areas where more detailed local plans must be developed through the identification of required precinct plans;
- c) Stipulation of implementation requirements with regard to roles, responsibilities and timeframes; and
- d) Stipulate the required institutional arrangements together with possible private, public and intergovernmental collaboration/partnerships.

4.4.1 Capital Investment Framework (CIF)

Beside its own capital expenditure, the Municipality has been informed that several provincial departments will also be investing in the Drakenstein municipal jurisdiction through the implementation of the following capital projects.

Table 4.5: Provincial Infrastructure Investment

Provincial Infrastructure Investment Projects and Programmes						
No.	Sector	Funding Source	Project Name	2023/24	2024/25	2025/26
Col. Ref	A	B	C	D	E	F
1	Education	Educational Infrastructure	Dal Josaphat PS	60,000	-	-
2	Health	Health Facility Revitalisation	Gouda Clinic Replacement	610,000	355,000	-
3	Health	Health Facility Revitalisation	Paarl CDC	2,776,000	27,360,000	6,259,000
4	Health	Health Facility Revitalisation	Paarl CDC Fencing	1,531,000	3,000	-
5	Health	Health Facility Revitalisation	Paarl Hospital New Obstetric Theatre	562,000	3,736,000	46,000
6	Health	Health Facility Revitalisation	Sonstraal Hospital Upgarde	800,000	8,000,000	8,800,000
7	Health	Health Facility Revitalisation	Paarl Ambulance Station	81,000	62,000	655,000
8	Health	Health Facility Revitalisation	Windmeul Clinic	4,190,000	125,000	13,000
9	Health	Health Facility Revitalisation	Windmeul Clinic	445,000	570,000	-
10	Health	Health Facility Revitalisation	Saron Clinic upgrade	428,000	-	-
11	Health	Health Facility Revitalisation	Paarl HT General Maintenance	770,000	770,000	770,000
13	Health	Health Facility Revitalisation	West Coast Maintenance	1,615,000	1,615,000	1,615,000
14	Health	Health Facility Revitalisation	Dalvale Clinic	889,000	-	-
15	Health	Health Facility Revitalisation	Paarl CDC OD	-	130,000	-
16	Health	Health Facility Revitalisation	Paarl CDC HT	1,297,000	914,000	4,917,000
17	Health	Health Facility Revitalisation	Paarl Hospital New Obstetric Theater	10,000	1,000	1,000
18	Health	Health Facility Revitalisation	Paarl Ambulance Station	-	-	285,000
19	Health	Health Facility Revitalisation	Paarl Hospital Refurbishment	3,070,000	-	-
20	Health	Health Facility Revitalisation	Sonstraal Hospital Upgrade	-	3,800,000	3,800,000
21	Human Settlements	Human Settlements Development	Paarl Drommedaris - 1407	5,000,000	-	-
22	Human Settlements	Human Settlements Development	Paarl Lantana 76 T/S	1,000,000	-	-
23	Human Settlements	Human Settlements Development	Vlakkeland Phase 1_2 and 1_3 (537 units)	22,000,000	-	-
24	Human Settlements	Human Settlements Development	Vlakkeland Phase 1_1 and 1_4 (406 units)	16,740,000	-	-
25	Human Settlements	Human Settlements Development	Vlakkeland Professional fees	4,000,000	-	-
26	Human Settlements	Human Settlements Development	Fairyland (259 units)	8,690,000	-	-
27	Human Settlements	Human Settlements Development	Siyahlala Phase 2 (193 units)	-	3,100,000	-
28	Human Settlements	Human Settlements Development	Saron 350 IRDP Phase 1	992,000	-	-

29	Human Settlements	Informal Settlements Upgrade	ISSP Chester Williams (139 services)	3,000,000	3,000,000	2,340,000
30	Human Settlements	Informal Settlements Upgrade	Paarl Dignified Informal Settlements 9 x areas	3,000,000	3,000,000	-
31	Human Settlements	Informal Settlements Upgrade	ISSP Loverslane (168 services)	3,000,000	3,000,000	4,080,000
32	Human Settlements	Human Settlements Development	Mbekweni Erf 557 (400 sites) IRDP and FLISP	1,400,000	0	6,000,000
33	Human Settlements	Human Settlements Development	Paarl East Farm Workers Housing (600 sites)	6,000,000	6,000,000	39,800,000
34	Human Settlements	Human Settlements Development	Paarl Simondium: 1033 Sites and Land Acquisition	41,500,000	1,500,000	9,000,000
35	Transport and Public Works	Equitable Share	Malmesbury Bypass	200,000,000	220,000,000	100,000,000
36	Transport and Public Works	Equitable Share	Paarl - Franschoek	50,000,000	-	-
37	Transport and Public Works	Provincial Roads Maintenance	PRMG Rehab Paarl-F/hoek MR191	50,000,000	190,000,000	130,000,000
38	Transport and Public Works	Provincial Roads Maintenance	PRMG Voor Paardeberg	45,000,000	-	-
39	Transport and Public Works	Equitable Share	Emergency replacement of culvert C12328	1,500,000	-	-
40	Transport and Public Works	Equitable Share	Rehabilitate/Replace Bridge 0593 at km 10,5 Soetendal	4,000,000	-	-
41	Transport and Public Works	Equitable Share	Rustenburg and Bainskloof Restareas	20,000,000	-	-
42	Transport and Public Works	Equitable Share	Rehab Simondium Reseal	65,759,000	115,000,000	
43	Transport and Public Works	Equitable Share	Voor Paardeberg Road	35,000,000	12,000,000	-
44	Transport and Public Works	Equitable Share	Reseal Du Toits Kloof	80,000,000	16,000,000	-
45	Transport and Public Works	Provincial Roads Maintenance	Safety Improvements R44 Phase 1 – Winery I/C	10,175,000	130,000,000	60,000,000
46	Transport and Public Works	Equitable Share	Dual MR201 N1 to Kliprug Road	90,000,000	3,000,000	-
47	Transport and Public Works	Equitable Share	DR1385 Keerweder	-	13,000,000	-

The provincial departments of Transport and Public Works, Human Settlements, Health, and Education will be investing a total of R786,890,000 within the Municipality during the 2023/2024 provincial financial year (April 2023 – March 2024). Furthermore, R766,041,000 and R378,381,000 will be invested by the aforementioned provincial departments within the Municipality in the 2024/2025 and 2025/2026 financial years, respectively.

It must be noted that certain grant funding allocation were included in the municipal capital budget and were not included in the above table.

4.4.2 Capital Expenditure Framework (CEF)

Drakenstein Municipality mostly relies on the following funding sources to generate enough funds in order to execute its operational duties, which includes the implementation of priority infrastructure projects:

Table 4.6: Sources of funding.

Available Capital per Funding Source		
No.	Funding Type	Description
Col. Ref	A	B
1	Municipal Own Revenue	Generated through operating budget surpluses.
2	External Loans	Loans from Commercial banks and the DBSA
3	Grants and Donations	Through government programs and private investors.

During the period 2016/17 until 2018/19 the main funding source for capital expenditure was external loans. However, due to the slowdown of the South African economy and in Drakenstein Municipality as well, residential developments are taking place at a slower rate than what was expected six years ago.

The aforementioned resulted in the necessity to restructures of the municipality’s loans. It was also resolved that no further external loans will be taken up until the municipality’s financial position has improved. The taking up of new external loans will be consider for the 2027/28 financial year. Furthermore, in order to strengthen the municipality’s financial position quicker, a decision to limit capital funding from own funds to R50 million per year until 2032/33 was implemented.

In terms of grant funding, Drakenstein Municipality’s capital grant allocation (IUDG, INEP, WC Transport and etc.), due to the formulae applied, are substantially lower when compared to other secondary cities of the same extent. The Municipality therefore decided to vigorously source grant funding through numerous other government funding programme.

It is noteworthy to mention that the Municipality was allocated R305 million in 2024/25, R593 million in 2025/26 and R481 million in 2026/27 to upgrade sanitation infrastructure through the Regional Bulk Infrastructure Grant.

According to the Drakenstein Municipality Long Term Financial Plan the captial replacement reserve to the amount of R292.7 million will contribute 15.3% of the total capital budget of R1.919 billion 2023/2028 MTREF. Grants will contribute R1.626 billion or 84.8% of the total capital budget.

Over the 10 year period (2023/24 – 2032/33) grants will contribute 47.3% of the total capital budget. Capital replacement reserves will contribute 12.9% of the total budget, whilst external loans will contribute 39.8%.

Table 4.7: Available Capital per Funding Source (MTREF).

Available Capital per Funding Source											
No.	Infrastructure Type	2023/24 R' 000	2024/25 R' 000	2025/26 R' 000	2026/27 R' 000	2027/28 R' 000	2028/29 R'000	2029/30 R'000	2030/31 R'000	2031/32 R'000	2032/33 R'000
Col. Ref	A	B	C	D	E	F	G	H	I	J	K
1	Capital Replacement Reserve	65,629	73,957	64,534	47,816	41,428	50,000	50,000	50,000	50,000	50,000
2	Exeternal Loans	0	0	0	0	0	325,000	325,000	325,000	350,000	350,000
3	Grants	391,795	599,730	505,436	64,566	64,566	73,051	73,051	73,051	73,051	73,051
4	TOTAL	457,423	673,686	569,970	112,383	105,994	448,051	448,051	448,051	473,051	473,051

4.4.2.1 Prioritisation of Capital Asset Investment

Drakenstein developed a Prioritisation Policy for Capital Assets Investment that was implemented from the start of the 2013/14 financial year. The purpose of the Policy is to allocate available revenue for capital investment through a points system based on thirteen principles.

These principles are statutory requirements; service delivery; essential service; economic stimulation; community benefit; permanent job creation; labour intensive construction; revenue generating; aesthetical improvement; social upliftment; spatial development framework compliance; risk factor and time factor.

Three main categories were defined: i.e. basic services infrastructure and roads, social and economic infrastructure and operational infrastructure. It needs to be noted that these categories do not concur with the GFS standard classifications. Each of these infrastructure categories will receive a percentage allocation of prioritised funds. Prioritised funds mean conditional grants, own revenue and external borrowings to be distributed amongst the prioritised capital projects on the capital programme.

Basic services and roads infrastructure comprising of electricity main supply and networks; water main supply and networks; sewer main supply and networks; solid waste infrastructure; and, roads and storm water will receive approximately 70% of prioritised funds.

Social and economic infrastructure comprising of public safety; parks and recreation; environmental; libraries; sport and recreation facilities; arts and culture; new urban development; business development; industrial development; any development that will help grow the local economy and that will create jobs; labour intensive capital projects; and etcetera will receive approximately 20% of prioritised funds.

Operational infrastructure comprising of vehicles, plant and equipment; computer hardware and software; communication networks; office furniture and equipment; machinery, tools and equipment; municipal office buildings; and etcetera will receive approximately 10% of prioritised funds.

Albeit the constriction of the funding available for capital expenditure, the guidelines as indicated in the Policy cannot be achieved in the next three financial years, as most funding is from conditional grants.

Basic services infrastructure in 2023/24 will receive 83.0% of the total capital budget. Over the MTREF basic services infrastructure will receive 94.1%; (2024/25), 93.1% (2025/26), 66.0% (2026/27) and 67.5% (2027/28) of the total capital budget. The allocation towards Basic service infrastructure is skewed, due to the special R1.395 billion allocated over the MTREF through the Budget Facility for Infrastructure

Operational infrastructure will receive 14.2% of the total capital budget. Over the MTREF operational infrastructure will receive 5.0% (2024/25), 5.6% (2025/26), 30.8% (2026/27) and 30.0% (2027/28) of the total capital budget.

Social and economic infrastructure will receive 2.8% of the total capital budget. Over the MTREF social and economic infrastructure will receive 0.9% (2024/25), 1.3% (2025/26), 3.2% (2026/27) and 2.5% (2027/28) of the total capital budget.

As such, the table below depicts the allocations per infrastructure type.

Table 4.8: 2023/2028 MTREF High Level Capital Budget Expenditure per Infrastructure Type.

2023/2027 MTREF High Level Capital Budget Expenditure Per Infrastructure Type And Funding											
Serial Number	Infrastructure Type / Funding Source	2023/24 R'000	Distribution %	2024/25 R'000	Distribution %	2025/26 R'000	Distribution %	2026/27 R'000	Distribution %	2027/28 R'000	Distribution %
Column Reference	A	B	C	D	E	F	G	H	I	J	K
1	Basic Services and Road Infrastructure	379,900	83.0%	634,245	94.1%	530,823	93.1%	74,170	66.0%	71,540	67.5%
2	Grants	354,845	77.7%	595,370	88.4%	501,503	88.0%	57,080	50.8%	57,080	53.9%
3	Prioritised Funds	25,045	5.2%	38,875	5.8%	29,320	5.1%	17,090	15.2%	14,460	13.6%
4	Operational Infrastructure	64,784	14.0%	33,496	5.0%	31,997	5.6%	34,612	30.8%	31,854	30.0%
5	Grants	35,225	7.7%	4,360	0.6%	3,933	0.7%	7,486	6.7%	7,486	7.1%
6	Prioritised Funds	29,559	6.3%	29,136	4.3%	28,064	4.9%	27,126	24.1%	24,368	23.0%
7	Social & Economical Infrastructure	12,749	3.0%	5,945	0.9%	7,150	1.3%	3,600	3.2%	2,600	2.5%
8	Grants	1,724	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
9	Prioritised Funds	11,025	2.6%	5,945	0.9%	7,150	1.3%	3,600	3.2%	2,600	2.5%
10	Grand Total	457,423	100.0%	673,686	100.0%	569,970	100.0%	112,383	100.0%	105,994	100.0%

4.4.2.2 10 Year Capital Expenditure Framework (Affordability)

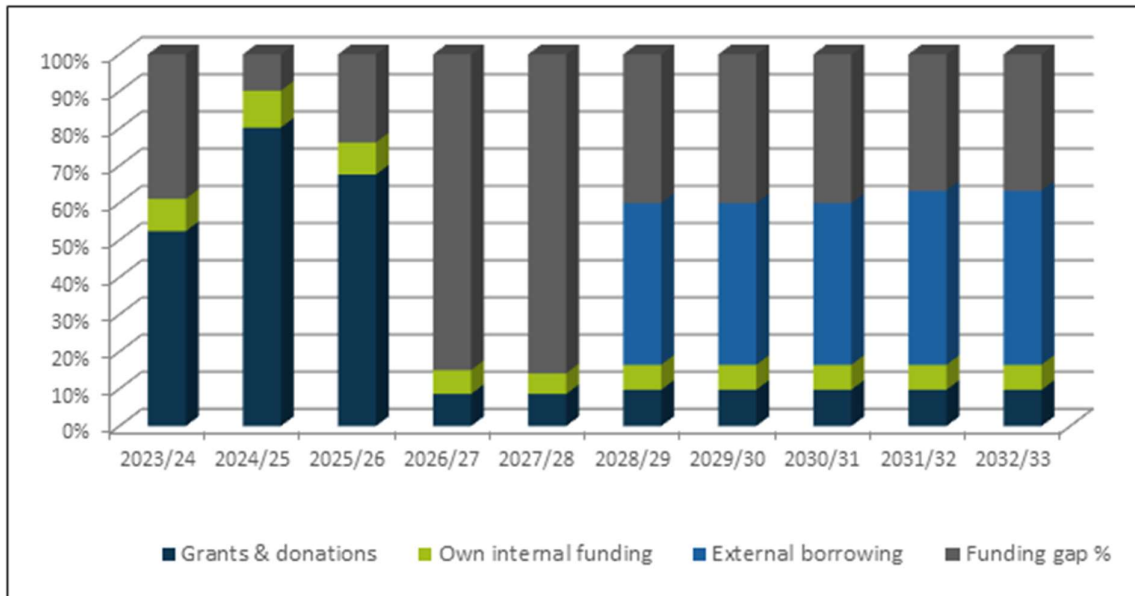
According to Drakenstein Municipality’s Capital Expenditure Framework and Long Term Financial Plan (2023/2024 – 2032/33), Drakenstein Municipality’s total capital programme needs is estimated to be R7,468 billion. As illustrated in Table 4.6, a total of R1,919 billion will be available over the five year MTREF period to address the total capital programme needs. The R1,919 billion represents 25.7% of the total capital programme needs.

Over the ten year Long Term Financial Plan, a total of R4,209 billion will be available to address the total capital needs. The R4,209 billion represents 56.3% of the total capital needs.

Taking the above into consideration, it is clear that a funding gap to the total of R3,258 billion exists.

It is imperative to solve the unfunded and underfunded mandate issues to allow the operating budget to generate more operating surpluses to boost the funding of capital projects through own revenue. The funding gap will further accumulate over time, if it is not addressed, which could result in the collapse of municipality’s infrastructure in the long-term.

The constraints placed on the available funding available for capital project implementation, the moratorium on the taking up of external loans during the loan restructuring period as well as the limited grants received by the Municipality, has necessitated a significant decrease in the capital expenditure over the next 5 years, as can be seen in the next graph. Although recovering in 2027/28, it is barely over the minimum spend required to remain sustainable and has left a major funding gap. From year one (2023/24) to five (2027/28), between 14%-90% of the required capital needs can be addressed, while from year six (2028/29) to ten (2032/33) between 61% to 64% of the average yearly capital needs can be addressed. The average yearly capital needs being the total capital needs as per the CEF of R7.486 billion divided by 10 years, equalling an average of R748.6 million per year.



4.4.2.3 5 Year Detailed Year Capital Expenditure Framework

As indicated in table 4.8, Basic Services infrastructure and Social and Economical infrastructure, will receive 85.8% of the total available capital during the 2023/2024 period. Furthermore, the

mentioned infrastructure types will receive 95.0% (2024/2025), 94.4% (2025/2026), 69.2% (2026/2027) and 70% (2027/2028) allocations.

The mentioned allocations will be divided into the various Spatial Priority Areas (SPA) in the following manner. It must be noted that due to the fact that the Paarl East-West Integration SPA and the North-City Integration SPA are transforming into one urban conurbation, the allocations for the SPAs will be combined.

Table 4.9: Paarl East-West Integration and North City Integration Spatial Priority Areas.

Paarl East-West Integration and North City Integration Spatial Priority Areas MTREF Capital Expenditure Framework						
Serial Number	Infrastructure Type	2023/2024 R'000	2024/2025 R'000	2025/2026 R'000	2026/2027 R'000	2027/2028 R'000
Column Reference	A	B	C	D	E	F
1	Community and Social Services	1,800	2,800	3,450	2,000	1,000
2	Energy Sources	16,740	13,660	13,660	45,508	45,508
3	Finance and Administration	1,059	0	0	0	0
4	Housing	3,500	12,500	15,000	8,750	8,500
5	Planning and Development	0	8,696	4,348	0	0
6	Public Safety	0	50	50	50	50
7	Road Transport	16,466	11,791	10,435	0	0
8	Sport and Recreation	6,800	1,400	2,000	500	500
9	Waste Management	0	0	0	0	0
10	Waste Water Management	191,237	488,939	430,587	3,373	3,373
11	Water Management	24,553	14,703	15,842	0	0
12	TOTAL	261,155	554,539	495,372	60,180	58,930

Table 4.10: South City Region Spatial Priority Area (Simondium, Boschenmeer, Val De Vie and Pearl Valley).

South City Spatial Priority Areas MTREF Capital Expenditure Framework						
Serial Number	Infrastructure Type	2023/2024 R'000	2024/2025 R'000	2025/2026 R'000	2026/2027 R'000	2027/2028 R'000
Column Reference	A	B	C	D	E	F
1	Housing	30,000	10,000	4,500	0	0
2	Waste Water Management	82,300	39,800	0	0	0
3	Water Management	0	350	0	0	0
4	TOTAL	112,300	50,150	4,500	0	0

It is furthermore, important to note that capital programmes that will have an impact on the entire municipality, as well as operational infrastructure capital investment, are also planned over the next 10 year period. The mentioned capital programmes seldomly have spatial attributes and must therefore be identified as programmes that have a municipal wide impact.

The following table summarises the expected capital requirement for the municipal wide projects and operational infrastructure capital investments.

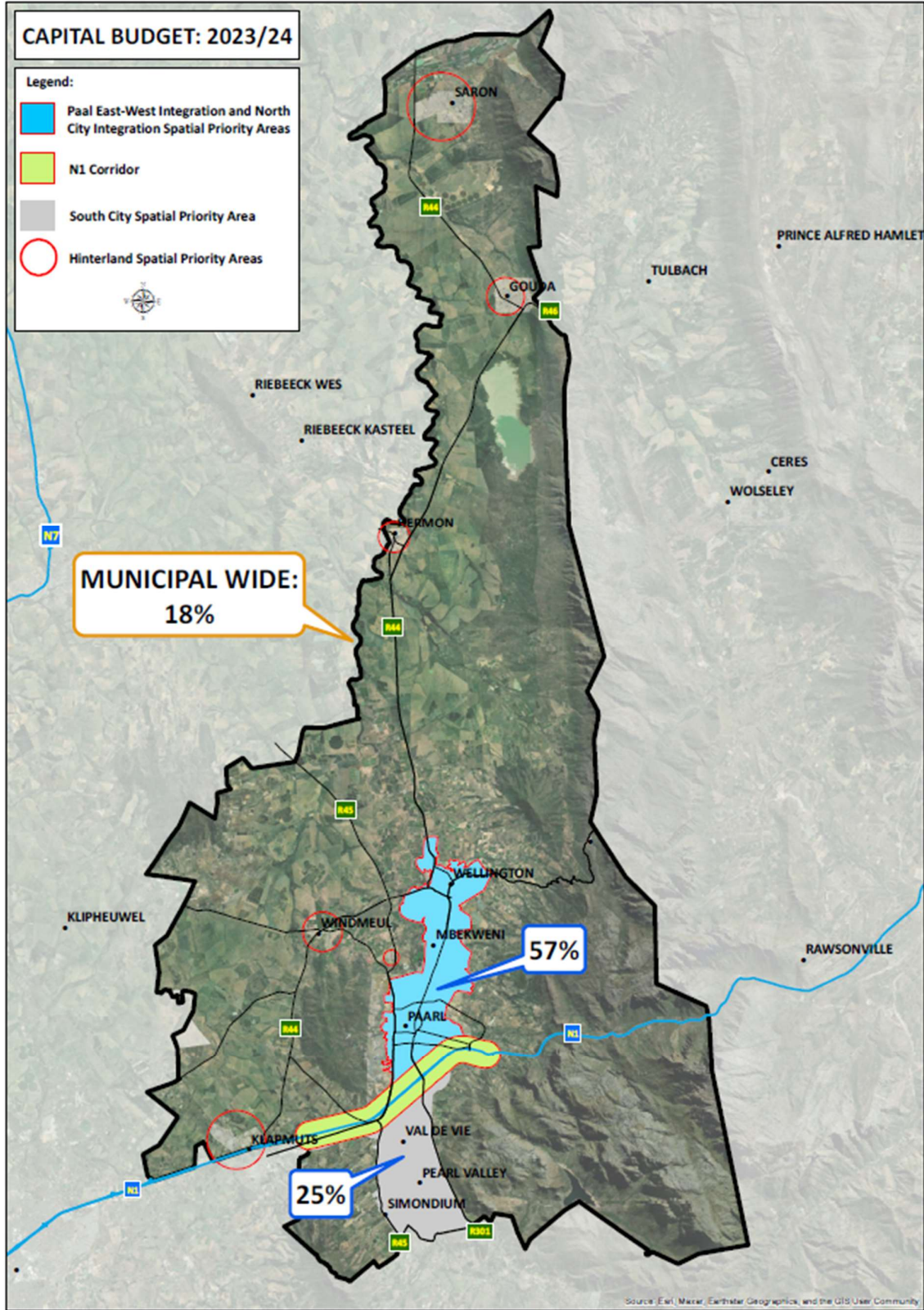
Table 4.11: Expected capital requirements for the municipal wide projects and operational infrastructure.

Municipal Wide and Operational Projects MTREF Capital Expenditure Framework						
Serial Number	Infrastructure Type	2023/2024 R'000	2024/2025 R'000	2025/2026 R'000	2026/2027 R'000	2027/2028 R'000
Column Reference	A	B	C	D	E	F
1	Community and Social Services	1,050	0	500	0	0
2	Energy Sources	24,661	27,680	33,051	13,549	13,644
3	Executive and Council	0	100	100	100	100
4	Finance and Administration	19,849	20,222	19,897	19,038	18,046
5	Housing	45	15	15	0	0
6	Public Safety	1,385	220	315	415	289
7	Road Transport	21,903	11,605	12,000	12,280	10,464
8	Sport and Recreation	1,300	0	0	0	0
9	Waste Management	6,850	3,960	3,220	5,620	3,320
10	Waste Water Management	2,274	1,856	0	0	0
11	Water Management	2,652	1,435	1,000	1,200	1,200
12	TOTAL	82,968	67,092	70,098	52,202	47,064

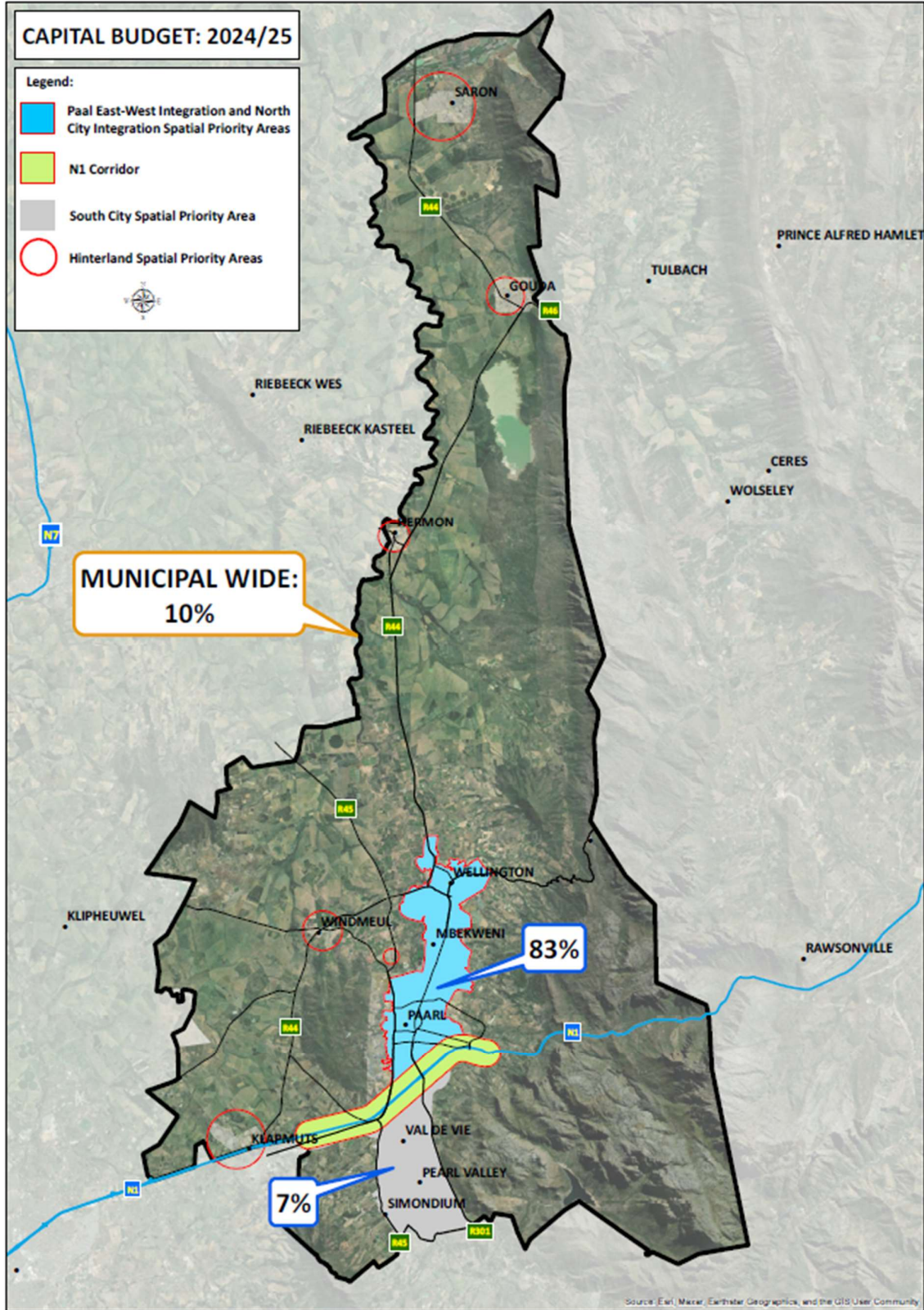
Taking the abovementioned expected expenditure into consideration, the following conclusions can be drawn:

- a) The conurbation of the Paarl East-West Integration Corridor and the North City Corridor will receive the majority of the capital funding through the next five years (74.6% of the total five year capital budget);
- b) Capital projects that will impact on the entire municipal area will utilise 16.6% of the entire capital budget over the next five years.
- c) Although no capital funding is dedicated solely to the N1 Corridor, numerous infrastructure investment will be undertaken in other SPAs which will assist in unlocking the N1 Corridor;
- d) The capital funding allocated to the South City Region is required to enable the human settlements development project at Simondium;
- e) During the next three years the majority of the capital funding will be dedicated to water and waste water. This is due to the Regional Bulk Infrastructure Grant funding that was acquired; and
- f) The capital expenditure for rural towns of Saron, Gouda, Hermon, Windmeul and Bainskloof Village (hinterland) will amount to 0.1% of the total five year capital budget.

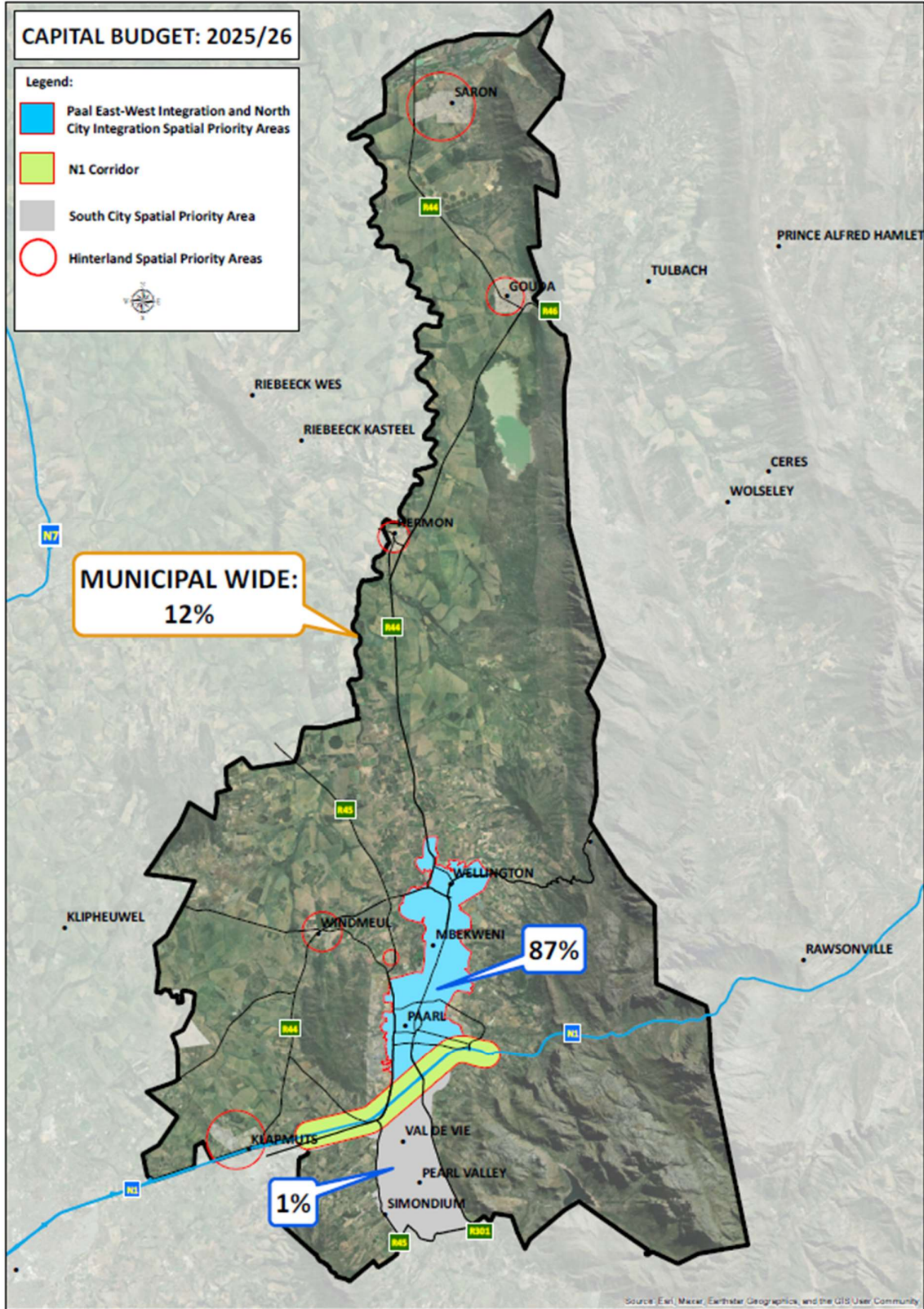
The following maps illustrates the allocation of the capital budget between the different SPAs for the next five years.



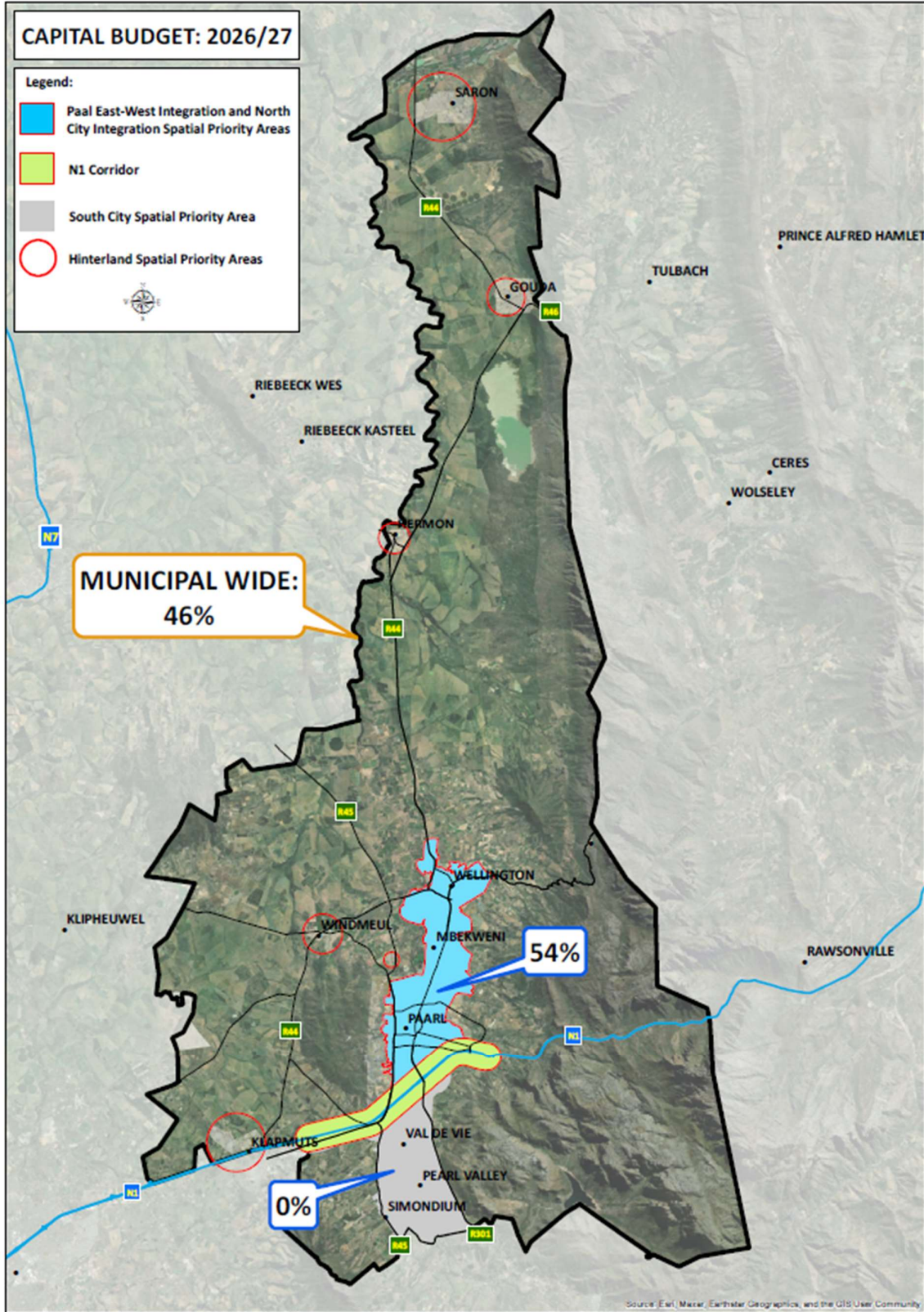
Map 4.1: Spatial Representation of Capital Investment – 2023/2024 Municipal Financial Year.



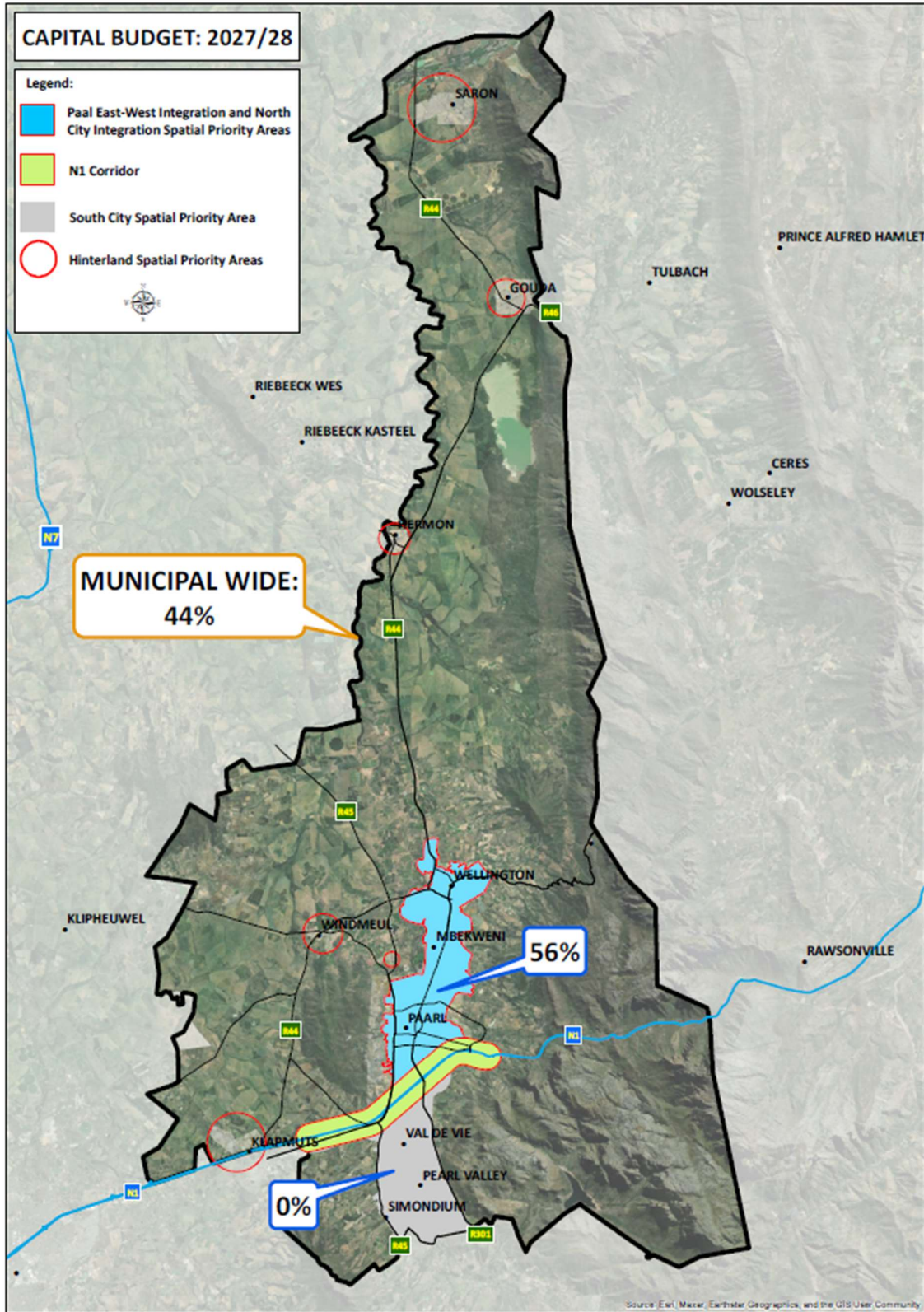
Map 4.2: Spatial Representation of Capital Investment – 2024/25 Municipal Financial Year.



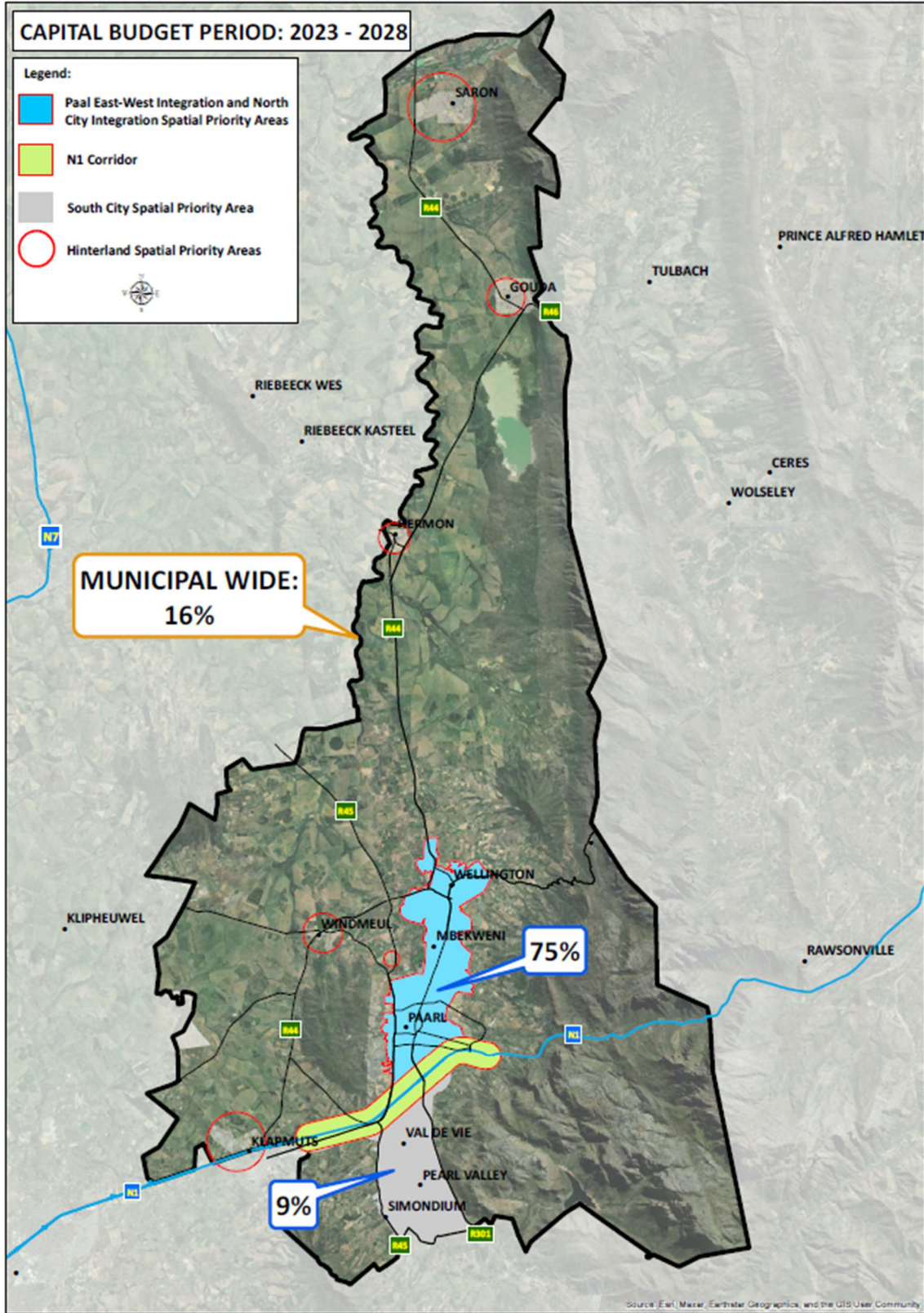
Map 4.3: Spatial Representation of Capital Investment – 2025/26 Municipal Financial Year.



Map 4.4: Spatial Representation of Capital Investment – 2026/27 Municipal Financial Year.



Map 4.5: Spatial Representation of Capital Investment – 2027/28 Municipal Financial Year.



Map 4.6: Spatial Representation of Capital Investment – 2023/24 until 2027/28 Municipal Financial Year.

4.4.3 Comprehensive Project List

In order to compile a comprehensive 10 year capital expenditure framework, all capital projects and programmes for the municipality had to be identified. Refer to Annexure E below that represents all the intended capital projects and programmes, which will then be imported into the Capital Project Prioritisation and Monitoring Software.

4.5 Implementation Requirements

4.5.1 Institutional Structure

In order to address the specific need for dedicated capacity to deliver larger, long-term catalytic projects (especially where these involve multiple stakeholders), a set of institutional arrangements are proposed below.

These proposals draw on good practice with respect to area-based development programmes (for instance the Johannesburg Development Agency), focused delivery units (such as the Western Cape Government's Delivery Support Unit in the Premier's office) as well as development special purpose vehicles globally. While the permutations are wide, a number of common elements can be identified:

- a) Political leadership and support;
- b) Dedicated expert senior human resources focused on a small number of priority projects;
- c) Insulation from the ordinary business of government but sufficient convening power to secure coordination and prioritisation; and
- d) Positioning that ensures sufficient confidence and trust that enables private sector and non-governmental participation.

It should be noted that the Drakenstein IEGS (2019), also argues for a set of institutional arrangements focused on a "*cross-function teams*" structure organised according to the key economic priority areas, specifically: investment promotion and facilitation; small business linkages; skills; industrial parks, and infrastructure and water (IEGS, 2019: 53). The recommended action proposed in this SDF is to follow the suggestions of the IEGS (2019) with some modification to further emphasise dedicated project and programme management resources.

The motivation for focusing on these project/programme management resources is as follows:

- a) The establishment of a dedicated delivery-focused unit with dedicated skilled resources to manage and coordinate multi-stakeholder, medium-to-long-term development projects. By removing this function from the ordinary business of the Municipality the necessary focus can be ensured while the convening power conferred by the overall reporting structure (and mandate) enables the unit to coordinate and pressurise key delivery departments; and

- b) As noted above, the overall capital funding requirements significantly exceed the available funding. This will require an appropriate mechanism to allocated capital to catalytic projects and will include difficult decisions. It is likely that some of this funding will need to be managed in a more strategic manner (for instance to de-risk private investments) and will consequently need to be managed differently from ordinary municipal capital expenditure (but no less accountable). These investment decisions should be guided by appropriate business cases (including cost-benefit analysis) governed by a Project Investment Committee that should have the authority (as a Council sub-committee) to make any final decisions.

Given the a) different planning and budgeting cycles, and b) different investment objectives and criteria, the effective coordination of capital investment is complex. It cannot be achieved through one simple solution but instead requires effective structures to ensure effective oversight and delivery. It is recommended that the Municipality consider:

- a) Institutional options that ensure better coordination amongst key line departments and executive functions; and
- b) Institutional options that provide opportunities for the private sector (as well as other non-governmental organisations (NGOs) relevant to the specific initiative) to participate in the planning and coordination of projects.

4.6 Private Sector Participation

The Municipality has identified the need to seek alternatives to contribute towards infrastructure provision and economic growth. There is a potential for the private sector to become a strategic partner and drive catalytic investments. Yet, engaging with the private sector requires some key elements to be in place:

- a) An enabling regulatory framework/tax regime – While financial incentives and tax relief are both ways to encourage private sector participation, often a focus on regulatory frameworks and permitting processes can prove just as successful;
- b) Early identification of opportunity and careful market development – Engaging the private sector is not a once-off process, but one of exploring options and iteration of design; and
- c) Skilled and resourced dedicated teams – Engaging with project development is a challenging exercise even at the singular project level all the more challenging when involving multiple stakeholders and interests.

In combination, the above all works together to maximise value potential for land release activities and catalytic projects. Drakenstein Municipality has identified a number of catalytic projects where private sector participation is targeted. Successful involvement of the private sector is predicated on the fulfilment of a number of conditions.

4.7 Review and Monitoring of the SDF

The SDF must be reviewed annually in terms of its annual performance and changing circumstance. The annual SDF review process will be during the annual IDP review process. Monitoring of capital investment according to the spatial priorities, can be done through the implementation of a capital investment prioritisation software tool that yearly updates the progress of investment and informs the IDP and budgeting process for the MTREF.

Monitoring against the IUDG Outputs can be measured yearly as part of the CEF by application of the capital investment prioritisation software tool. It is further recommended that an integrated database should be established for monitoring and evaluation purposes, to ease reporting on performance and to inform them of the Municipality. The database should form part of the Municipal LUMS, and should integrate the following data:

- a) The land use zonings in the Zoning Scheme should form the basis of the system in order to ensure that information is spatially linked;
- b) Actual land use data;
- c) Approval of land use applications categorised according to spatial priority areas, and if the land use will result in urban renewal, new development or upgrading of informal settlements;
- d) Approval of building plans according to same categories;
- e) Valuation Roll and Supplementary Valuations; and
- f) Long-term Financial Plan forecasts of investment in land and improvements.

The integrated database should be linked to the Municipal GIS system, in order to reflect a spatial representation of land development.

4.8 Amendment of the SDF

Based on the findings of the annual performance review of the IDP, the Municipality may decide to amend its IDP. The following factors within the annual performance review may be evaluated when considering to amend the IDP:

- a) Are the aims and objectives of the IDP being reached by the Municipality;
- b) Is the direction provided within the IDP being incorporated within the sectoral plans; and
- c) Is the Municipal budget being spent in line with the planned expenditure.

Changing circumstances can be regarded as general circumstances that are out of the control of the Municipality that have a substantive impact on the Municipality's policies and/or plans and could include:

- a) Changes in legislation, policy, norms or standards;
- b) Disaster (e.g. drought, pandemics, etc.);
- c) Thresholds being reached in terms of certain parameters (e.g. air quality standard, water quality standard, water supply level, etc.);
- d) Significant proposal for development in the municipal area that will result in significantly changed human settlement needs, socio-economic needs or altered natural environments;
- e) Drastic change in population growth;
- f) Change in political leadership resulting in the change of priorities; and
- g) New information that gives rise to the need for new or additional or changed policies, programmes and projects or adapted proposals.

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ANNEXURE A: HOUSING PROJECT PIPELINE

Annexure A: Gouda Housing Project Pipeline

Verified List of Housing Projects in Drakenstein Municipality 2019								
Name of project/settlement	Main town/area and location	Type of project/Subsidy Mechanism	Opportunities	Status of project	Implementation time frames		Council Approval	Updated Comment
					0-3 years	3-5 years		
Gouda Emergency Housing	Erf 1245 (Gouda)	Emergency Housing	25	Funding Application submitted to Provincial Human Settlements. Upon approval, planning to commence.	✓		Yes	Provision was to be made for this project on the Business Plan for the implementation in the 2018/2019 Financial Year.
Gouda	Erf 606 (Gouda)	No project planned	129 (swellings), 312 (residents)	No planned project		✓	N/A	Unregistered informal settlement. Discussions are happening if they need to be relocated or need to be upgraded. Will be moved to Gouda IRDP.
Gouda IRDP	Erf 1245 (Gouda)	Integrated Residential Development Project (IRDP)	270	Phase 1 Concluded. Discussions ongoing as to when Phase 2 will be developed.		✓	Yes	Phase 1 (150 units) Completed. Portion of next phase be used for emergency housing. Consideration to absorb informal settlement into Emergency Housing component.

Key

Proposal Call Projects
General Projects
Informal Settlements Projects

Annexure A: Mbekweni Housing Project Pipeline

Name of project/settlement	Main town/area and location	Type of project/Subsidy Mechanism	Opportunities	Status of project	Verified List of Housing Projects in Drakenstein Municipality 2019			Updated Comment
					0-3 years	3-5 years	5 years +	
Drommedaris 1407	Erf 1325 & Erf 584 (Mbekweni)	People's Housing Project (PHP)	1588	On Hold	✓			Discussions in process to implement.
Paarl - New Siyazama	Mbekweni	People's Housing Project (PHP)	6	Construction of 6 outstanding houses near completion	✓			Existing project.
Silvertown 1 (Lobola Street)	Mbekweni	Upgrading of Informal Settlement Project (UISP)	93 (dwellings), 404 (residents)	Planning Phase	✓			Dignified site. Informal settlement included in the Enumeration and GIS Mapping study
Silvertown 2 (Dhiso Street)	Mbekweni	Upgrading of Informal Settlement Project (UISP)	35 (dwellings), 109 (residents)	Planning Phase	✓			Dignified site. Informal settlement included in the Enumeration and GIS Mapping study
Phokeng	Erf 557	Emergency Housing	TBD	Under Consideration		✓		Future Settling of Evictees and Emergency Housing, including Farm Worker Housing
Drommedaris West	Erf 584 (Mbekweni)	Emergency Housing	TBD	Under Consideration		✓		Future Settling of Evictees and Emergency Housing, including Farm Worker Housing
Langabuye (Floods)	Erf 557 (Future Ring Road) (Mbekweni)	No project planned	51 (dwellings), 140 (residents)	No planned project		✓		There is no strategy for this settlement. Settlement was not part of any enumeration study.
Next to Sportground	Erf 557 (Mbekweni)	No project planned	116 (dwellings), 172 (residents)	No planned project		✓		Relocation is needed based on NUSP Categorisation. Currently there is no strategy for this settlement. Informal settlement included in the Enumeration and GIS Mapping study.
Erf 557	Erf 557 & Erf 2316 (Mbekweni)	Integrated Residential Development Project (RIDP)/Social Housing Pilot Project	541	Funding Application submitted to Provincial Human Settlements. Upon approval, planning to commence.		✓		Project initiation document submitted to DHS during 2018. Awaiting approval.
Ntshamba Street	Road reserve (Mbekweni) or Erf 11772 (Wellington)	No project planned	115 (dwellings), 388 (residents)	No planned project		✓		Settlement was not part of any enumeration study. Decanting space required.
Unathi	Mbekweni	No project planned	N/A	No planned project		✓		Settlement has basic interim services (electricity). Implementation date to be decided. Informal settlement included in the Enumeration and GIS Mapping study.
Drommedaris Street	Erf 557(Drommedaris St) & 591 (Mbekweni)	No project planned	333 (dwellings), 592 (residents)	No planned project		✓		Note that majority of residents which remain have been there since the area was decanted seven years ago as part of a housing project. Decanting space required. Settlement is located on Transit land (not reserved). Erf 584 was identified as potential decanting site, however engineers deemed site inhabitable because floodline and stormwater pond are present. Informal settlement included in the Enumeration and GIS Mapping study.
Thembaani 2 (Phokeng Street)	Erf 557 (Mbekweni)	No project planned	197 (dwellings), 289 (residents)	No planned project		✓		Settlement has basic interim services (electricity). Decanting site required. Informal settlement included in the Enumeration and GIS Mapping study
B & C Block (flicetele)(Backyards)	Erf 4593 & 4623 (Mbekweni)	Rectification	26 (dwellings), 78 (residents)	No planned project		✓		Done internally and keeping it on as a pipeline. Structural investigation with regards to structures. Survey to be conducted.

Key

Proposal Call Projects
General Projects
Informal Settlements
Projects

Annexure A: Paarl East Housing Project Pipeline

Name of project/settlement	Main town/area and location	Type of project/subsidy mechanism	Opportunities	Status of project	Verified List of Housing Projects in Drakenstein Municipality 2019			Updated Comment
					0-3 years	3-5 years	5 years +	
Valkdevland	Erf 8378 & Erf 8379 (Paarl)	Integrated Residential Development Project (BNG/GAP/Social Housing)	2556	Construction in progress	✓		Yes	Construction of civil engineering services and top structures (Phase 1) in process.
Daljosaphat Erf 16161	Erf 16161 (Paarl)	Finance Linked Individual Subsidy Programme (F-LISP)/Social Housing/GAP	2078	Construction in progress	✓		No	Purchasing of even underway, construction of services and top structures in process (Phase 1). Private Company/Local/Provincial Partnership
Schoongezicht (Daljosaphat)	Portion 19 of Farm 527 (Paarl)	Integrated Residential Development Project (BNG/Emergency Housing)	347	Construction in progress	✓		Yes	Project is a combination of emergency housing and IRDP. 347 opportunities will be provided and 176 enhanced serviced sites. 56 structures have been completed. Sites serviced to date.
IRDP Paarl-East (above cricket ground)	Erf 13480 & Erf 21128 (Paarl)	Integrated Residential Development Project (BNG/GAP)	530	Planning Phase for mix housing project	✓		Yes	Project feasibility report submitted to DHS on 31 March 2019.
Siyahlala Phase 1	Erf 28279 & Erf 28280 (Paarl)	People's Housing Project (PH-P)	50	Planning phase (on hold)	✓		Yes	Formal township establishment in process. Project cannot continue until structures are removed or shifted. 44 units outstanding
Siyahlala Phase 2	Erf 28275 & Erf 28276 (Paarl)	People's Housing Project (PH-P)	193	Planning phase (on hold)	✓		Yes	Of the 193 units created, only 3 houses still need to be built. Formal township establishment in process. Project cannot continue before structures are removed or shifted.
Fairyland (Bo-dal Road)	Erf 23707 (Paarl)	Upgrading of Informal Settlement Project (UISP)	256	Construction on hold subject to relocation of overflow shack in way of construction	✓		Yes	Of the 256 opportunities, 80 top structures must still be constructed. Overflow shacks to be relocated to Schoongezicht site, currently in process of being serviced.
Bonaque Square	Erf 10552 (Paarl)	Upgrading of Informal Settlement Project (UISP)	69	Planning Phase	✓		Yes	Draft layouts concluded. Development rights in process of obtainment.
Boisbok Flats	Erf 10274 (Paarl)	Upgrading of Informal Settlement Project (UISP)	62	Planning Phase	✓		Yes	Draft layouts concluded. Development rights in process of obtainment.
Jarvisdal Street	Erf 13465 (Paarl)	Upgrading of Informal Settlement Project (UISP)	38	Planning Phase	✓		Yes	Draft layouts concluded. Development rights in process of obtainment.
Kamp Fresh	Erf 13453 (Paarl)	Upgrading of Informal Settlement Project (UISP)	39	Planning Phase	✓		Yes	Draft layouts concluded. Development rights in process of obtainment.
Kubu Street	Erf 10194 (Paarl)	Upgrading of Informal Settlement Project (UISP)	130	Planning Phase	✓		Yes	Layout plan complete. Development rights in process.
T de Lan	Erf 10552 (Paarl)	Upgrading of Informal Settlement Project (UISP)	37	Planning Phase	✓		Yes	Draft layouts concluded. Development rights in process of obtainment.
Chester Williams	Erf 13467 (Paarl)	Upgrading of Informal Settlement Project (UISP)	109	Planning Phase in process	✓		Yes	Draft layouts concluded. Development rights in process of obtainment.
Kingston Town	Erf 10568 & Erf 10571 (Paarl)	Upgrading of Informal Settlement Project (UISP)	122	Project implemented, 88 houses completed to date. Progress stalled due to shack in way of construction.	✓		Yes	Project to be capped at 88 opportunities. If no space can be created to decant those in the way of construction.
Lantana & Kolbe Street	Erf 5959 & 10595 (Paarl)	Upgrading of Informal Settlement Project (UISP)	84	Project implemented, 51 houses completed to date. 25 outstanding.	✓		Yes	Servicing of last 25 units in process. Construction of top structures to commence towards Sep/Oct 2019.
Lover's Lane	Erf 10545 (Paarl)	Upgrading of Informal Settlement Project (UISP)	166	Planning Phase	✓		Yes	Layout plan complete. Development rights in process.
New Beginnings	Erf 10295 (Paarl)	Upgrading of Informal Settlement Project (UISP)	40	Planning Phase	✓		No	Consideration to incorporate as part of dignified sites.
Spooky Square	Erf 10137 & Erf 10198 (Paarl)	Upgrading of Informal Settlement Project (UISP)	33	Planning Phase	✓		Yes	Service provider to be appointed for preliminary feasibility. No temporary relocation site identified
Langenhoven	Erf 21128 & 13480	Emergency Housing	TBD	Under Consideration	✓			Future Settling of Evictees and Emergency Housing, including Farm Worker Housing
Azalia	Erf 19161	Emergency Housing	TBD	Under Consideration	✓			Future Settling of Evictees and Emergency Housing, including Farm Worker Housing
Bo Dal Josafat	Portion 35 of Farm 527 (Paarl East)	Emergency Housing	TBD	Under Consideration	✓			Future Settling of Evictees and Emergency Housing, including Farm Worker Housing
Roggeband Rid	Farm 544, Farm 545, Farm 550, Farm 548 and Farm 1347 (Groenheuvel)	Emergency Housing	TBD	Under Consideration	✓			Future Settling of Evictees and Emergency Housing, including Farm Worker Housing

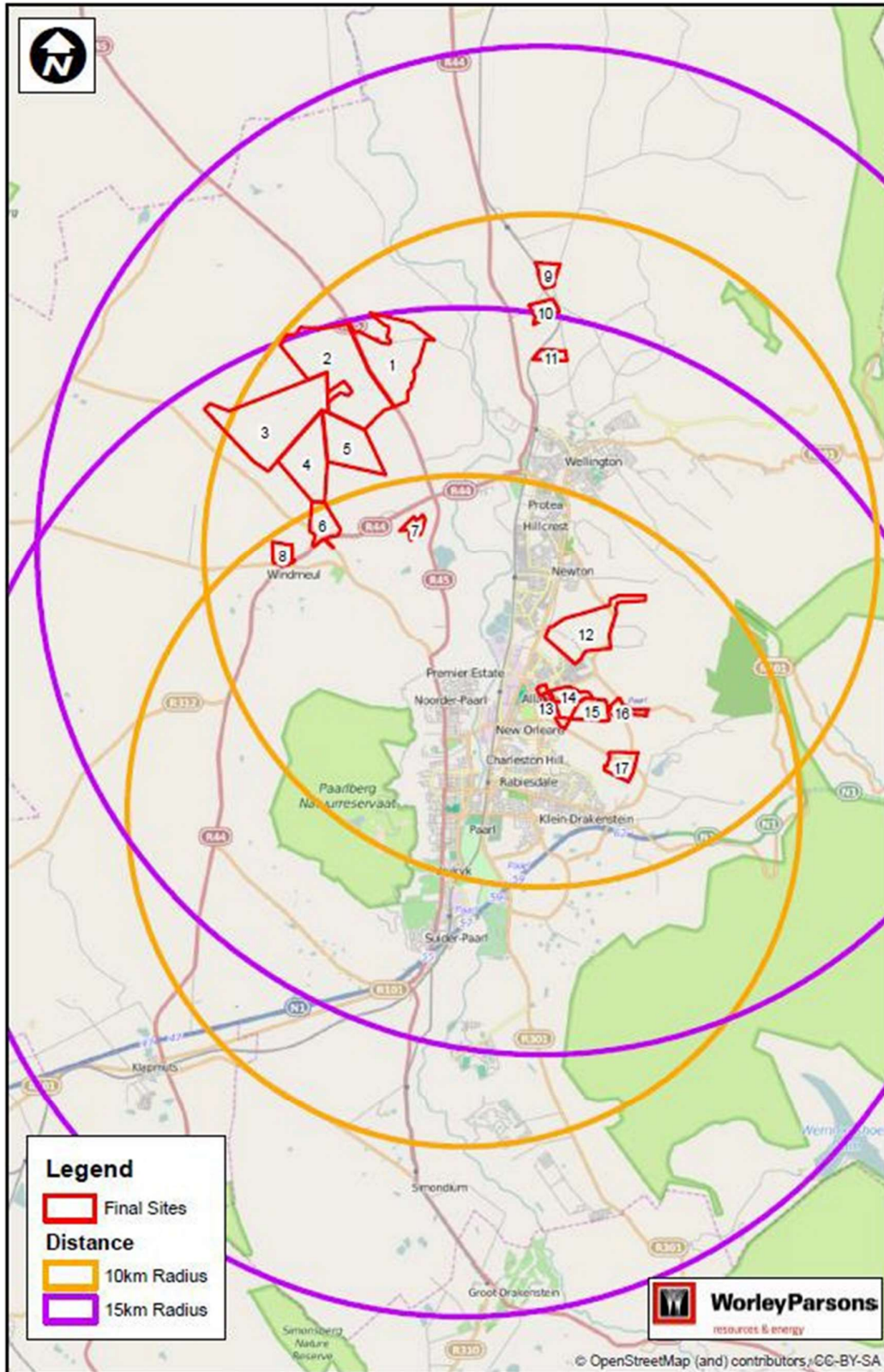
Annexure A: Wellington Housing Project Pipeline

Verified List of Housing Projects in Drakenstein Municipality 2019							
Name of project/settlement	Main town/area and location	Type of project/subsidy mechanism	Opportunities	Status of project	Implementation time frames	Council Approval	
					0-3 years	3-5 years	5 years +
Carterville 106	Wellington	Integrated Residential Development Project (IRDP)	49	Project Incomplete	✓	Yes	No funding in the 2018/19 financial year
Carterville 1	Wellington	Integrated Residential Development Project (IRDP)	200	Project Incomplete	✓	Yes	No funding in the 2018/19 financial year
Pentz Street, Wellington	Wellington	Social Housing	187	Engagement with administrative and political structures	✓	No	Proposal call. Council still need to give consideration to approve site for social housing.
Dalvey Store (Sand street)	Erf 6774 & 8930 (Wellington)	Upgrading of Informal Settlement Project (UISP)	46 (dwellings), 78 (residents)	Land Acquisition Required	✓	No	Decanting space required. In-situ Upgrading project. Located on Privately owned land
Mfuleni Street (Transnet Wall)	Erf 1526, 34 & 6528 (Wellington)	No project planned	113 (dwellings), 399 (residents)	No planned project	✓	N/A	Land was given by Transnet, housing was built until a certain point and a new informal settlement has formed which has not been captured. Decanting space required. Note that only 113 structures are recognised within this settlement. The remaining 190 arose because of a land invasion.
Noodkamp and Maylaan	Erven 6770, 6769, 6768, 11504, 6767, 11295, 11292, 11291, 11290, 11294, 11293, 11304, & 11303 (Wellington)	No project planned	40 (dwellings), 120 (residents)	No planned project	✓	No	Decanting site required. Settlement was not part of any enumeration study.
Soetendaal (Farm Residents Dietman St)	Erf. 6559 & 6560 (Wellington)	No project planned	23 (dwellings), 72 (residents)	No planned project	✓	N/A	Decanting site required. Used as an emergency site but has been invaded. Settlement was not part of any enumeration study.
Swartberg Street (O.R)	Erven 1167, 11556 & 11644 (Wellington)	No project planned	127 (dwellings), 233 (residents)	Decanting site required	✓	N/A	Decanting site required. Informal settlement included in the Enumeration and GIS Mapping study
Blignaut	Erf 6573 & 9953 (Wellington)	Emergency Housing	TBD	Under Consideration	✓		Future Settling of Evictees and Emergency Housing, including Farm Worker Housing
Melani Straat	Farm 1461	Emergency Housing	TBD	Under Consideration	✓		Future Settling of Evictees and Emergency Housing, including Farm Worker Housing
Moumelelo Street (O.R)	Erf. 12543 (Wellington)	No project planned	119 (dwellings), 209 (residents)	No planned project	✓	No	Decanting site required. Settlement was not part of any enumeration study.
Ntambanani Street (OR Tambo)	Erf 11569 (Mokwena)	Upgrading of Informal Settlement Project (UISP)	650	On Hold	✓	No	Decanting site required. Growth on the settlement. Informal settlement included in the Enumeration and GIS Mapping study.
Wellievrede Sports Node	Wellington	No project planned	50	No planned project	✓	N/A	Report submitted to MAVCO in September 2017. Initially considered to be for Emergency Housing but following internal discussions, a portion to be investigated for Infill Housing. Given the scarcity of land in Wellington, it is suggested to subdivide the site, and develop the non-recreational land for housing.
Chameleon	Erf 12607 (Wellington)	No project planned	49 (dwellings), 111 (residents)	No planned project	✓	N/A	Unregistered informal settlement.
Wellington Pt 1 & Rem Farm 144 Uitspan	Farm 144 (Wellington)	Integrated Residential Development Project (IRDP)	170	Engagement with administrative and political structures	✓	No	Still to be decided upon and kept as potential site.
Wellington Erf 553 & 1680	Erf 553 & 1680 (Wellington)	Integrated Residential Development Project (BNG/AH)	151	Engagement with administrative and political structures	✓	No	Pipeline project - Implementation date to be decided. Planning should be linked to Pentz Street Social Housing Project.
Planiesdorp (Dietman Street)	Erf 6561 (Wellington)	Upgrading of Informal Settlement Project (UISP)	41 (dwellings), 99 (residents)	Land Acquisition Required	✓	No	Decanting space required. In-situ Upgrading project. Site is privately owned.
Wellington Ou Ruijterveld	Farm 1461 (Wellington)	Indeterminate	52	Under Consideration	✓	No	The current owner is not in the country and a small community lives on the farm. Department does not support IRDP project for this site.

Key

Proposal Call Projects
General Projects
Informal Settlements
Projects

ANNEXURE B: PROPOSED CEMETERY SITES



LAND USE BUDGET	Period	North City & Paarl			Paarl			Meakwani			Wellington			Southern Part & Simonsdorp			Simonsdorp			All Rural/Farm Areas			M1 Corridor			Klippanus North		Ben Berrhard		Municipal Total				
		No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	No of facilities to be provided	Land Area (ha)	GFA Area (m ²)	Land Area (ha)		GFA Area (m ²)	Land Area (ha)	GFA Area (m ²)	
TOTAL SOCIAL AND COMMUNITY SERVICES REQUIREMENTS	Short Term: 2020 to 2025	9,34	1,90	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	2,40	
	Medium Term: 2020 to 2030	15,90	3,24	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	4,14	
	Long Term: 2020 to 2040	6,12	1,26	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62	1,62
EXISTING BUSINESS/RETAIL AREAS	Existing	74,39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
BUSINESS/RETAIL REQUIREMENTS	Short Term: 2020 to 2025	11,258	1,76	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	2,24	
	Medium Term: 2020 to 2030	23,428	3,61	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57	4,57
	Long Term: 2020 to 2040	59,806	9,24	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81	11,81
Local Convenience Centre or Corner Shop	Short Term: 2020 to 2025	7,695	1,52	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96	1,96
	Medium Term: 2020 to 2030	15,619	3,04	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92	3,92
	Long Term: 2020 to 2040	33,971	6,76	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84	8,84
TOTAL BUSINESS/RETAIL REQUIREMENTS	Short Term: 2020 to 2025	30,022	5,84	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	7,52	
	Medium Term: 2020 to 2030	62,416	9,52	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28	12,28
	Long Term: 2020 to 2040	152,453	30,52	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64	39,64
EXISTING MIXED-USE AREAS	Existing	65,26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Short to Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Term: 2020 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL MIXED-USE REQUIREMENTS	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Short to Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Term: 2020 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EXISTING INDUSTRIAL USE AREAS	Existing	39,80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Short to Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Term: 2020 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL INDUSTRIAL USE REQUIREMENTS	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Short to Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Term: 2020 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ANNEXURE D: TOURISM IMPLEMENTATION PLAN

Serial No	Project, Programme or Initiative	IDP Priorities		SDF Alignment/ Theme and Catalytic Zones	IEGS Alignment	DLTA Strategic Pillars	Responsibility	Actions	Methodology	Time Frame			Cost of Project Allocated Amount (In Rand)
		A) Tourism Product Development	B) Enhancement of Cultural and Heritage Tourism							C) Destination, Marketing	D) Tourism Infrastructure Development	E) Tourism Skills Development	
9	Development of Paarl Arboretum as a "green" tourism destination Project: The aim is to implement the recommendations of the approved Urban Design Framework for the development of the Paarl Arboretum as an integrated space for recreational purpose but also as a tourist attraction in the region.	A; C and D		Paarl East/ West Integration Corridor	Skills Development, SMME Development, Tourism sector	Outdoor and adventure pillar; Eco and nature pillar	DLTA - Destination Marketing; DM - Development of tourism infrastructure	DLTA - Digital Media; DLTAs - Shows and exhibitions; DLTAs - Marketing collateral; DLTAs - PR and Advertising; DLTAs - Seasonal Campaigns and events	DLTA - Digital media (Website updates; content mngt; web hosting; social media; blogg; mobile app; e-newsletters) DLTA - Shows and Exhibitions (JHB Getaway show; Beeld holiday; Cycle challenge Exhibit; Cpt Getaway show; WTM Africa: Tourism Infodays) DLTA - Marketing collateral (Brochures; Paarl and Wellington maps; Wellington heritage trail map; Paarl heritage route map; pamphlets; flyers; merchandise) DLTA - PR and Advertising (PR, media and trade visits, advertising, photography, media tracking, press releases, media alerts, newspaper articles, networking events) DLTA - Seasonal Campaigns and events (Summer and Winter campaign; Member Mingles) DM - Develop infrastructure and facilitate product development.	√		To be determine	
10	Wesgro Partnership: Film, Media and Gaming Initiative: The initiative focuses on unlocking the growth potential of Film, Media and Gaming Sectors in Drakenstein to facilitate the growth of the Tourism sector and in so doing promote Innovation as well.	A; B; C; D; and E		All Zones	Skills Development, SMME Development, Tourism sector	All	DLTA - Destination Marketing; DM - Development of tourism infrastructure	DLTA - Digital Media; DLTAs - Shows and exhibitions; DLTAs - Marketing collateral; DLTAs - PR and Advertising; DLTAs - Seasonal Campaigns and events	See above	√		R350 000 Further funding to be allocated during 2019/2020 to ensure realisation of actual investment into the Gaming Sector.	
11	Tourism Infrastructure enhancements (Wine Route signage) Project: This project focuses on upgrading of existing tourism signage to enhance the quality of the visitor's experience.	D;		All Zones	Infrastructure, Tourism Sector	Food and wine pillar	DM - replacement of broken/ damaged signs	DLTA - Digital Media; DLTAs - Shows and exhibitions; DLTAs - Marketing collateral; DLTAs - PR and Advertising; DLTAs - Seasonal Campaigns and events	See above	√		DM- R500 000	

Serial No	Project, Programme or Initiative	IDP Priorities		SDF Alignment/ Theme and Catalytic Zones	IEGS Alignment	DLTA Strategic Pillars	Responsibility	Actions	Methodology	Time Frame			Cost of Project / Allocated Amount (In Rand)
		A) Tourism Product Development; B) Enhancement of Cultural and Heritage Tourism; C) Destination Marketing; D) Tourism Infrastructure Development; E) Tourism Skills Development	A, B, C, D, and E							Short-term: 2018 - 2020 (1-3 Yrs)	Medium-term: 2021 - 2026 (4-9 Yrs)	Long-term: 2027 - 2032 (10-15 Yrs)	
12	Tourism Infrastructure development (Wellington Information Office Tourism precinct): This big move project focuses on the development of a tourism cultural precinct which will form part of the Wellington CBD Urban upgrading project.	A, B, C, D, and E	North City Corridor, Paarl East/West Corridor	Infrastructure, Tourism Sector	All pillars	DM to provide infrastructure upgrades	DLTA - Digital Media; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events DM to provide infrastructure	DM to market the facility; DM to establish partnerships with different spheres of Government and the Private Sector.	✓			R 1,200 000.00 initial funding for design, and a site development plan	
13	Tourism Skills Development Projects (Wine Service and Customer Care Training): The Division will focus on targeted interventions to promote skills development in the tourism value chain through establishing partnerships with different spheres in Government. During the next five years we will focus on Wine Services and Customer Service training.	A, B, C, D, and E	All Zones	Skills Development, SMME Development, Tourism sector	All pillars	DM - Conduct training in Wine service, cellar assistant and SA Host customer training		DLTA - to request assistance from existing membership base. DM - to establish partnerships with different spheres of Government and the Private sector.	✓			Funding to be confirmed. This will form part of the overall Skills Development Initiative.	
14	Cycling Route Development project (will include the Rural Hinterland): This project focuses on linking Drakenstein with existing cycling routes in other regions and creating a network of routes that will ensure the geographical spread of tourism into the rural hinterland.	A, B, C, D, and E	Hinterland, North City Corridor	Skills Development, SMME Development, Tourism sector	Outdoor and adventure pillar; Eco and nature pillar	DLTA - Destination Marketing DM - Development of infrastructure and sourcing strategic partners to implement the project.	DLTA - Digital Media; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events	DLTA - Digital media (Website updates; content mgmt; web hosting; social media; blogg, mobile app; e-newsletters); DLTA - Shows and Exhibitions (JHB Getaway show; Beeld holiday; Cycle challenge Exhibit; Opt Getaway show; WTM Africa, Tourism Indaba) DLTA - Marketing collateral (Brochures; Paarl and Wellington maps; Wellington heritage trail map; Paarl heritage route map; pamphlets/flyers/merchandise) DLTA - PR and Advertising (PR, media and trade visits, advertising, photography, media tracking, press releases, media alerts, newspaper articles, networking events) DLTA - Seasonal Campaigns and events (Summer and Winter campaign; Member Mingles) DM - to establish partnerships with different spheres of Government and the Private sector.	✓			Funding to be confirmed	

Serial No	Project, Programme or Initiative	IDP Priorities		SDF Alignment/ Theme and Catalytic Zones	IEGS Alignment	DLTA Strategic Pillars	Responsibility	Actions	Methodology	Time Frame			Cost of Project Allocated Ann (In Rand)
		A) Tourism Product Development; B) Enhancement of Cultural and Heritage Tourism; C) Destination Marketing; D) Tourism Infrastructure Development; E) Tourism Skills Development	A, B							Short-term: 2018 - 2020 (1-3 Yrs)	Medium-term: 2021 - 2026 (4-9 Yrs)	Long-term: 2027 - 2032 (10-15 Yrs)	
15	Wineands North Gateway Project: Develop the link between Agter Paarl and KW/De Poort through route development.			South City Corridor	Skills Development, Tourism sector, Tourism Infrastructure	Culture and Heritage pillar	DLTA - Destination Marketing; DM - Development of community tourism products	DLTA - Digital Media; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events Mbekeeni; Paarl East Heritage experience and Groot Drakenstein	DLTA - Digital media (Website updates; content mgmt, web hosting; social media; blogg, mobile app; e-newsletters); DLTA - Shows and Exhibitions (JHB Getaway show; Beeld holiday; Cycle challenge Exhibit; Opt Getaway show; WTM Africa; Tourism Indaba) DLTA - Marketing collateral (Brochures; Paarl and Wellington maps; Wellington heritage trail map; Paarl heritage route map; pamphlets; flyers; merchandise) DLTA - PR and Advertising (PR, media and trade visits, advertising, photography, media tracking, press releases, media alerts, newspaper articles, networking events) DLTA - Seasonal Campaigns and events (Summer and Winter campaign; Member Mingles) DM - to establish partnerships with different spheres of Government and the Private sector.	✓			Funding to be confirmed
16	Paarl Heritage Square Tram Link Project: This project focuses on extending a tram line from Paarl Station along the existing railway tracks to the railway bridge that crosses the Berg River. The aim is to develop a Paarl Heritage Square precinct in Central Paarl.		A;	Paarl East/ West Integration Corridor		Culture and Heritage pillar	DLTA - Destination Marketing; DM - Development of infrastructure and sourcing partners to facilitate the implementation of the project.	DLTA - Digital Media; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events DM - to develop infrastructure	DLTA - See above, DM- Collaborate with DEDAT	✓			
17	Development of Mbekeeni Cultural precinct, Paarl East Heritage and Central Paarl (Ou Tuin) Route; This project focuses route development to promote community tourism.		A;	North City Corridor - Paarl East/West Corridor	Skills Development, SMME Development, Tourism Infrastructure	Culture and Heritage pillar	DLTA - Destination Marketing; DM - Development of community tourism products	DLTA - Digital Media; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events DM- To provide seed capital, infrastructure and SMME support	DLTA - See above, DM- Collaborate with DEDAT and Weesgro	✓			Funding to be confirmed

Serial No	Project, Programme or initiative	IDP Priorities		SDF Alignment/ Theme and Catalytic Zones	IEGS Alignment	DLTA Strategic Pillars	Responsibility	Actions	Methodology	Time Frame			Cost of Project / Allocated Amount (In Rand)
		A) Tourism Product Development; B) Enhancement of Cultural and Heritage Tourism; C) Destination Marketing; D) Tourism Infrastructure Development; E) Tourism Skills Development	A)							Short-term: 2018 - 2020 (1-3 Yrs)	Medium-term: 2021 - 2026 (4-9 Yrs)	Long-term: 2027 - 2032 (10-15 Yrs)	
18	Development of Sense of Place making heritage projects: This project focuses on developing heritage route through the development of oral history projects in Wellington and Paarl East	A:	North City Corridor - Paarl East-West Corridor	Skills Development, Tourism sector, Tourism Infrastructure	Culture and Heritage pillar	DLTA - Destination Marketing DM - Development of community tourism products	DLTA - Digital Media; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events DM - To provide seed capital infrastructure and SMME support.	DLTA - See above, DM- Collaborate with DEDAT and Weagro	✓			Funding to be confirmed	
19	Development of an Events portal and Event and Film online permit programme: DM was selected to serve as a pilot site for the DEDAT to develop an online Event and Film permit application to cut Red Tape in the Municipality.	All	All Zones	Skills Development, Tourism sector, Tourism Infrastructure	All	DLTA - Marketing the destination as a premier events destination ; DM - Facilitating the development of the portal in collaboration with DEDAT	DLTA - Digital Media; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events DM - to develop infrastructure	DLTA - See above, DM- Collaborate with DEDAT	✓			R300 000 -Provincial Government funding , DM funding to be confirmed	
20	Development of a Tourism research model- Key Initiative: This initiative focuses on the development of a comprehensive research plan to measure the growth of the Sector in Drakenstein.	All	All Zones	Skills Development, Tourism sector, Tourism Infrastructure	All	DLTA - provide DM with relevant stats as per SLA DM_ to develop the plan.	DLTA - to use research tools	DLTA - to collaborate with Weagro	✓			R50 000	

ANNEXURE E: LIST OF CAPITAL PROJECTS

Capital Projects								
No.	Project Name	Total Budget 10 Years	5-Year Budget (21/22-25/26)	Outer 5-Years (26/27-30/31)	Spatial Priority Areas	Town	Scoa_Function	Infrastructure Category
1	11KV NON EXTENSIBLE RMU	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
2	3 X AUTO SAMPLER	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
3	4 X MLSS METERS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
4	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
5	AIRCONS CIVIC	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
6	ARBORETUM CLIMATE PARK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
7	BASIC SERVICES: SCHOONGESIGHT EMERGE(IUDG)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Social and Economical Infrastructure
8	BUILDINGS: UPGRADING OF CIVIC CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
9	BULK REFUSE CONTAINERS	1 400 000	-	1 400 000	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
10	BULK REFUSE CONTAINERS	1 400 000	-	1 400 000	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
11	BULK SERVICES SIMONDUM AREA (SEWER)(IPS	-	-	-	South City SPA	Simondium	Waste Water Management	Basic Services and Road Infrastructure
12	C/O BOREHOLES	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
13	C/O BUILDINGS: ERECTION OF NEW OFFICES I	-	-	-	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
14	C/O EMERGENCY HOUSING UNITS (NUTEC)	-	-	-	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
15	C/O FIBRE CONNECTION TO BREDASTR - DISAS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Social and Economical Infrastructure
16	C/O FURNITURE & OFFICE EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
17	C/O ICT EQUIPMENT: COMPUTER RELATED (NEW	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
18	C/O MACHINERY AND EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Planning and Development	Operational Equipment
19	C/O REPLACE / UPGRADE SEWERAGE SYSTEMS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
20	C/O UPGRADING OWN RENTAL STOCK	-	-	-	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
21	C/O WEAPONS (LAW ENFORCEMENTS)	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
22	C/O WEAPONS (LAW ENFORCEMENTS)	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
23	COLLABORATOR MODULE FOR DIF PROPOSALS	-	-	-	Various/ Municipal Wide	Various	Executive and Council	Operational Equipment
24	COMPLETION OF CES11/2018 - 8 ML COURTRAI	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Water Management	Basic Services and Road Infrastructure
25	COMPUTER EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment

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26	COMPUTER EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
27	COMPUTER EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
28	COMPUTER EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Executive and Council	Operational Equipment
29	CONFERENCE ROOM PROJECTOR	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
30	CONSTRUCTION OF MATERIAL RECOVERY FACILI	26 000 000	-	26 000 000	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
31	CONSTRUCTION OF MATERIAL RECOVERY FACILI	26 000 000	-	26 000 000	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
32	DAL SPORTS STADIUM: UPGRADING FACILITY	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
33	DEPOT AND OFFICE RENOVATIONS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
34	DEVELOPMENT OF DE KRAAL SPORT COMPLEX	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
35	DEVELOPMENT OF DE KRAAL SPORT COMPLEX	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
36	DEVELOPMENT OF EXISTING CEMETERY	-	-	-	Various/ Municipal Wide	Various	Community and Social Services	Social and Economical Infrastructure
37	DIGGER LOADER (WASTE MANAGEMENT VEHICLES	-	-	-	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
38	DONOR FUNDS ARBORETUM CLIMATE PARK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
39	DROMMEDARIS HOUSING ELECTRIFICATION	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
40	ELECTRIFICATION OF INFORMAL AREAS AND BA	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
41	ELECTRONIC BOOKINGS	-	-	-	Various/ Municipal Wide	Various	Executive and Council	Operational Equipment
42	ELECTRONIC LEARNER AND DRIVER LICENCING	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
43	ERADICATION OF SEWER NETWORK BACKLOG (SL	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
44	EXTENSION OF BASIC SERVICES: INFORMA	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
45	EXTENSION OF BASIC SERVICES: INFORMAL SE	3 400 000	-	3 400 000	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
46	EXTENSTION OF BASIC SERVICES: INFORMAL S	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
47	FUME CUPBOARD	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
48	ICT EQUIPMENT: COMPUTER RELATED (REPLACE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
49	ICT INFRASTRUCTURE	8 750 000	-	8 750 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
50	ICT INFRASTRUCTURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
51	INSTALL BURGLAR ALARM SYSTEM AT WELL CCC	-	-	-	North City Integration SPA	Wellington	Public Safety	Operational Equipment

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2023/2024

52	INSTALLATION OF CONTROL ROOM HARDWARE	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
53	INTANGIBLE ASSETS: SOFTWARE AND LICENCES	2 000 000	-	2 000 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
54	KINGSTON / LANTANA STREET LIGHTS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
55	KIOSK 12 WAY D/DOOR POLYETHYLE	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
56	KIOSM	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
57	KJELDAHL DIGESTION UNIT (TKN)	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
58	LABORATORY FRIDGE	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
59	LANDFILL DESIGN (IPSA)	-	-	-	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
60	LANTANA / KINGSTON MANHOLES	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
61	LV NETWORKS	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
62	LV NETWORKS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
63	LV NETWORKS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
64	MACHINERY AND EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
65	MAJOR RENOVATIONS OF VEHICLES AND EQUIPM	2 500 000	-	2 500 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
66	MAJOR RENOVATIONS OF VEHICLES AND EQUIPM	2 500 000	-	2 500 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
67	MAJOR REPAIRS OF CORPORATE BUILDINGS (WA	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
68	MUNICIPAL BUILDINGS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
69	NEW CUSTOMER CARE SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
70	NEW CUSTOMER CARE SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
71	NEW ORLEANS SPORTFIELDS CRICKET PITCH AN	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
72	ORLEANS PARK EM HOUS: BASIC SERV - SANIT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Social and Economical Infrastructure
73	OWN FUNDS: UPGRADING OF OOSBOSCH STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Social and Economical Infrastructure
74	PARYS SUBSTATION FIRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
75	P-CNIN COMPUTER EQUIP	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
76	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
77	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Road Transport	Social and Economical Infrastructure

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78	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
79	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
80	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
81	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
82	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Executive and Council	Operational Equipment
83	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Water Management	Operational Equipment
84	P-CNIN FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
85	P-CNIN OP BLD STORES	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
86	PELIKAAN PARK: UPGRADE FACILITY	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Social and Economical Infrastructure
87	RADIO NETWORK EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
88	RADIOS	340 000	-	340 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
89	RECYCLING OF WWTW EFFLUENT (IPSA)	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
90	REPLACE / UPGRADE WATER RETICULATON SYST	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
91	REPLACEMENT OF VEHICLES AND EQUIPMENT (E	44 166 290	-	44 166 290	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
92	REPLACEMENT: DALWES SUBSTATION	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
93	REPLACEMENT: DALWES SUBSTATION	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
94	SCHOONGEZICHT BOUNDARY WALL (IUDG)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
95	SCHOONGEZICHT CIVIL SERVICES - SEWERAGE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
96	SCHOONGEZICHT CIVIL SERVICES ROADS AND	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
97	SCHOONGEZICHT CIVIL SERVICES WATER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
98	SCHOONGEZICHT ELECTRIFICATION	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
99	STREET REFUSE BINS	1 100 000	-	1 100 000	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
100	TRAFFIC LIGHTS (WELLINGTON INDUSTRIAL AR	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
101	TRANSFORMERS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
102	TRANSFORMERS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
103	TRANSFORMERS 50 KVA 3PHASE	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
104	U/M BENCH VICES	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
105	UPGRADE OF MATERIAL RECOVERY FACILITY	-	-	-	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure

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106	UPGRADE SWIMMING POOLS	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
107	UPGRADING OF FACILITIES	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
108	UPGRADING OF PAARL MOUNTAIN RESERVE	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
109	UPGRADING OF PARKS AND MAIN ROUTES	8 500 000	-	8 500 000	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
110	VEHICLE IMPOUND	200 000	-	200 000	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
111	WATER METERS AND CONNECTIONS AMSTELHOF	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Social and Economical Infrastructure
112	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
113	BUILDINGS: REFURBISHMENT OF AREDSNESS	50 000	-	50 000	North City Integration SPA	Wellington	Finance and Administration	Social and Economical Infrastructure
114	P-CNIN FURN & OFF EQUIP	50 000	-	50 000	Various/ Municipal Wide	Various	Executive and Council	Operational Equipment
115	AIRCONDITIONERS	80 000	-	80 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
116	SMOKE ALARM DETECTORS	100 000	-	100 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
117	UPGRADING OF JAN PHILIPS ROAD	100 000	-	100 000	Hinterland SPA	Paarl	Sport and Recreation	Basic Services and Road Infrastructure
118	P-CNIN FURN & OFF EQUIP	110 000	-	110 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
119	BERG RIVER IMPROVEMENT PROJECT	157 500	-	157 500	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
120	WORKSHOP EQUIPMENT AND TOOLS	200 000	-	200 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
121	UPGRADING OF FACILITIES	250 000	-	250 000	Hinterland SPA	Saron	Sport and Recreation	Social and Economical Infrastructure
122	TRAFFIC HQ	310 000	-	310 000	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
123	P-CNIN FURN & OFF EQUIP	320 000	-	320 000	Various/ Municipal Wide	Various	Community and Social Services	Operational Equipment
124	EQUIPMENT FOR SOUP KITCHENS	340 000	-	340 000	Various/ Municipal Wide	Various	Community and Social Services	Operational Equipment
125	EMERGENCY HOUSING UNITS (NUTEC)	450 000	-	450 000	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
126	CONSTRUCTION OF MINI DROP-OFF FACILITIES	500 000	-	500 000	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
127	UPGRADING OF FACILITIES	500 000	-	500 000	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
128	BULLETPROOF VESTS	550 000	-	550 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
129	CCTV CAMERAS	675 000	-	675 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
130	P-CNIER OP BLD MUNIC OFF	750 000	-	750 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
131	C/O FIRE FIGHTING VEHICLE	985 000	-	985 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
132	CCTV CAMERAS	1 000 000	-	1 000 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
133	EXTENSTION OF BASIC SERVICES: INFORMAL S	1 000 000	-	1 000 000	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure

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134	UPGRADING OWN RENTAL STOCK	1 000 000	-	1 000 000	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
135	ICT EQUIPMENT: COMPUTER RELATED (NEW)	1 200 000	-	1 200 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
136	UPGRADING OF VICTORIA PARK	1 304 348	-	1 304 348	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
137	ERADICATION OF SEWER NETWORK BACKLOG (SLIP LINING)	1 500 000	-	1 500 000	Various/ Municipal Wide	Various/ Municipal Wide	Waste Water Management	Basic Services and Road Infrastructure
138	FLEET UPGRADE FRONT END LOADER	1 500 000	-	1 500 000	Various/ Municipal Wide	Various/ Municipal Wide	Finance and Administratio n	Operational Equipment
139	UPGRADING OF PAARL TRANSFER STATION	1 500 000	-	1 500 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Management	Basic Services and Road Infrastructure
140	UPGRADING OF PARKS AND MAIN ROUTES	1 500 000	-	1 500 000	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
141	UPGRADE SWIMMING POOLS (IUDG)	1 934 783	-	1 934 783	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
142	REPLACE PUMP AT NEWTON PUMPSTATION (IUDG)	2 200 000	-	2 200 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
143	DAL SPORTS STADIUM: UPGRADING FACILITY+ü	2 608 696	-	2 608 696	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
144	MACHINERY & EQUIPMENT	2 750 000	-	2 750 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
145	ELECTRIFICATION OF INFORMAL AREAS AND BA	29 500 000	-	29 500 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
146	DEVELOPMENT OF DE KRAAL SPORT COMPLEX	5 086 957	-	5 086 957	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
147	RESEAL OF STREETS IN TERMS OF THE RAMS(P	6 500 000	-	6 500 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
148	SWITCHGEAR	8 000 000	-	8 000 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
149	BASIC SERVICES: SCHOONGESIGHT EMERGE(IUDG)	10 000 000	-	10 000 000	Paarl East-West Integration Corridor SPA	Paarl	Housing	Social and Economical Infrastructure
150	NEW BULK SEWER SIMONDIUM (IUDG)	39 782 000	-	39 782 000	Hinterland SPA	Simondium	Waste Water Management	Basic Services and Road Infrastructure
151	2 X DEIONIZER DISTILL AUTO MACHINE	260 000	-	260 000	Various/ Municipal Wide		Waste Water Management	Basic Services and Road Infrastructure
152	2 X DEIONIZER DISTILL AUTO MACHINE	-	-	-	Various/ Municipal Wide		Waste Water Management	Operational Equipment
153	2 X DEIONIZER DISTILL AUTO MACHINE	-	-	-	Various/ Municipal Wide		Waste Water Management	Operational Equipment
154	2 X DEIONIZER DISTILL AUTO MACHINE	-	-	-	Various/ Municipal Wide		Waste Water Management	Operational Equipment
155	4 X DO METERS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
156	4 X DO METERS	-	-	-	Various/ Municipal Wide		Waste Water Management	Operational Equipment
157	6ML PEARL VALLEY RESERVOIR & BULK WATER	-	-	-	South City SPA	Drakenstein South	Water Management	Basic Services and Road Infrastructure
158	6ML PEARL VALLEY RESERVOIR & BULK WATER PIPES	17 000 000	-	17 000 000	South City SPA	Drakenstein South	Water Management	Basic Services and Road Infrastructure
159	8 X TOOLBOXES	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
160	8 X TOOLBOXES	-	-	-	Various/ Municipal Wide		Waste Water Management	Basic Services and Road Infrastructure
161	ACQUISITION OF LAND FOR NEW CEMETERY	-	-	-	Various/ Municipal Wide	Various	Community and Social Services	Operational Equipment

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162	ACQUISITION OF LAND FOR NEW CEMETERY	-	-	-	Various/ Municipal Wide	Various	Community and Social Services	Social and Economical Infrastructure
163	ACQUISITION OF LAND FOR NEW CEMETERY	-	-	-	Various/ Municipal Wide	Various	Community and Social Services	Operational Equipment
164	ADMIN BUILDING FOR OPERATIONS STAFF FOR PAARL WWTW	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Operational Equipment
165	AECOM +cDALJOSAPHAT TRAFFIC	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
166	AIR QUALITY MONITORING EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
167	AIRCONDITIONERS	450 500	-	450 500	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
168	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
169	AIRCONDITIONERS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
170	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
171	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
172	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
173	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
174	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
175	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
176	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
177	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
178	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
179	AIRCONDITIONERS	120 000	-	120 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
180	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
181	AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
182	AIR-CONDITIONERS (ENTIRE MUNICIPALITY)	1 800 000	-	1 800 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
183	AIR-CONDITIONERS (ENTIRE MUNICIPALITY)	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
184	AIR-CONDITIONING X3	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
185	AIR-CONDITIONING X3	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Operational Equipment
186	AMSTELHOF WATER METERS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Operational Equipment
187	ANIMAL POUND SARON	-	-	-	Hinterland SPA	Saron	Finance and Administration	Social and Economical Infrastructure
188	ANIMAL POUND SARON	-	-	-	Hinterland SPA	Saron	Finance and Administration	Social and Economical Infrastructure
189	ANIMAL POUND SARON	-	-	-	Hinterland SPA	Saron	Finance and Administration	Social and Economical Infrastructure
190	ANIMAL POUND: SARON	200 000	-	200 000	Hinterland SPA	Saron	Finance and Administration	Social and Economical Infrastructure
191	APPOINT CONSULTANTS ON CAPITAL PROJECTS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment

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192	APRONS AROUND FLATS	-	-	-	Various/ Municipal Wide	Various	Housing	Basic Services and Road Infrastructure
193	APRONS AROUND FLATS (IUDG)	-	-	-	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
194	BAINSKLOOF FILTERS & PUMP LINE	-	-	-	Hinterland SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
195	BAINSTRAAT SUBSTASIE MOET RINGE VOLTOOI	5 500 000	-	5 500 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
196	BAINSTRAAT SUBSTASIE MOET RINGE VOLTOOI	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
197	BAR FENCE AT WELLINGTON MUSEUM	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Basic Services and Road Infrastructure
198	BASIC SERVICES LANTANA HOUSING PROJ	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
199	BASIC SERVICES: LANTANA HOUSING PROJECT (GRANT)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
200	BERG RIVER BOULEVARD EXTENTION NORTH	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
201	BERG RIVER BOULEVARD EXTENTION SOUTH	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
202	BERG RIVER BOULEVARD EXTENTION, LONG STREET TO R45	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
203	BERG RIVER BOULEVARD/MAIN RD INTERSECTION UPGRADING	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
204	BERGENDAL CONTAINER LIBRARY	-	-	-	South City SPA	Drakenstein South	Finance and Administration	Social and Economical Infrastructure
205	BERGENDAL CONTAINER LIBRARY	-	-	-	South City SPA	Drakenstein South	Finance and Administration	Social and Economical Infrastructure
206	BERGENDAL RESERVOIR 2MI	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
207	BLOUVLEI RESERVOIR 3MI	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
208	BLOUVLEI SUBSTASIE MOET RINGE VOLTOOI	4 000 000	-	4 000 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
209	BLOUVLEI SUBSTASIE MOET RINGE VOLTOOI	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
210	BOOK DETECTION SYSTEM	500 000	-	500 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
211	BOREHOLE WELTEVREDE SPORTS FIELD	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Basic Services and Road Infrastructure
212	BOREHOLE WELTEVREDE SPORTS FIELD	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Basic Services and Road Infrastructure
213	BOSCHENMEER BULK SEWER	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
214	BOULEVARD/MARKET STR CIRCLE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
215	BO-VLEI TO WELVANPAS BULK PIPELINE (315M)	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
216	BO-VLEI TO WELVANPAS BULK PIPELINE (315MM)	2 178 000	-	2 178 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure

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217	BOY LOUW UPGRADE FACILITY (BOUNDARY WAL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
218	BOY LOUW: UPGRADE FACILITY (BOUNDARY WALL AND ENTRANCE)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
219	BUILDING ALTERATIONS EXTENSIONS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
220	BUILDINGS & GROUND: CONSTRUCTION OF ELECTRICITY ADMINISTRATION OFFICES	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
221	BUILDINGS & GROUND: CONSTRUCTION OF WORKSHOP ADDITIONS	7 500 000	-	7 500 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
222	BUILDINGS & GROUND: LEVELING OF SITE FOR ELECTRICITY WORKSHOP ADDITIONS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
223	BUILDINGS AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
224	BUILDINGS REFURBISHING TRAINING CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
225	BUILDINGS REFURBISHING TRAINING CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
226	BUILDINGS ROOF FOR PETROL PUMPS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
227	BUILDINGS UPGRADING OF TRAFFIC BUILDING	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
228	BUILDINGS UPGRADING OF TRAFFIC BUILDING	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
229	BUILDINGS UPGRADING OF WTON OFFICES (EL	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Operational Equipment
230	BUILDINGS: ABLUTIONS & STORAGE AT PAARL DEPOT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Operational Equipment
231	BUILDINGS: AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
232	BUILDINGS: AIRCONDITIONERS	1 100 000	-	1 100 000	Various/ Municipal Wide	Various		Operational Equipment
233	BUILDINGS: AIRCONDITIONERS	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
234	BUILDINGS: ERECTION OF NEW OFFICES IN PAARL EAST	-	-	-	Paarl East-West Integration Corridor	Paarl	Housing	Social and Economical Infrastructure
235	BUILDINGS: MUNICIPAL: WATER SAVING DEVICES	2 500 000	-	2 500 000	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
236	BUILDINGS: NEW STORES	64 000 000	-	64 000 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
237	BUILDINGS: REFURBISHING TRAINING CENTRE: DROMMEDARIS STREET	30 000	-	30 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
238	BUILDINGS: REFURBISHING TRAINING CENTRE: DROMMEDARIS STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
239	BUILDINGS: UPGRADING OF CIVIC CENTRE (ELECTRICITY)	241 092	-	241 092	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
240	BULK ELECTRIFICATION FOR VLAKKELAND CATA	-	-	-	North City Integration SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
241	BULK ELECTRIFICATION FOR VLAKKELAND CATA	-	-	-	North City Integration	Paarl	Energy Sources	Basic Services and Road Infrastructure

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242	BULK ELECTRIFICATION FOR VLAKKELAND CATALYTIC HOUSING PROJECT(IPSA)	1 200 000	-	1 200 000	North City Integration SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
243	BULK SERVICES SIMONDUIUM ARE (WATER) (IPS)	-	-	-	South City SPA	Simondium	Water Management	Basic Services and Road Infrastructure
244	BULK SERVICES SIMONDUIUM ARE (WATER) (IPSA)	3 365 000	-	3 365 000	South City SPA	Simondium	Water Management	Basic Services and Road Infrastructure
245	BULK SERVICES SIMONDUIUM AREA (SEWER)(IPSA)	3 940 000	-	3 940 000	South City SPA	Simondium	Waste Water Management	Basic Services and Road Infrastructure
246	C/O ANIMAL POUND: SARON	-	-	-	Hinterland SPA	Saron	Finance and Administration	Social and Economical Infrastructure
247	C/O BOREHOLES INFRASTRUCTURE	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
248	C/O BOREHOLES INFRASTRUCTURE NAT GRANT	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
249	C/O BOREHOLES INFRASTRUCTURE PROV GRANT	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
250	C/O BUILDINGS: UPGRADE WELLINGTON OFFICE	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Operational Equipment
251	C/O BUILDINGS: UPGRADING OF CIVIC C (ELE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
252	C/O CIVIC CENTRE: NEW PARKING LOT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Operational Equipment
253	C/O CONSTRUCT VAN DER STEL STREET (BETWE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
254	C/O DEVELOPMENT OF DE KRAAL SPORT COMPLE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
255	C/O DISASTER MANAGEMENT - CONTROL ROOM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
256	C/O ELECTRIFICATION: KUDULAND INFORMALS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
257	C/O EQUIPMENT GENERAL: SKIPS	1 750 000	-	1 750 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
258	C/O HOUSING DELIVERY: SEWERAGE GRANT	-	-	-	Various/ Municipal Wide	Various	Housing	Basic Services and Road Infrastructure
259	C/O ICT EQUIPMENT: FLEET MANAGEMENT (TRA	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
260	C/O ICT EQUIPMENT: FUEL MANAGEMENT (AFS)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
261	C/O ICT EQUIPMENT: TIME & ATTENDENCE SYS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
262	C/O OFFICE EQUIPMENT: TELEPHONE HANDSETS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
263	C/O OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
264	C/O OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
265	C/O OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
266	C/O OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
267	C/O OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment

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268	C/O OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
269	C/O OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
270	C/O PAARL GATEWAY PROJECT (MAIN ENTRANCE	-	-	-	Paarl East-West Integration Corridor	Paarl	Road Transport	Basic Services and Road Infrastructure
271	C/O P-CNIEU OP BLD MUNIC OFF	-	-	-	Various/ Municipal Wide	Various	Housing	Operational Equipment
272	C/O PELIKAAN PARK: UPGRADE FACILITY	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Social and Economical Infrastructure
273	C/O REFURBISH SEWERAGE PUMPING STATIONS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
274	C/O REPLACE EXISTING 66KV CABLES BETWEEN	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
275	C/O TRANSFORMER OIL CATCHMENT AREAS AT	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
276	C/O UPGRADE NEWTON SPORT FACILITY	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Social and Economical Infrastructure
277	C/O UPGRADE WTW: MEULWATER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Water Management	Operational Equipment
278	C/O UPGRADING OF FAURE STREET SPORTS STA	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Basic Services and Road Infrastructure
279	C/O UPGRADING OF PAARL MOUNTAIN RESERVE	-	-	-	Hinterland SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
280	C/O VEHICLES & EQUIPMENT: ADDITIONAL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
281	C/O VEHICLES & EQUIPMENT: ADDITIONAL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
282	C/O VEHICLES & EQUIPMENT: REPLACEMENTS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
283	C/O VLAKKELAND INTERSECTION UPGRADE (GRA	-	-	-	North City Integration SPA	Paarl	Housing	Basic Services and Road Infrastructure
284	C/O VPUU - INFORMAL TRADING KIOSK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
285	C/O W22/P :OUTDOOR GYM EQUIP - 4 PARKS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
286	C/O W28 - CONTAINERS - ECD SONOP / RONWE	-	-	-	South City SPA & Hinterland SPA	Drakenstein South	Finance and Administration	Social and Economical Infrastructure
287	C/O W3/P :OUTDOOR GYM EQUIPMENT - FOXGLO	-	-	-	Hinterland SPA	Windmeul	Finance and Administration	Social and Economical Infrastructure
288	C/O WELLINGTON WWTW: REHABILITATION & EX	1 186 438	-	1 186 438	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
289	C/O WELVANPAS WTW & OUT BUILDINGS	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
290	CABLE AND FAULT TESTING EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
291	CARPORTS	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Operational Equipment
292	CARPORTS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
293	CATT SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
294	CATT SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment

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295	CCTV CAMERAS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
296	CHAMPAGNE STREET BULK WATER PIPELINE (WE)	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
297	CHAMPAGNE STREET BULK WATER PIPELINE (WELLINGTON)	1 000 000	-	1 000 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
298	CHARON ST HS KABEL MOET VERVANG WORD, TANS OP SPUR	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
299	CHICAGO CONTAINER LIBRARY	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Social and Economical Infrastructure
300	CIVIC CENTRE OFFICE ALTERATIONS ALL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
301	CIVIC CENTRE OFFICE ALTERATIONS ALL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
302	CIVIC CENTRE WALL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
303	CIVIC CENTRE: OFFICE ALTERATIONS ALL FLOORS	4 500 000	-	4 500 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
304	CO RADIO ANTENNA&WIFI RADIO-PENTZ WW P	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
305	COM FAC STALLS	-	-	-	Various/ Municipal Wide	Various	Other	Operational Equipment
306	COMMISSIONING EDISON, NEW DALWEIDING 66/11KV SUB STATIONS (* this will include a Fibre Optic link be	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
307	COMMUNICATION CABLE (WELLINGTON TO PAARL)	2 500 000	-	2 500 000	Paarl East-West Integration Corridor SPA & North City Integration SPA	Paarl & Wellington	Energy Sources	Basic Services and Road Infrastructure
308	COMMUNITY HALL (CAPITAL INVESTMENT NEED)	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Social and Economical Infrastructure
309	COMMUNITY HALL AND FACILITIES GOUDA (IU	-	-	-	Hinterland SPA	Gouda		Social and Economical Infrastructure
310	COMPLETION OF WELVANPAS WTW	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
311	COMPLETION OF WELVANPAS WTW	3 500 000	-	3 500 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
312	COMPUTER EQUIP	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
313	COMPUTER EQUIP	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
314	COMPUTER EQUIP	-	-	-	Various/ Municipal Wide	Various	Planning and Development	Operational Equipment
315	COMPUTER EQUIP	-	-	-	Various/Munici pal Wide	Various	Finance and Administratio n	Operational Equipment
316	COMPUTER EQUIPMENT	31 520	-	31 520	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
317	COMPUTER EQUIPMENT	62 929	-	62 929	Various/ Municipal Wide	Various	Sport and Recreation	Operational Equipment
318	COMPUTER EQUIPMENT - NETWORK POINT	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
319	CONSTRUCT VAN DER STEL STREET (BETWE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
320	CONSTRUCT VAN DER STEL STREET (BETWEEN A	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure

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321	CONSTRUCT VAN DER STEL STREET (BETWEEN ABBATOIR AND KLEIN DRAKENSTEIN)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
322	CONSTRUCT VAN DER STEL STREET (BETWEEN ABBATOIR AND KLEIN DRAKENSTEIN)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
323	CONSTRUCTION MINI DROP OFF FACILITIES - REFUSE REMOVAL ILLEGAL DUMPING: ADMINISTRATION	2 500 000	-	2 500 000	Various/ Municipal Wide	Various		Social and Economical Infrastructure
324	CONSTRUCTION OF A NEW ADMINISTRATION BUILDING AT THE PAARL RTS (Carried out under CES19/2015 curren	-	-	-	Paarl East-West Integration Corridor SPA	Paarl		Operational Equipment
325	CONSTRUCTION OF BIOGAS PLANT	6 300 000	-	6 300 000	Various/ Municipal Wide	Paarl		Operational Equipment
326	CONSTRUCTION OF BIOGAS PLANT	-	-	-	Various/ Municipal Wide	Paarl		Operational Equipment
327	CONSTRUCTION OF FACILITY PETROL PUMP ST	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
328	CONSTRUCTION OF MANHOLES OU DORP (SARON)	250 000	-	250 000	Hinterland SPA	Saron	Waste Water Management	Basic Services and Road Infrastructure
329	CONSTRUCTION OF MATERIAL RECOVERY FACILI	-	-	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
330	CONSTRUCTION OF MATERIAL RECOVERY FACILI	-	-	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
331	CONSTRUCTION OF STOKERY ROAD, WELLINGTON (TRANSPORT)	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
332	CONTAINERISED LIBRARIES	1 100 000	-	1 100 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
333	CONTAINERISED LIBRARIES	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
334	CONTAINERISED LIBRARIES	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
335	CONTAINERS	-	-	-	Various/ Municipal Wide	Various	Housing	Operational Equipment
336	CONTAINERS	-	-	-	Various/ Municipal Wide	Various	Road Transport	Operational Equipment
337	COURTRAI - SIMONDIUM PIPELINE 400mm 4KM	45 600 000	-	45 600 000	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
338	COURTRAI/ SIMONDIUM BULK PIPELINE (315MM)	-	-	-	South City SPA & N1 Corridor SPA	Simondium & Paarl	Water Management	Basic Services and Road Infrastructure
339	COURTRAI/ SIMONDIUM BULK PIPELINE (315MM)	13 000 000	-	13 000 000	South City SPA	Simondium	Water Management	Basic Services and Road Infrastructure
340	COVID 19 MIST BLOWER	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
341	CURTAINS PAARL TOWN HALL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl		Operational Equipment
342	DAL SPORTS STADIUM: UPGRADING FACILITY	5 000 000	-	5 000 000	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
343	DE KRAAL CONSTR FACILITY MUSEUM AND CLU	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
344	DE KRAAL: CONSTR FACILITY MUSEUM AND CLU	29 000 000	-	29 000 000	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
345	DENNEBURG SUBSTATION 66/11kV 2X20MVA	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure

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346	DENNIS ST LAAGSPANNING	1 500 000	-	1 500 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
347	DENNIS ST LAAGSPANNING	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
348	DESIGN AND CONSTRUCTION DOCUMENTATION FO	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
349	DESIGN AND CONSTRUCTION DOCUMENTATION FOR PAARL WWTW (IPSA)	2 000 000	-	2 000 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
350	DESIGN OF 400MM BULK WATER PIPELINE FROM	-	-	-	N1 Corridor SPA	N1 Corridor SPA	Water Management	Basic Services and Road Infrastructure
351	DESIGN OF 400MM BULK WATER PIPELINE FROM PERDESKOEN TO WELVANPAS WTW (WELLINGTON) (IPSA)	750 000	-	750 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
352	DESIGN OF LELIEFONTEIN/WELLINGTON 700MM	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
353	DESIGN OF LELIEFONTEIN/WELLINGTON 700MM BULK WATER PIPELINE (IPSA)	2 500 000	-	2 500 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
354	DETAILED PLANNING AND TENDER DOCUMENTATION FOR THE UPGRADING OF BERG RIVER BOULEVARD AND OOSBOSCH ST	225 000 000	-	225 000 000	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
355	DEVELOPING REPORTING AND MONITORING SYST	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
356	DEVELOPING REPORTING AND MONITORING SYSTEMS FOR MAINTENANCE	500 000	-	500 000	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
357	DEVELOPMENT OF DE KRAAL SPORT COMPLE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
358	DEVELOPMENT OF EXISTING CEMETERY	-	-	-	Various/ Municipal Wide	Various	Community and Social Services	Operational Equipment
359	DEVELOPMENT OF EXISTING CEMETERY	-	-	-	Various/ Municipal Wide	Various	Community and Social Services	Social and Economical Infrastructure
360	DONOR FUNDS ARBORETUM CLIMATE PARK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
361	DONOR FUNDS ARBORETUM CLIMATE PARK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
362	DORISRYLAAN HS KABEL MOET VERVANG WORD, TANS OP SPUR	-	-	-	North City Integration SPA	Wellington	Energy Sources	Operational Equipment
363	DRAKENSTEIN CIVIC CENTRE COURTYARD UPGRA	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Operational Equipment
364	DRAKENSTEIN CIVIC CENTRE COURTYARD UPGRADE	200 000	-	200 000	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
365	DRAKENSTEIN RURAL AREA RONWE PROJECT (C	-	-	-	South City SPA	Drakenstein South	Water Management	Basic Services and Road Infrastructure
366	DRAKENSTEIN RURAL AREA: RONWE PROJECT (CHECKERS)	16 000 000	-	16 000 000	South City SPA	Drakenstein South	Water Management	Basic Services and Road Infrastructure
367	DRAKENSTEIN STREET LIGHT PROJECTS	2 800 000	-	2 800 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
368	DRAKENSTEIN STREET LIGHT PROJECTS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure

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369	DROMMEDARIS DETENTION DAM AND CANAL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
370	EAST-WEST LINK ROAD BETWEEN R301 AND R45	-	-	-	South City Region SPA	Drakenstein South	Road Transport	Basic Services and Road Infrastructure
371	ELE MV SUBSTATIONS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
372	ELECTRIFICATION INFRASTRUCTURE: HOUSING	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
373	ELECTRIFICATION INFRASTRUCTURE: HOUSING PROJECTS - Install Feeder Cables between Dalweiding, Green F	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
374	ELECTRIFICATION INFRASTRUCTURE: HOUSING PROJECTS - Supply and install switchgear at Green Fields and	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
375	ELECTRIFICATION PROJECTS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
376	ELECTRIFICATION: HOUSING PROJECTS - CARTEVILLE (FORMAL)(INEP)	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
377	ELECTRIFICATION: HOUSING PROJECTS - NEW BEGINNINGS (FORMAL)(INEP)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
378	EQUIPMENT AND TOOLS FOR DEPOT	500 000	-	500 000	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
379	EQUIPMENT FOR SOUP KITCHENS	250 000	-	250 000	Various/ Municipal Wide	Various		Operational Equipment
380	EQUIPMENT FOR SOUP KITCHENS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
381	EQUIPMENT PLAYGROUNDS AND PARKS	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Operational Equipment
382	EQUIPMENT: WATER DEPOT	50 000	-	50 000	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
383	ERADICATION OF CHICAGO PITCH FIBER AND O	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
384	ERADICATION OF CHICAGO PITCH FIBER AND OLD PIPES BY CRACKING	2 400 000	-	2 400 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
385	ERADICATION OF HILLCREST MIDBLOCKS IN WE	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
386	ERADICATION OF HILLCREST MIDBLOCKS IN WELLINGTON SOUTH	1 440 000	-	1 440 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
387	ERF 16161 CANAL	-	-	-	North City Integration SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
388	ERF 8000 PROCURE MUNCHER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
389	ERF 8000 PROCURE MUNCHER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
390	ERF 8000 PROCURE MUNCHER	450 000	-	450 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
391	ESRE - PLANNING AND GIS PLANNING SYSTEM	1 450 000	-	1 450 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
392	ESRI - PLANNING AND GIS PLANNING SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment

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393	EXISTING SEWER SERVICES STUDY IN MBEKWEN	-	-	-	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
394	EXISTING SEWER SERVICES STUDY IN MBEKWENI OLD AREA.	600 000	-	600 000	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
395	EXTENSION OF MBEKWENI BUSINESS HIVE	-	-	-	North City Integration SPA	Mbekweni	Finance and Administration	Social and Economical Infrastructure
396	EXTENSION OF PARKING FACILITIES FOR VEHICLES	4 000 000	-	4 000 000	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
397	EXTENSION OF PARKING FACILITIES FOR VEHICLES	-	-	-	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
398	EXTENSION OF SARON DEPOT	6 600 000	-	6 600 000	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
399	EXTENSION OF SARON DEPOT	-	-	-	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
400	EXTENSION RECORDS SYSTEM	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
401	EXTENSION RECORDS SYSTEM	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
402	EXTENSION/COMPLIANCE OF WELLINGTON DISPO	-	-	-	North City Integration SPA	Wellington		Basic Services and Road Infrastructure
403	EXTENSION/COMPLIANCE OF WELLINGTON DISPOSAL FACILITY (INCLUSIVE OF GEOMEMBRANES)	25 817 904	-	25 817 904	North City Integration SPA	Wellington		Basic Services and Road Infrastructure
404	EXTENSION: RECORDS SYSTEM	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
405	EXTENSION OF BASIC SERVICES: INFORMAL SETTLEMENTS	3 000 000	-	3 000 000	Various/Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
406	EXTENSION OF BERG RIVER BOULEVARD FROM OOSBOSCH STREET TO LONG STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
407	FACILITIES FOR SPORT ACADEMY AT DALJOSAP	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
408	FACILITIES FOR SPORT ACADEMY AT DALJOSAPHAT STADIUM (SPORT)(RETENTION)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
409	FAURE STADIUM: NEW RUGBY POLES AND SCORE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
410	FENCING	-	-	-	Various/Municipal Wide	Various	Public Safety	Operational Equipment
411	FENCING	-	-	-	Various/Municipal Wide	Various	Public Safety	Operational Equipment
412	FENCING	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
413	FENCING	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
414	FENCING	400 000	-	400 000	Various/Municipal Wide	Various	Public Safety	Operational Equipment
415	FENCING	270 000	-	270 000	Various/Municipal Wide	Various	Public Safety	Operational Equipment
416	FENCING AT GROENHEUWEL LIBRARY	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
417	FENCING AT WELLINGTON DISPOSAL FACILITY	-	-	-	North City Integration SPA	Wellington		Operational Equipment
418	FENCING BERG ST PALASIDE	-	-	-	North City Integration SPA	Wellington	Energy Sources	Operational Equipment

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2023/2024

419	FENCING CUMMING - BETE FENCE	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
420	FENCING DAL WES	2 250 000	-	2 250 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
421	FENCING FRATER STREET SS	2 250 000	-	2 250 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
422	FENCING GROENHEUWEL SUB	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
423	FENCING KLEIN NEDERBURG SUB	1 500 000	-	1 500 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
424	FENCING KLOOF ST PALASIDE	-	-	-	North City Integration SPA	Wellington	Energy Sources	Operational Equipment
425	FENCING NEWTON - BETE FENCE	-	-	-	North City Integration SPA	Wellington	Energy Sources	Operational Equipment
426	FENCING OF EMERGENCY HOUSING SITES	-	-	-	Various/ Municipal Wide	Various	Housing	Basic Services and Road Infrastructure
427	FENCING OF EMERGENCY HOUSING SITES	-	-	-	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
428	FENCING OF EMERGENCY HOUSING SITES	-	-	-	Various/ Municipal Wide	Hermon	Housing	Social and Economical Infrastructure
429	FENCING PALMIET SUB	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
430	FENCING PARYS SUBSTATION COMPLEX	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
431	FENCING SLOT SUB	-	-	-	Hinterland SPA	Hinterland	Energy Sources	Operational Equipment
432	FENCING SUID END SUBSTATION	2 500 000	-	2 500 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
433	FENCING TABAK SUB	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
434	FENCING VLAKKELAND SUB	-	-	-	North City Integration SPA	Mbekweni	Energy Sources	Operational Equipment
435	FENCING VLAKKELAND SUB	-	-	-	North City Integration SPA	Mbekweni	Energy Sources	Operational Equipment
436	FENCING: HERMON, SARON & GOUDA (DROP-OFF AREAS)	-	-	-	Hinterland SPA	Various		Basic Services and Road Infrastructure
437	FESTIVE LIGHTS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
438	FIBRE CONNECTION TO BREDASTR - DISASTER MANAGEMENT CENTER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
439	FILING CABINETS FOR ARCHIVES IN BASE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
440	FILING CABINETS FOR ARCHIVES IN BASEMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
441	FILING CUPBOARDS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
442	FIRE FIGHTING VEHICLE	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
443	FUME CUPBOARD	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
444	FUME CUPBOARD	75 000	-	75 000	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
445	FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
446	FURN & OFF EQUIP	-	-	-	Various/ Municipal Wide	Various	Housing	Operational Equipment
447	FURN & OFF EQUIP	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Executive and Council	Operational Equipment

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448	FURN & OFF EQUIP	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
449	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Housing	Operational Equipment
450	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
451	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Public Safety	Operational Equipment
452	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Public Safety	Operational Equipment
453	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
454	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
455	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
456	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
457	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
458	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Operational Equipment
459	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Operational Equipment
460	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Operational Equipment
461	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Operational Equipment
462	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
463	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
464	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
465	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
466	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Executive and Council	Operational Equipment
467	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Planning and Development	Operational Equipment
468	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Road Transport	Operational Equipment
469	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Road Transport	Operational Equipment
470	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Planning and Development	Operational Equipment
471	FURN & OFF EQUIP	50 000	-	50 000	Various/Municipal Wide	Various	Planning and Development	Operational Equipment
472	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Executive and Council	Operational Equipment
473	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Executive and Council	Operational Equipment
474	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various		Operational Equipment
475	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Community and Social Services	Operational Equipment
476	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various		Operational Equipment
477	FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various		Operational Equipment
478	FURNITURE	-	-	-	Various/Municipal Wide	Various	Road Transport	Operational Equipment
479	FURNITURE & OFFICE EQUIPMENT	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment

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480	GAZEBOS HOUSING PROJECTS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
481	GENERAL EQUIPMENT	250 000	-	250 000	Various/ Municipal Wide	Various		Operational Equipment
482	GENERAL EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
483	GENERAL EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
484	GENERAL EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
485	GENERAL EQUIPMENT: LABORATORY EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
486	GENERAL EQUIPMENT: SMALL EQUIPMENT REPLACEMENTS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
487	GENERAL EQUIPMENT: SMALL EQUIPMENT REPLACEMENTS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
488	GLASSWARE WASHER MACHINE	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
489	GOUDA - NETWORK EXTENSION FOR SMALL HOLDINGS	-	-	-	Hinterland SPA	Gouda	Waste Water Management	Basic Services and Road Infrastructure
490	GOUDA SMALL HOLDING WATER SCHEME	-	-	-	Hinterland SPA	Gouda	Water Management	Basic Services and Road Infrastructure
491	GOUDA SMALL HOLDING WATER SCHEME	-	-	-	Hinterland SPA	Gouda	Water Management	Basic Services and Road Infrastructure
492	GOUDA SMALL HOLDINGS WATER RETICULATION SYSTEM	-	-	-	Hinterland SPA	Gouda	Water Management	Basic Services and Road Infrastructure
493	GOUDA WATER UPGRADING INCLUDING MIDBLOCK	-	-	-	Hinterland SPA	Gouda	Waste Water Management	Basic Services and Road Infrastructure
494	GOUDA/SARON NETWORK UPGRADE	-	-	-	Hinterland SPA	Gouda & Saron	Waste Water Management	Basic Services and Road Infrastructure
495	GRASS FIELD WITH 500-SEAT STAND (CAPITAL INVESTMENT NEED)	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
496	GRASSED SURFACE (CAPITAL INVESTMENT PLAN)	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
497	GROENHEUWEL BUSINESS HIVE L/T NETWORK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
498	GROENHEUWEL HIGH PRESSURE WATERMAIN	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
499	HEALTH & SAFETY COMPLIANCE OF UPGRADE OF PAARL WWTW EXISTING BUILDINGS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Operational Equipment
500	HERMON FENCING	-	-	-	Hinterland SPA	Hermon	Waste Water Management	Operational Equipment
501	HOSPITAAL ST LAAGSPANNINGLYNE PALE VAL OM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
502	HOUSING LANTANA SERV - ROADS, STOR	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
503	HOUSING LANTANA SERV - ROADS, STOR	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
504	HOUSING DELIVERY VLAKKELAND CIVIL SERVI	-	-	-	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure
505	HOUSING DELIVERY VLAKKELAND ELECTRI	-	-	-	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure
506	HOUSING DELIVERY: VLAKKELAND CIVIL SERVICES	119 460 000	-	119 460 000	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure

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507	HOUSING DELIVERY: VLAKKELAND ELECTRICITY	-	-	-	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure
508	ICT EQUIPMENT COMMUNICATION NETWORK	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
509	ICT EQUIPMENT COMMUNICATION NETWORK	10 000	-	10 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
510	ICT EQUIPMENT COMMUNICATION NETWORK	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
511	ICT EQUIPMENT COMMUNICATION NETWORK (OP	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
512	ICT EQUIPMENT COMPUTER RELATED (REP	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
513	ICT EQUIPMENT SURVEILLANCE CAMERAS	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
514	ICT EQUIPMENT: ASSET MANAGEMENT HARDWARE	2 500 000	-	2 500 000	Various/ Municipal Wide	Various	Energy Sources	Social and Economical Infrastructure
515	ICT EQUIPMENT: COMPUTER RELATED (NEW)	16 610 000	-	16 610 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
516	ICT EQUIPMENT: HR SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
517	ICT EQUIPMENT: SCADA SYSTEM	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
518	ICT EQUIPMENT: SURVEILLANCE CAMERAS	150 000	-	150 000	Various/ Municipal Wide	Various		Operational Equipment
519	ICT EQUIPMENT: TELECONTROL	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
520	ICT EQUIPMENT: TELEMETRY SYSTEM	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
521	ICT EQUIPMENT: TELEMETRY SYSTEM	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
522	ICT EQUIPMENT: TIME & ATTENDENCE SYS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
523	ICT EQUIPMENT: UPS'S	1 250 000	-	1 250 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
524	ICT EQUIPMENT: WHEELY BINS MANAGEMENT SYSTEM	11 500 000	-	11 500 000	Various/ Municipal Wide	Various		Operational Equipment
525	ICT EQUIPMENT COMMUNICATION NETWORK (OPTIC	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
526	ICT EQUIPMENT COMMUNICATION NETWORK (OPTIC	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
527	ICT INFRASTRUCTURE	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
528	ICT INFRASTRUCTURE	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
529	ICT INFRASTRUCTURE	100 000	-	100 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
530	IMPLEMENTATION OF IWMP (DRAKENSTEIN)	108 125 000	-	108 125 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
531	IMPLEMENTATION OF IWMP PROJECTS	5 000 000	-	5 000 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
532	IMPLEMENTATION OF SW MANAGEMENT PLAN	-	-	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
533	IMQS - SLA	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
534	IMQS - SLA	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2023/2024

535	INCREASE EXISTING HT NETWORK CAPACITY TO	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
536	INCREASE EXISTING HT NETWORK CAPACITY TO	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
537	INCREASE EXISTING HT NETWORK CAPACITY TO FACILITATE DEVELOPMENT, ELECTRIFICATION AND EXISTING LOAD G	32 727 759	-	32 727 759	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
538	INCREASE EXISTING LT NETWORK CAPACITY TO	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
539	INCREASE EXISTING LT NETWORK CAPACITY TO	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
540	INCREASE EXISTING LT NETWORK CAPACITY TO	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
541	INCREASE EXISTING LT NETWORK CAPACITY TO FACILITATE DEVELOPMENT, ELECTRIFICATION AND EXISTING LOAD G	4 450 000	-	4 450 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
542	INCREASE EXISTING MT NETWORK CAPACITY TO FACILITATE DEVELOPMENT, ELECTRIFICATION AND EXISTING LOAD G	10 000 000	-	10 000 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
543	INDUSTRIAL WATER CONNECTIONS PAARL	12 500 000	-	12 500 000	Paarl East-West Integration Corridor SPA	Paarl	Water Management	Operational Equipment
544	INDUSTRIAL WATER CONNECTIONS WELLINGTON	12 500 000	-	12 500 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
545	INSTALL IRRIGATION AT BOY LOUW RUGBY FIE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Basic Services and Road Infrastructure
546	INSTALL LIGHTS AT PARKING AREA CIVIC C	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
547	INSTALL NETWORK POINTS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
548	INSTALL NEW MECHANICAL SCREENS AT PEARL	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
549	INSTALL NEW MECHANICAL SCREENS AT PEARL VALLEY WWTW	500 000	-	500 000	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
550	INSTALL NEW SECURITY LIGHTS AT PALMIET S	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
551	INSTALL SECURITY BEAMS AT CIVIC CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
552	INSTALLATION OF NEW EQUIPMENT AND REMOV	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
553	INSTALLATION OF NEW LEVEL TRANSDUCER AT	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
554	INSTALLATION OF REPLACEMENT PRESSURE TRA	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
555	INTANGIBLE ASSETS ACQUISITIONS (BARNOWL)	-	-	-	Various/ Municipal Wide	Various	Internal Audit	Operational Equipment
556	INTANGIBLE ASSETS ACQUISITIONS (BARNOWL)	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
557	INTANGIBLE ASSETS: ACQUISITIONS (BARNOWL)	122	-	122	Various/ Municipal Wide	Various	Internal Audit	Operational Equipment

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558	INTANGIBLE ASSETS: ACQUISITIONS (BARNOWL)	-	-	-	Various/ Municipal Wide	Various	Internal Audit	Operational Equipment
559	INTANGIBLE ASSETS: ACQUISITIONS (BARNOWL)	-	-	-	Various/ Municipal Wide	Various	Internal Audit	Operational Equipment
560	INTANGIBLE ASSETS: ACQUISITIONS (BARNOWL)	125 000	-	125 000	Various/ Municipal Wide	Various	Internal Audit	Operational Equipment
561	INTANGIBLE ASSETS: ASSET MANAGEMENT SYSTEM	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
562	INTANGIBLE ASSETS: ASSET MANAGEMENT SYSTEM	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
563	INTANGIBLE ASSETS: INSURANCE MODULE	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
564	INTANGIBLE ASSETS: ORGPLUS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
565	INTEGRATED TRANSPORT PLAN(ITP) Cape Winelands	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
566	INTERCONNECTING AND ESTABLISHMENT OF 1 INTAKE SUBSTATION AT WELLINGTON (to consolidate all supplies	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
567	JAN VAN RIEBEECK/MARKET CIRCLE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
568	KAPLAN PROCURE MUNCHER	450 000	-	450 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
569	KAPLAN PROCURE MUNCHER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
570	KAPLAN PROCURE MUNCHER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
571	KJELDAHL DIGESTION UNIT (TKN)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Operational Equipment
572	KJELDAHL DIGESTION UNIT (TKN)	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
573	KJELDAHL DIGESTION UNIT (TKN)	250 000	-	250 000	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
574	KLAPMUTS BULK WATER	-	-	-	N1 CorridorSPA	Klapmuts North	Waste Water Management	Operational Equipment
575	KLAPMUTS SUB 66/11kV 2X20MVA	-	-	-	N1 Corridor SPA	Klapmuts North	Energy Sources	Basic Services and Road Infrastructure
576	KLIPIRUG SUBSTATION 132/11KV NEW AND COMMITTED BY DEVELOPER	-	-	-	South City SPA	Drakenstein South	Energy Sources	Basic Services and Road Infrastructure
577	KRIEL THOM DU TOIT MALHERBE AND SULTA	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
578	KRIEL, THOM, DU TOIT, MALHERBE AND SULTANA STREET PIPE CRACKING	1 800 000	-	1 800 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
579	LABORATORY EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
580	LAND: ACQUISITION ERF4616W	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Social and Economical Infrastructure
581	LANDFILL DESIGN (IPSA)	2 000 000	-	2 000 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
582	LANGEHOVEN AVE UPGRADING	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
583	LANTANA / KINGSTON MANHOLES	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure

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584	LANTANA / KINGSTON MANHOLES	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
585	LANTANA BUSINESS PARK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
586	LANTANA CIVIL SERVICES - SEWERAGE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
587	LANTANA ELECTRIFICATION	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
588	LANTANA OUTFALL SEWER	475 000	-	475 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
589	LANTANA OUTFALL SEWER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
590	LANTANA SUB-SURFACE DRAINAGE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
591	LANTANA SUB-SURFACE DRAINAGE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
592	LANTANA SUB-SURFACE DRAINAGE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
593	LANTANA SUB-SURFACE DRAINAGE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
594	LELIEFONTEIN / WELLINGTON BULK PIPE UPG	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
595	LELIEFONTEIN / WELLINGTON BULK PIPE UPGRADE (700MM)	16 600 000	-	16 600 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
596	LELIEFONTEIN, WELLINGTON PIPE UPGRADE 500MM	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
597	LIB: GROENHEUWEL HOUSE OF LEARNING	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
598	LIBRARY (CAPITAL INVESTMENT NEED)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
599	LIBRARY FLOORING	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
600	LIGHTING & LIGHTING CONTROL (MOTION SENSORS) All Municipal Buildings	500 000	-	500 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
601	MACHINERY & EQUIP	-	-	-	Various/ Municipal Wide	Various	Water Management	Operational Equipment
602	MACHINERY & EQUIPMENT	2 350 000	-	2 350 000	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
603	MACHINERY AND EQUIPMENT _ ELEC	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
604	MEASUREMENT AND SURVEY EQUIPMENT	34 548	-	34 548	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
605	MEASUREMENT AND SURVEY EQUIPMENT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
606	MEASURING OF INDUSTRIAL WATER CONNECTION	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Water Management	Basic Services and Road Infrastructure
607	MEASURING OF INDUSTRIAL WATER CONNECTIONS (PAARL/WELLINGTON)	2 500 000	-	2 500 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
608	Medium Voltage - REPLACE 25 Ring Main Units	10 275 000	-	10 275 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
609	Medium Voltage - REPLACE 53 Ground Mounted	16 926 800	-	16 926 800	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2023/2024

	TransformerS\11kV\300kVA							
610	Medium Voltage - REPLACE 53 Ground Mounted TransformerS\11kV\300kVA	15 000 000	-	15 000 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
611	Medium Voltage - REPLACE 98 Pole Mounted Transformers	14 032 926	-	14 032 926	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
612	Medium Voltage - REPLACE 98 Pole Mounted Transformers	1 500 000	-	1 500 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
613	MEDIUM VOLTAGE - REPLACING 2 MINI SUB-STATIONS 11KV (WITHOUT RMU)/ 100KVA AT Lantana Str.157 AND Mag	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
614	MICROSCOPE	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
615	MIKROTIK CLOUD SWITCH 8 PORT	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
616	MIKROTIK CLOUD SWITCH 8 PORT	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
617	MIST BLOWER	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
618	MOBILE FINGERPRINT READING AND BIOMETRIC	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
619	MULTI PURPOSE INDOOR CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
620	MULTI PURPOSE INDOOR CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
621	MULTI PURPOSE INDOOR FACILITY	800 000	-	800 000	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
622	MULTI-PURPOSE CENTER - PAARL EAST	-	-	-	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
623	MULTI-PURPOSE CENTER - PAARL EAST	-	-	-	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
624	MULTI-PURPOSE CENTER - PAARL EAST	-	-	-	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
625	MULTI-PURPOSE CENTER - PAARL EAST	-	-	-	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
626	MULTI-PURPOSE CENTER - PAARL EAST	-	-	-	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
627	MV Substation - Replacing 11 kV Switchgear (Single Bus Bar)\630A AT MBEKWENI SUB	-	-	-	North City Integration SPA	Mbekweni	Energy Sources	Basic Services and Road Infrastructure
628	MV Substation - Replacing 11 kV Switchgear (Single Bus Bar)\630A AT MBEKWENI SUB	-	-	-	North City Integration SPA	Mbekweni	Energy Sources	Basic Services and Road Infrastructure
629	N1 SANRAL OFFRAMP STREETLIGHTS	2 475 000	-	2 475 000	N1 Corridor SPA	N1 Corridor	Energy Sources	Basic Services and Road Infrastructure
630	N1 SUBSTATION 132/66/11kV (MASTERPLAN)(Develo pers Contributions)	59 836 371	-	59 836 371	N1 Corridor SPA	N1 Corridor	Energy Sources	Basic Services and Road Infrastructure
631	N1 SUBSTATION 132/66/11kV (MASTERPLAN)(Develo pers Contributions)	-	-	-	N1 Corridor SPA	N1 Corridor	Energy Sources	Basic Services and Road Infrastructure

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2023/2024

632	NETWORK EXTENSION: HV & MV	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
633	NETWORK EXTENSION: HV & MV (BACKLOGS)	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
634	NETWORK EXTENSION:H/V AND M/V (BACKLOGS)	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
635	NETWORK POINTS	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
636	NETWORK POINTS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Basic Services and Road Infrastructure
637	NETWORK POINTS	-	-	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
638	NETWORK POINTS	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
639	NETWORK UPGRADING : H/V & MV (BACKLOGS)	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
640	NETWORK UPGRADING AND REPLACEMENT RURAL AREAS(MASTERPLAN)	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
641	NETWORK UPGRADING: LV	3 290 000	-	3 290 000	Various/ Municipal Wide	Various	Housing	Basic Services and Road Infrastructure
642	NETWORK UPGRADING: LV	10 000 000	-	10 000 000	Various/ Municipal Wide	Various	Housing	Basic Services and Road Infrastructure
643	NEW 66KV SUB TOWN CENTRE TO REPLACE SUPPLY CABLES TO OUITUIN/MEULWATER/BERNARDI SUB	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
644	NEW ABLUTION BLOCK FOR WORKSHOP AND WORK STAFF	3 250 000	-	3 250 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
645	NEW ABLUTION BLOCK FOR WORKSHOP AND WORK STAFF	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
646	NEW ABLUTIONS: TAXI HOLDING	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
647	NEW ALARM SYSTEM	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
648	NEW BERGENDAL 5ML RESERVOIR (WELLINGTON)	13 000 000	-	13 000 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
649	NEW BERGENDAL 5ML RESERVOIR (WELLINGTON)	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
650	NEW BLOUVLEI 3ML RESERVOIR (WELLINGTON)	4 000 000	-	4 000 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
651	NEW BLOUVLEI 3ML RESERVOIR (WELLINGTON)	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
652	NEW BULK SEWER SIMONDIUM (MIG)	34 500 000	-	34 500 000	Hinterland SPA	Simondium	Waste Water Management	Basic Services and Road Infrastructure
653	NEW BULK SEWER SIMONDIUM (MIG)	-	-	-	Hinterland SPA	Simondium	Waste Water Management	Basic Services and Road Infrastructure
654	NEW BULK SEWER: WESBANK (PHASE 2)	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
655	NEW DENNEBURG NR 2 SUBSTATION 11KV(M/PLAN)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
656	NEW EDISON SUB SUPPLY 11KV (MASTERPLAN)	16 835 060	-	16 835 060	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure

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657	NEW GROENHEUWEL 2 SUBSTATION 11KV (MASTERPLAN)	75 000 000	-	75 000 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
658	NEW INFRASTRUCTURE FROM PARYS SS TO CAROLINA SWITCH ROOM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
659	NEW LIGHTING AT RECREATIONAL PARKS	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Operational Equipment
660	NEW MALL 66/11.5KV SUBSTATION(IPSA)	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
661	NEW MALL 66/11.5KV SUBSTATION(IPSA)	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
662	NEW MALL 66/11.5KV SUBSTATION(IPSA)	4 880 000	-	4 880 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
663	NEW OFFICES ON FIRST FLOOR OF ADMIN BUILDING	10 000 000	-	10 000 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
664	NEW OFFICES ON FIRST FLOOR OF ADMIN BUILDING	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
665	NEW ORLEANS DETENTION DAM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
666	NEW PERDESKOEN WATER SCHEME, WELLINGTON	3 250 000	-	3 250 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
667	NEW PLATE COMPACTOR	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
668	NEW SMALL EQUIPMENT - WATER SERVICES	100 000	-	100 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
669	NEW SMALL EQUIPMENT - WATER SERVICES	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
670	NEW STREET DEVELOPMENT	5 250 000	-	5 250 000	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
671	NEW STREET DEVELOPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
672	NEW VLAKKELAND SUBSTATION 66/11KV(M/PLAN)	-	-	-	North City Integration SPA	Mbekweni	Energy Sources	Basic Services and Road Infrastructure
673	NEWTON SUBSTASIE MOET RINGE VOLTOOI	3 000 000	-	3 000 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
674	NEWTON SUBSTASIE MOET RINGE VOLTOOI	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
675	NUWE DRIFT BULK WATERPIPE & 1ML RESERVOIR	-	-	-	North City Integration SPA	Nieuwe Drift	Water Management	Basic Services and Road Infrastructure
676	NUWE DRIFT BULK WATERPIPE & 1ML RESERVOIR	-	-	-	North City Integration SPA	Nieuwe Drift	Water Management	Basic Services and Road Infrastructure
677	NUWE DRIFT BULK WATERPIPE & 1ML RESERVOIR	500 000	-	500 000	North City Integration SPA	Nieuwe Drift	Water Management	Basic Services and Road Infrastructure
678	NUWEDRIFT 1ML RESERVOIR & BULK PIPELINES	-	-	-	North City Integration SPA	Nieuwe Drift	Waste Water Management	Basic Services and Road Infrastructure
679	NUWEDRIFT BULK SEWER	-	-	-	North City Integration SPA	Nieuwe Drift	Waste Water Management	Basic Services and Road Infrastructure
680	OFFICE ACCOMMODATION AT MECHANICAL WORKS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
681	OFFICE ACCOMMODATION AT MECHANICAL WORKSHOP	4 126 680	-	4 126 680	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
682	OFFICE EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2023/2024

683	OFFICE EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
684	OFFICE EQUIPMENT (CAMERAS)	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
685	OFFICE EQUIPMENT TELEPHONE HANDSETS	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
686	OFFICE FURNITURE	425 000	-	425 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
687	OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
688	OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
689	OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
690	OFFICE FURNITURE	60 000	-	60 000	Various/ Municipal Wide	Various	Water Management	Operational Equipment
691	OFFICE FURNITURE	250 000	-	250 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
692	OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
693	OFFICE FURNITURE	30 000	-	30 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
694	OFFICE FURNITURE & EQUIPMENT	500 000	-	500 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
695	OFFICE FURNITURE & EQUIPMENT	230 000	-	230 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
696	OFFICE FURNITURE & EQUIPMENT	35 000	-	35 000	Various/ Municipal Wide	Various		Operational Equipment
697	OFFICE FURNITURE & EQUIPMENT	15 000	-	15 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
698	OFFICE FURNITURE & EQUIPMENT	200 000	-	200 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
699	OFFICE FURNITURE & EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
700	OFFICE FURNITURE & EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Internal Audit	Operational Equipment
701	OFFICE FURNITURE & EQUIPMENT (CONTROL ROOM DESK AND CABINETS FOR IT TELEMETRY EQUIPMENT)	1 500 000	-	1 500 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
702	OFFICE FURNITURE & EQUIPMENT (FILING CABINET FACILITY FOR CONSUMER FILES)	600 000	-	600 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
703	OFFICE FURNITURE (TABLETS FOR APP)	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
704	OFFICE FURNITURE (TABLETS FOR APP)	35 000	-	35 000	Various/ Municipal Wide	Various		Operational Equipment
705	OFFICE RENOVATIONS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
706	ONVERWAGCHT RING VOLTOOI	2 600 000	-	2 600 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
707	ONVERWAGCHT RING VOLTOOI	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
708	OP BLD MUNIC OFF	-	-	-	North City Integration SPA	Wellington	Finance and Administratio n	Operational Equipment

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709	OP BLD MUNIC OFF	-	-	-	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
710	OPENVIEW HD	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
711	ORLEANS SPORTFIELDS (LIGHTS)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Basic Services and Road Infrastructure
712	OUDE PONT SUBSTASIE MOET RINGE VOLTOOI (IN VOORBEREIDING VIR WTE)	5 000 000	-	5 000 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
713	OUDE PONT SUBSTASIE MOET RINGE VOLTOOI (IN VOORBEREIDING VIR WTE)	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
714	PAARL EAST IRDP PROVISION OF BASIC SERV	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
715	PAARL EAST IRDP PROVISION OF BASIC SERV	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
716	PAARL EAST IRDP: PROVISION OF BASIC SERVICES FOR HOUSING PROJECT (IPSA)	800 000	-	800 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
717	PAARL GATEWAY PROJECT (MAIN ENTRANCES)	22 500 000	-	22 500 000	Various/ Municipal Wide	Paarl	Road Transport	Basic Services and Road Infrastructure
718	PAARL MALL 66/11 HV SUB	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
719	PAARL SOUTH BULK SEWER	112 322 038	-	112 322 038	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
720	PAARL SOUTH BULK SEWER	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
721	PAARL SOUTH WWTW: LAND IDENTIFICATION & ACQUISITION	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
722	PAARL WASTE WATER TREATMENT WORKS (MIG)	46 225 000	-	46 225 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
723	PAARL WASTE WATER TREATMENT WORKS (MIG)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
724	PAARL WWTW COMPOSTING EQUIPMENT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
725	PAARL WWTW GENSET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
726	PALLISADE FENCING	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
727	PARKING AREA (PHASE 1) DALJOSAPHAT STADI	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Basic Services and Road Infrastructure
728	PARKING AREA (PHASE 1) DALJOSAPHAT STADIUM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
729	PARKING AREA (PHASE 2) DALJOSAPHAT STADI	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Basic Services and Road Infrastructure
730	PARKING AREA (PHASE 2) DALJOSAPHAT STADIUM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
731	PARYS SPORTFIELDS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
732	PARYS SPORTFIELDS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
733	PARYS SPORTFIELDS	910 000	-	910 000	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure

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734	PAVING GROENHEUWEL LIBRARY	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
735	PAVING OF PARKING AREAS (DRAKENSTEIN)	-	-	-	Various/Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
736	P-CIEU RDS ROADS	-	-	-	Various/Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
737	P-CIN RDS ROAD FURNITURE	900 000	-	900 000	Various/Municipal Wide	Various	Other	Operational Equipment
738	P-CNIEU COM F FIRE/AMBUL (NEW VEHICLES)	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
739	P-CNIEU OP BLD DEPOTS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
740	P-CNIEU SPT/REC INDOOR FC	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
741	P-CNIEU SPT/REC OUTDOOR F	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Operational Equipment
742	P-CNIN COM FAC STALLS	-	-	-	Various/Municipal Wide	Various	Other	Operational Equipment
743	P-CNIN FURN & OFF EQUIP	250 000	-	250 000	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
744	P-CNIN FURN & OFF EQUIP	17 387	-	17 387	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
745	P-CNIN FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various	Road Transport	Operational Equipment
746	P-CNIN FURN & OFF EQUIP	-	-	-	Various/Municipal Wide	Various		Operational Equipment
747	P-CNIN INTAN COM SOFTW	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
748	P-CNIN INTAN COM SOFTW	-	-	-	Various/Municipal Wide	Various	Planning and Development	Operational Equipment
749	P-CNIN MACHINERY & EQUIP	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Operational Equipment
750	P-CNIN MACHINERY & EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
751	P-CNIN MACHINERY & EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
752	P-CNIN MACHINERY & EQUIP	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
753	P-CNIN SPT/REC OUTDOOR F	-	-	-	Various/Municipal Wide	Various	Sport and Recreation	Operational Equipment
754	P-CNIN TRANSPORT ASSETS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
755	PEARL VALLEY SARON PAARL UPGRADE OF CC	-	-	-	Various/Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
756	PEARL VALLEY WWTW OFFICE ACCOMODATION	500 000	-	500 000	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
757	PEARL VALLEY WWTW OFFICE ACCOMODATION	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
758	PEARL VALLEY, SARON, PAARL UPGRADE OF CCTV	900 000	-	900 000	Various/Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
759	PELIKAAN PARK: UPGRADE FACILITY	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Social and Economical Infrastructure
760	PENTZ SUBSTASIE MOET RINGE VOLTOOI (RETIKILASIE VAN NYWERHEIDS GEBIED EN NUWE RIOOL POMPSTASIE)	11 634 000	-	11 634 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure

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761	PENTZ SUBSTASIE MOET RINGE VOLTOOI (RETIKILASIE VAN NYWERHEIDS GEBIED EN NUWE RIOOL POMPSTASIE)	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
762	PERDESKOEN WATER SCHEME PHASE 1	12 000 000	-	12 000 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
763	PERDESKOEN WATER SCHEME PHASE 1	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
764	PH DO(PEARL VALLEY) ONLINE EQUIPMENT	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
765	PH, DO(PEARL VALLEY) ONLINE EQUIPMENT	475 000	-	475 000	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
766	PIPE LINE FROM WITHOOGTE / ANTONIESVLEI	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Operational Equipment
767	PLACE BUNDLE CONDUCTOR FAIRYLAND	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
768	POMPLYN VANAF WELVANPAS NA CONMARINE	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Operational Equipment
769	PRE PAID WATER METERS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
770	PRELUDE AVENUE DETENTION DAM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
771	PRESSURE MANAGEMENT PROJECT	3 000 000	-	3 000 000	Various/ Municipal Wide	Various	Water Management	Operational Equipment
772	PROCLAIMED AND MAIN ROADS UPGRADES	28 750 000	-	28 750 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
773	PROCURE MOBILE DEWATERING PLANT	800 000	-	800 000	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
774	PROCURE MOBILE DEWATERING PLANT	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
775	PROCUREMENT OF ATOMIC EMISSION SPECTROPH	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
776	PROCUREMENT OF PUMPS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Operational Equipment
777	PUBLIC LIGHTING EXTENSIONS	3 350 000	-	3 350 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
778	PUBLIC LIGHTING EXTENSIONS	39 180 000	-	39 180 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
779	PURCHASING 1X66KV TRANSFORMER AT DALWEIDING SS.	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
780	PURCHASING 1X66KV TRANSFORMER AT DALWEIDING SS.	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
781	PV ON ROOF TOP/ CIVIC CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
782	QUALITY OF SUPPLY (UPGRADING OF SCADA SY	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
783	QUALITY OF SUPPLY (UPGRADING OF SCADA SYSTEM)	2 200 000	-	2 200 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
784	RAILWAY CANAL AND DETENTION DAM	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
785	RDS ROAD FURNITURE	-	-	-	Various/ Municipal Wide	Various	Housing	Operational Equipment
786	RDS ROAD FURNITURE	-	-	-	Various/ Municipal Wide	Various	Road Transport	Operational Equipment

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787	RDS ROAD FURNITURE	-	-	-	Various/ Municipal Wide	Various	Other	Operational Equipment
788	RDS ROAD FURNITURE	-	-	-	Various/ Municipal Wide	Various	Housing	Operational Equipment
789	RE-ALIGN 275M OF BULK SEWER THROUGH GRAV	-	-	-	Various/ Municipal Wide	Paarl	Waste Water Management	Basic Services and Road Infrastructure
790	RE-ALIGN 275M OF BULK SEWER THROUGH GRAVEYARD IN DAL- JOSAFAT	495 000	-	495 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
791	REALIGN BULK PIPELINES WHICH WERE CONSTR	-	-	-	Various/ Municipal Wide	Paarl	Waste Water Management	Basic Services and Road Infrastructure
792	REALIGN BULK PIPELINES WHICH WERE CONSTRUCTED INVERT TO INVERT - KELSEY STREET	600 000	-	600 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
793	REBUILDING OF GRYSBOK AND SPRINGBOK FLAT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
794	RECONSTRUCTION OF DROMMEDARIS STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
795	RECONSTRUCTION OF CECILIA STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
796	RECONSTRUCTION OF CECILIA STREET AND DROMMEDARIS STREET	7 500 000	-	7 500 000	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
797	RECONSTRUCTION OF STREETS (DRAKENSTEIN)	6 000 000	-	6 000 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
798	RECYCLE OF SEWAGE WATER FOR NON DOMESTIC PURPOSES	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
799	REFURBISH OF EXISTING ELECTRICAL INFRASTRUCTURE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
800	REFURBISHMENT OF LADY GREY STREET BRIDGE (BEARINGS AND JOINTS)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
801	REFURBISHMENT OF STREETS & STORMWATER DEPOT	75 000 000	-	75 000 000	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
802	REFUSE CONTAINERS (WHEELY & POLE BINS)	38 500 000	-	38 500 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
803	REFUSE STORAGE FACILITIES (DRAKENSTEIN)	500 000	-	500 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
804	REGULATORY COMPLIANCE (SMART METERING)	15 000 000	-	15 000 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
805	REHABILITATION OF HERMON WWTW	-	-	-	Hinterland SPA	Hermon	Waste Water Management	Basic Services and Road Infrastructure
806	REHABILITATION OF OLD LANDFILL SITES	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
807	REHABILITATION OF OLD LANDFILL SITES	5 000 000	-	5 000 000	Various/ Municipal Wide	Various		Operational Equipment
808	REHABILITATION OF OLD LANDFILL SITES	58 750 000	-	58 750 000	Various/ Municipal Wide	Various		Operational Equipment
809	REMOVAL OF LINKS BETWEEN PRESSURE ZONES	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
810	RENE VAN DER POELS DRIFT AND FABRINOX S	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
811	RENE VAN DER POELS DRIFT AND FABRINOX S	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
812	RENOVATIONS TO MARKET STREET BUILDING	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Basic Services and Road Infrastructure

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813	RENOVATIONS TO MARKET STREET BUILDING	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Basic Services and Road Infrastructure
814	RENOVATIONS TO MARKET STREET BUILDING	750 000	-	750 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
815	REPLACE / UPGRADE SEWERAGE SYSTEMS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
816	REPLACE / UPGRADE WATER RETICULATION SYSTEM	101 536 000	-	101 536 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
817	REPLACE 11KV CONDUCTOR KLAPMUTS / SIMO	-	-	-	N1 Corridor SPA & South City SPA	Klapmuts North & Simondiums	Energy Sources	Basic Services and Road Infrastructure
818	REPLACE 15 MVA TRF WITH 4X20 MVA TRF DALWEIDING S/S	35 000 000	-	35 000 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
819	REPLACE 3 X 11KV CABLES 3.3KM (1.1KM) X R2000/M AT MEULWATER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
820	REPLACE 3X66KV OIL FILLED 18KM (6KM) X R5000/MCABLES BETWEEN DALWEIDING, PLAMIET, PARYS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
821	REPLACE 450M OF OLD BULK SEWER UNDER FAC	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
822	REPLACE 450M OF OLD BULK SEWER UNDER FACTORIES IN CHARLESTON HILL AT DAL JOSAFAT STADIUM	720 000	-	720 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
823	REPLACE 4X11KV CABLES 8KM (2KM) X R2000/M BETWEEN PARYS AND OUTUIN SUB	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
824	REPLACE BENCH VICE WELDING SECTION	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Operational Equipment
825	REPLACE BENCH VICE WELDING SECTION X4	35 000	-	35 000	Hinterland SPA	Saron	Finance and Administration	Operational Equipment
826	REPLACE BULK WATER PIPELINE PERDESKOENT	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
827	REPLACE BULK WATER PIPELINE PERDESKOENT TO WELVANPAS WTW (400MM), WELLINGTON	13 237 500	-	13 237 500	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
828	REPLACE FAULTY FLOWMETER AT HERMON PUMP	-	-	-	Hinterland SPA	Hermon	Waste Water Management	Basic Services and Road Infrastructure
829	REPLACE MSS	16 000 000	-	16 000 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
830	REPLACE MSS	17 500 000	-	17 500 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
831	REPLACE OF BOOSTER PIPELINE AT YSTERBRUG AND REPLACE BOOSTER PUMPS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
832	REPLACE OLD SWITCHGEAR (REGENT, STOKERY, WELLINGTON MAIN, BERG & DAL, BLIGNAUGHT)	16 500 000	-	16 500 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
833	REPLACE OLD SWITCHGEAR (REGENT,	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure

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	STOKERY,WELLINGTON MAIN,BERG & DAL, BLIGNAUGHT)							
834	REPLACE PIPELINE FROM BUITEKANT TO BOSCH STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
835	REPLACE PIPELINE:PAARLMOUNTAIN PHASE 3	-	-	-	Hinterland SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
836	REPLACE STOLEN SCADA PC & ADOIT SCADA SO	-	-	-	Various/Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
837	REPLACE TELEMETRY	5 000 000	-	5 000 000	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
838	REPLACE TRANSFORMER NO 2 WITH 20MVA(M/P)	-	-	-	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
839	REPLACE WORKSHOP DOORS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
840	REPLACE WORKSHOP DOORS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
841	REPLACEMENT OF AIR VALVES ON WEMMERSHOEK	-	-	-	Hinterland SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
842	REPLACEMENT OF CONTROLLERS / LOGGERS	-	-	-	N1 Corridor SPA	Drakenstein South	Water Management	Basic Services and Road Infrastructure
843	REPLACEMENT OF RETICULATION MAIN ROAD C	-	-	-	Various/Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
844	REPLACEMENT OF SMALL EQUIPMENT - WATER S	-	-	-	Various/Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
845	REPLACEMENT OF SMALL EQUIPMENT - WATER S	-	-	-	Various/Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
846	REPLACEMENT OF SMALL EQUIPMENT - WATER SERVICES	60 000	-	60 000	Various/Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
847	REPLACEMENT OF VEHICLES AND EQUIPMENT (E	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
848	REPLACEMENT OF YSTERBRUG -VICTORIA PUMPL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Water Management	Basic Services and Road Infrastructure
849	REPLACEMENT OF YSTERBRUG -VICTORIA PUMPLINE	4 500 000	-	4 500 000	Paarl East-West Integration Corridor SPA	Paarl	Water Management	Basic Services and Road Infrastructure
850	REPLACEMENT PROGRAM FOR OLD AND REDUNDAN	-	-	-	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
851	REPLACEMENT PROGRAM FOR OLD AND REDUNDAN	-	-	-	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
852	REPLACEMENT PROGRAM FOR OLD AND REDUNDANT ELECTRICAL EQUIPMENT	4 300 000	-	4 300 000	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
853	REPLACING BERNARDI 11KV NETWORK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
854	REPLACING NOORDER PAARL 11KV NETWORK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
855	REVISION OF INTEGRATED TRANSPORT MASTER PLAN	-	-	-	Various/Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
856	ROLLER SECURITY LID FOR NP200 BAKKIE	-	-	-	Various/Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
857	RONWE CONTAINER LIBRARY	-	-	-	Hinterland SPA	Drakenstein South	Finance and Administration	Social and Economical Infrastructure

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858	SAFEGUARDING OF STORM WATER CHANNELS (GOUDA & SARON)	-	-	-	Hinterland SPA	Various	Road Transport	Basic Services and Road Infrastructure
859	SARON BULK STORAGE & WATER TREATMENT	-	-	-	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
860	SARON BULK STORAGE & WATER TREATMENT (M)	-	-	-	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
861	SARON BULK WATER PIPE REPLACEMENT	-	-	-	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
862	SARON BULK WATER PIPE REPLACEMENT (MIG)	-	-	-	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
863	SARON WATER UPGRADING INCLUDING MIDBLOCK	-	-	-	Hinterland SPA	Saron	Waste Water Management	Basic Services and Road Infrastructure
864	SARON: BULK STORAGE & WATER TREATMENT	78 339 000	-	78 339 000	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
865	SARON: BULK WATER PIPE REPLACEMENT	4 307 692	-	4 307 692	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
866	SARON: BULK WATER PIPE REPLACEMENT (MIG)	-	-	-	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
867	SARON: BULK WATER PIPE REPLACEMENT (MIG)	9 200 000	-	9 200 000	Hinterland SPA	Saron	Water Management	Basic Services and Road Infrastructure
868	SEALER	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
869	SEALER	80 000	-	80 000	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
870	SECURITY CAMERAS UPGRADE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
871	SECURITY CAMERAS UPGRADE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
872	SECURITY FENCING	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Operational Equipment
873	SECURITY FENCING	-	-	-	Paarl East-West Integration SPA	Paarl	Finance and Administration	Operational Equipment
874	SEPTIC TANK RONWE LIBRARY	-	-	-	Hinterland SPA	Drakenstein South	Finance and Administration	Social and Economical Infrastructure
875	SEPTIC TANK RONWE LIBRARY	-	-	-	Hinterland SPA	Drakenstein South	Finance and Administration	Social and Economical Infrastructure
876	SILVERTOWN PROCURE MUNCHER	-	-	-	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
877	SILVERTOWN PROCURE MUNCHER	-	-	-	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
878	SILVERTOWN PROCURE MUNCHER	450 000	-	450 000	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
879	SIMONDIUM - ACQUISITION OF LAND	-	-	-	South City SPA	Simondium	Housing	Basic Services and Road Infrastructure
880	SIMONDIUM SUB 66/11kV, 2 X 20MVA	-	-	-	South City SPA	Simondium	Energy Sources	Basic Services and Road Infrastructure
881	SIMONDIUM UPGRADE OF BULK WATER SUPPLY	-	-	-	South City SPA	Simondium	Water Management	Basic Services and Road Infrastructure
882	SIMONDIUM: UPGRADE OF BULK WATER SUPPLY (3ML RESERVOIR & BOOSTER PUMPS)	14 380 000	-	14 380 000	South City SPA	Simondium	Waste Water Management	Basic Services and Road Infrastructure

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883	SIMONDIUM: UPGRADE OF BULK WATER SUPPLY (3ML RESERVOIR & BOOSTER PUMPS) (MIG)	29 900 000	-	29 900 000	South City SPA	Simondium	Water Management	Basic Services and Road Infrastructure
884	SMALL PLANT REPLACEMENTS	-	-	-	North City Integration SPA	Wellington	Finance and Administratio n	Operational Equipment
885	SMALL PLANT REPLACEMENTS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
886	SMOKE ALARM DETECTORS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
887	SOFTWARE UPGRADE	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
888	SONSTRAAL ROAD CULVERTS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
889	SOUTHERN PAARL WWTW PAARL SOUTH	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
890	SOUTHERN PAARL WWTW SLUDGE TREATMENT (PEARL VALLEY)	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
891	SPORT GRANT	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Social and Economical Infrastructure
892	SPORTGRONDE BELIGHTING	3 665 100	-	3 665 100	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
893	SPORTS COMPLEX (CAPITAL INVESTMENT NEED)	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Social and Economical Infrastructure
894	SPRUIT RIVER – WELVANPAS BULK WATER PIPELINE (UPSIZE & REPLACEMENT)	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
895	SPT/REC OUTDOOR F	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
896	SPT/REC OUTDOOR F	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
897	SPT/REC OUTDOOR F	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Operational Equipment
898	SPT/REC OUTDOOR F	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Operational Equipment
899	STORMWATER MASTERPLANS	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
900	STORMWATER MASTERPLANS	5 000 000	-	5 000 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
901	STREET LIGHTING: ADDY STREET, WELLINGTON (MIG)	1 838 465	-	1 838 465	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
902	STREET LIGHTING: BERGRIVER SCHOOL WELLINGTON	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
903	STREET LIGHTING: BO DAL ROAD EXT (MIG)	-	-	-	Hinterland SPA	Various	Energy Sources	Basic Services and Road Infrastructure
904	STREET LIGHTING: BO DAL ROAD EXT (MIG)	-	-	-	Hinterland SPA	Various	Energy Sources	Basic Services and Road Infrastructure
905	STREET LIGHTING: BO DAL ROAD EXTENTIONS (MIG)	-	-	-	Hinterland SPA	Various	Energy Sources	Basic Services and Road Infrastructure
906	STREET LIGHTING: DRAKENSTEIN	3 425 000	-	3 425 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
907	STREET LIGHTING: GOUDA	447 957	-	447 957	Hinterland SPA	Gouda	Energy Sources	Basic Services and Road Infrastructure

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908	STREET LIGHTING: GOUDA	-	-	-	Hinterland SPA	Gouda	Energy Sources	Basic Services and Road Infrastructure
909	STREET LIGHTING: GOUDA (MIG)	-	-	-	Hinterland SPA	Gouda	Energy Sources	Basic Services and Road Infrastructure
910	STREET LIGHTING: HERMON	185 349	-	185 349	Hinterland SPA	Hermon	Energy Sources	Basic Services and Road Infrastructure
911	STREET LIGHTING: HERMON	-	-	-	Hinterland SPA	Hermon	Energy Sources	Basic Services and Road Infrastructure
912	STREET LIGHTING: HERMON (MIG)	-	-	-	Hinterland SPA	Hermon	Energy Sources	Basic Services and Road Infrastructure
913	STREET LIGHTING: KEERWEEDER PAD PAARL (MIG)	-	-	-	Hinterland SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
914	STREET LIGHTING: N1 AFRITTE S/PAARL (MIG)	-	-	-	N1 Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
915	STREET LIGHTING: NUWEDRIFT SCHOOL	-	-	-	North City Integration SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
916	STREET LIGHTING: NUWEDRIFT SCHOOL (MIG)	-	-	-	North City Integration SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
917	STREET LIGHTING: PERDESKOENPAD, WELLINGTON (MIG)	1 573 315	-	1 573 315	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
918	STREET LIGHTING: STREETLIGHT CONTROL (JAN VAN RIEBEECK ROAD REPLACE WITH LED's)	4 000 000	-	4 000 000	Paarl East-West Integration SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
919	STREET LIGHTING: WELLINGTON LADY LOCH	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
920	STREET LIGHTING: WELLINGTON LADY LOCH (MIG)	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
921	STREET NAME SIGNS (DRAKENSTEIN)	500 000	-	500 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
922	SUPPLY AND INSTALL 11KV S/GEAR AT GREENFIELDS AND VLAKKELAND SUB	-	-	-	Inner City SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
923	SURVEYING EQUIPMENT	-	-	-	Various/ Municipal Wide	Various		Operational Equipment
924	TENNIS COURTS AND CLUBHOUSE (BOY LOUW)	2 400 000	-	2 400 000	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
925	Test Project	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
926	Test Project 2020062701	-	-	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
927	Test Project JJK 20200707	-	-	-	Various/ Municipal Wide	Various	Executive and Council	Basic Services and Road Infrastructure
928	Test project JJK 20200713	-	-	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
929	TOOLS & EQUIPMENT	3 200 000	-	3 200 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
930	TOOLS & EQUIPMENT	2 500 000	-	2 500 000	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
931	TOOLS AND EQUIPMENT	100 000	-	100 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
932	TRAFFIC CALMING	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
933	TRAFFIC CALMING	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure

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934	TRAFFIC CALMING	50 000	-	50 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
935	TRAFFIC CALMING (DRAKENSTEIN)	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
936	TRAFFIC CALMING MAIN STREET PAARL & WELLINGTON	80 500 000	-	80 500 000	Inner City SPA	Various	Road Transport	Basic Services and Road Infrastructure
937	TRAFFIC HQ	5 000 000	-	5 000 000	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Basic Services and Road Infrastructure
938	TRAFFIC HQ	3 500 000	-	3 500 000	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Basic Services and Road Infrastructure
939	TRAFFIC SIGNALS	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
940	TRAFFIC SIGNALS	1 000 000	-	1 000 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
941	TRANSFORMER OIL CATCHMENT AREAS AT 66kV SUBSTATIONS (PARYS, PALMIET, DALW EIDING, SUID-END) ENVIROMENTA	6 500 000	-	6 500 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
942	TRANSFORMER OIL CATCHMENT AREAS AT 66Kv SUBSTATIONS (PARYS, PALMIET, DALW EIDING, SUID-END) ENVIROMENTA	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
943	TRANSFORMERS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
944	TRANSFORMERS	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
945	TV SCREEN: PAYPOINTS CIVIC CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
946	UNALLOCATED MIG ALLOCATIONS	118 734 000	-	118 734 000	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
947	UNALLOCATED MIG ALLOCATIONS	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment
948	UPGRADE 3RD FLOOR CIVIC CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
949	UPGRADE 3RD FLOOR CIVIC CENTRE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
950	UPGRADE ACCESS ROADS TO DROP-OFFS AREAS	-	-	-	Various/ Municipal Wide	Paarl		Basic Services and Road Infrastructure
951	UPGRADE ARCHIVES SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
952	UPGRADE BERG & DAL SUBSTATION 11kV (MASTERPLAN)	1 510 000	-	1 510 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
953	UPGRADE BERG & DAL SUBSTATION 11kV (MASTERPLAN)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
954	UPGRADE BRB ELECTRICAL SERVICES	7 800 000	-	7 800 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
955	UPGRADE BRB ELECTRICAL SERVICES	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
956	UPGRADE BULK SEWER SOUTHERN PAARL	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
957	UPGRADE BULK SEWER SOUTHERN PAARL	-	-	-	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure

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958	UPGRADE BULK SEWER: CAROLINA TO AMSTELHOF	8 333 335	-	8 333 335	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
959	UPGRADE DERDELAAN SUBSTATION 11KV (MASTERPLAN)	10 800 000	-	10 800 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
960	UPGRADE DROP-OFF AREAS (COLLECTION POINTS)	1 750 000	-	1 750 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
961	UPGRADE FAIRYLAND SPORTS FACILITY	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
962	UPGRADE HOLDING AREA AT BRB UPGRADE SHE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
963	UPGRADE HOLDING AREA AT BRB, UPGRADE SHELTERS AT PICKUP/DROPOFF POINTS, CREATE TAXI EMBAYMENTS	3 000 000	-	3 000 000	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
964	UPGRADE JAN PHILLIPS MOUNTAIN DRIVE (GEOTECHNICAL REPORT INCLUDED)	1 500 000	-	1 500 000	Hinterland SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
965	UPGRADE NEWTON SPORT FACILITY	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Social and Economical Infrastructure
966	UPGRADE NEWTON SPORT FACILITY	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Social and Economical Infrastructure
967	UPGRADE NEWTON SPORT FACILITY (BOUNDARY)	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Social and Economical Infrastructure
968	UPGRADE NEWTON SPORT FACILITY (BOUNDARY WALL / TICKET OFFICE)	-	-	-	North City Integration SPA	Wellington	Sport and Recreation	Social and Economical Infrastructure
969	UPGRADE OF NEWTON PUMP STATION INLET STRUCTURE	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
970	UPGRADE OF NEWTON SEWERAGE PUMP STATIONS	4 000 000	-	4 000 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
971	UPGRADE OF NEWTON SEWERAGE PUMP STATIONS	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
972	UPGRADE OF SARON PUMP STATION	-	-	-	Hinterland SPA	Saron	Waste Water Management	Basic Services and Road Infrastructure
973	UPGRADE OF WELLINGTON WASTE SITE ROAD	-	-	-	North City Integration SPA	Wellington		Basic Services and Road Infrastructure
974	UPGRADE OOSBOSCH ELECTRICAL SERVICES	8 300 000	-	8 300 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
975	UPGRADE OOSBOSCH ELECTRICAL SERVICES	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
976	UPGRADE PAARL TOWN HALL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
977	UPGRADE PARKING AREA: GOUDA	-	-	-	Hinterland SPA	Gouda	Road Transport	Basic Services and Road Infrastructure
978	UPGRADE SCADA SYSTEM	-	-	-	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
979	UPGRADE SCADA SYSTEM	125 000	-	125 000	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
980	UPGRADE SCADA SYSTEM	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
981	UPGRADE SECURITY SYSTEM @ CEMENT WORK	10 000 000	-	10 000 000	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure

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982	UPGRADE SUID END SUBSTATION 66/11kV (MASTERPLAN)	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
983	UPGRADE SWIMMING POOL & EQUIPMENT	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Operational Equipment
984	UPGRADE SWIMMING POOL & EQUIPMENT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
985	UPGRADE SWIMMING POOL & EQUIPMENT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
986	UPGRADE SWIMMING POOLS	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
987	UPGRADE WELLINGTON CLEANSING DEPOT	5 510 000	-	5 510 000	North City Integration SPA	Wellington		Basic Services and Road Infrastructure
988	UPGRADE WTW: MEULWATER	17 500 000	-	17 500 000	Hinterland SPA	Paarl	Water Management	Basic Services and Road Infrastructure
989	UPGRADE WWTW GOUDA	3 000 000	-	3 000 000	Hinterland SPA	Gouda	Waste Water Management	Basic Services and Road Infrastructure
990	UPGRADE/ REPLACEMENT OF CONTROLLERS / LOGGERS	1 415 000	-	1 415 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
991	UPGRADING HUGUENOT BYPASS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
992	UPGRADING JVR FROM HUGUENOT/OOSBOSCH	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
993	UPGRADING JVR FROM OOSBOSCH/V D STEL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
994	UPGRADING OF ARBORETUM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
995	UPGRADING OF ELECTRICAL DEPARTMENT BUILDING	-	-	-	Paarl East-West Integration SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
996	UPGRADING OF FAIRYLAND SPORT FACILITY	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
997	UPGRADING OF FAURE STREET SPORTS STA	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Other	Social and Economical Infrastructure
998	UPGRADING OF FAURE STREET SPORTS STADIUM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
999	UPGRADING OF GARDEN & CAMPING AREAS	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1000	UPGRADING OF GOUDA MECHANICAL SCREEN AND	-	-	-	Hinterland SPA	Gouda	Waste Water Management	Basic Services and Road Infrastructure
1001	UPGRADING OF GOUDA MECHANICAL SCREEN AND PUMPS.	850 000	-	850 000	Hinterland SPA	Gouda	Waste Water Management	Basic Services and Road Infrastructure
1002	UPGRADING OF GOUDA SATELLITE TRANSFER ST	-	-	-	Hinterland SPA	Gouda		Basic Services and Road Infrastructure
1003	UPGRADING OF GOUDA SATELLITE TRANSFER STATION	500 000	-	500 000	Hinterland SPA	Gouda		Basic Services and Road Infrastructure
1004	UPGRADING OF GRAVEL TO PAVED ROADS (SARON / GOUDA)	12 500 000	-	12 500 000	Hinterland SPA	Saron/ Gouda	Road Transport	Basic Services and Road Infrastructure
1005	UPGRADING OF HALLS	-	-	-	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1006	UPGRADING OF HERMON SATELLITE TRANSFER S	-	-	-	Hinterland SPA	Hermon		Basic Services and Road Infrastructure

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1007	UPGRADING OF HERMON SATELLITE TRANSFER STATION	500 000	-	500 000	Hinterland SPA	Hermon		Basic Services and Road Infrastructure
1008	UPGRADING OF INDUSTRIAL PUMPSTATION	1 000 000	-	1 000 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1009	UPGRADING OF INDUSTRIAL PUMPSTATION	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1010	UPGRADING OF JAN PHILIPS ROAD	-	-	-	Hinterland SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1011	UPGRADING OF LIBRARY	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1012	UPGRADING OF LIBRARY	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1013	UPGRADING OF LIBRARY	600 000	-	600 000	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1014	UPGRADING OF MBEKWENI B AND C SPORTS FIE	4 000 000	-	4 000 000	North City Integration SPA	Mbekweni	Sport and Recreation	Social and Economical Infrastructure
1015	UPGRADING OF MBEKWENI B AND C SPORTS FIE	-	-	-	North City Integration SPA	Mbekweni	Sport and Recreation	Social and Economical Infrastructure
1016	UPGRADING OF MBEKWENI B AND C SPORTS FIE	-	-	-	North City Integration SPA	Mbekweni	Sport and Recreation	Social and Economical Infrastructure
1017	UPGRADING OF MBEKWENI B AND C SPORTS FIELDS (MIG)	-	-	-	North City Integration SPA	Mbekweni	Sport and Recreation	Social and Economical Infrastructure
1018	UPGRADING OF MBEKWENI PUMP STATION BUILD	-	-	-	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
1019	UPGRADING OF MBEKWENI PUMP STATION BUILDING	2 500 000	-	2 500 000	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
1020	UPGRADING OF OOSBOSCH STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1021	UPGRADING OF OOSBOSCH STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1022	UPGRADING OF PAARL MOUNTAIN RESERVE	-	-	-	Hinterland SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1023	UPGRADING OF PAARL MOUNTAIN RESERVE	-	-	-	Hinterland SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1024	UPGRADING OF PAARL MOUNTAIN RESERVE	-	-	-	Hinterland SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1025	UPGRADING OF PAARL TRANSFER STATION	1 500 000	-	1 500 000	Paarl East-West Integration Corridor SPA	Paarl		Operational Equipment
1026	UPGRADING OF PAARL WWTW	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1027	UPGRADING OF PAARL WWTW	4 000 000	-	4 000 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1028	UPGRADING OF PARKS AND MAIN ROUTES	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1029	UPGRADING OF PARKS AND MAIN ROUTES	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1030	UPGRADING OF SARON MAIN PUMP STATION	-	-	-	Hinterland SPA	Saron	Waste Water Management	Basic Services and Road Infrastructure
1031	UPGRADING OF SARON MAIN PUMP STATION	3 000 000	-	3 000 000	Hinterland SPA	Saron	Waste Water Management	Basic Services and Road Infrastructure
1032	UPGRADING OF SARON SATELLITE TRANSFER ST	-	-	-	Hinterland SPA	Saron		Basic Services and Road Infrastructure

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1033	UPGRADING OF STORM WATER PIPES IN DANGER	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1034	UPGRADING OF STORM WATER PIPES IN DANGER	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1035	UPGRADING OF STORM WATER PIPES IN DANGER OF COLLAPSE	2 500 000	-	2 500 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1036	UPGRADING OF STREETS & STORMWATER (S	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1037	UPGRADING OF STREETS & STORMWATER (S	-	-	-	Hinterland SPA	Hermon	Road Transport	Basic Services and Road Infrastructure
1038	UPGRADING OF STREETS & STORMWATER (SARON)	-	-	-	Hinterland SPA	Saron	Road Transport	Basic Services and Road Infrastructure
1039	UPGRADING OF STREETS & STORMWATER (SARON)(GRANT)	-	-	-	Hinterland SPA	Saron	Road Transport	Basic Services and Road Infrastructure
1040	UPGRADING PUBLIC FACILITIES	1 000 000	-	1 000 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1041	UPGRADING PUBLIC FACILITIES	-	-	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1042	UPGRADING PUBLIC FACILITIES	-	-	-	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1043	UPGRADING WELTEVREDE SPORTS GROUNDS	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Social and Economical Infrastructure
1044	URN 16LT S/STEEL SUNBEAM PROFESSIONAL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1045	VAN DER LINGEN AND THRON STREET PIPE CRA	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1046	VAN DER LINGEN AND THRON STREET PIPE CRACKING	1 872 000	-	1 872 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1047	VAN DER STEL CANAL VOSMAAR CANAL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1048	VANDALISM AND THEFT TO EXISTING INFRASTR	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1049	VANDALISM AND THEFT TO EXISTING INFRASTRUCTURE	2 950 000	-	2 950 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1050	VEHICLE IMPOUND	-	-	-	Inner City SPA	Various	Public Safety	Operational Equipment
1051	VEHICLE TRACKING TENDER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1052	VEHICLE TRACKING TENDER	2 846 821	-	2 846 821	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1053	VERSAILLES STREET WELLINGTON CHANNEL	5 000 000	-	5 000 000	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1054	VLAKKELAND BULK WATER	-	-	-	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
1055	VLAKKELAND DETENTION DAM	-	-	-	North City Integration SPA	Mbekweni	Road Transport	Basic Services and Road Infrastructure
1056	VLAKKELAND HOUSING PROJECT BULK SEWER	2 900 000	-	2 900 000	North City Integration SPA	Mbekweni	Waste Water Management	Basic Services and Road Infrastructure
1057	VLAKKELAND LV NETWORK	-	-	-	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure
1058	VLAKKELAND UPGRADING MV NETWORKS	-	-	-	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure

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1059	VOLTOOIING VAN BLOEKOMLAAN PROJEK, NL. GANS, PATRYS,KANARIE,VINKS TRATE EN BLOEKOMLAAN	2 500 000	-	2 500 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
1060	VOLTOOIING VAN BLOEKOMLAAN PROJEK, NL. GANS, PATRYS,KANARIE,VINKS TRATE EN BLOEKOMLAAN	-	-	-	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1061	VPUU - INFORMAL TRADING KIOSK	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1062	VPUU INFORMAL TRADING KIOSK	-	-	-	Various/Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1063	VPUU INFORMAL TRADING KIOSK	500 000	-	500 000	Various/Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1064	W/P:1 BELIGTING OP DIE SUIDER AGTER PAAR	-	-	-	South City SPA	Simondium	Energy Sources	Basic Services and Road Infrastructure
1065	W/P:10 SPEEDBUMPS AT PARAKEET & VUURPYLS	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1066	W/P:11 STREET NAMES ON POLE AND SAND CUR	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1067	W/P:12 SPEEDBUMPS MUYENDA /MAILULE STREE	-	-	-	North City Integration SPA	Mbekweni	Road Transport	Basic Services and Road Infrastructure
1068	W/P:13 UPGRADING OF BRIDGE AT KOOR STREE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1069	W/P:14 SECURITY LIGHT AT JOE WILLIAMS IN	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
1070	W/P:15 FLAMBEAU N/ VERDUN STR VERHOOGTE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1071	W/P:15 PINE STRAAT SYPAADJIE N TEER	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1072	W/P:15 TABAK STRAAT - SYPAADJIE TREINSPO	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1073	W/P:16 LIGHTS IN MOONLIGHT STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
1074	W/P:17 PAVEMENT AT DOREEN- AND RETIEF ST	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1075	W/P:17 STREET LIGHTS AT PETER STREET PAR	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
1076	W/P:18 SEKURITEIT: GROOT EN HOË LIG BY P	-	-	-	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
1077	W/P:18 SPIËËL OP HOEK VAN RAILWAY / HOOF	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1078	W/P:18 SPOEDHOBBEL IN HOOFSTRAAT NABY TR	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1079	W/P:18 SPOEDHOBBEL IN PENTZSTRAAT BY SWE	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1080	W/P:18 SPOEDHOBBELS IN LOMBAARDSTRAAT	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1081	W/P:18 TEER SYPAADJIE HOSPITAALSTRAAT N	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1082	W/P:19 INSTALLATION OF NEW STREET NAME C	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure

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1083	W/P:19 INSTALLATION OF SPEED BUMP IN HOS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1084	W/P:19 PAVEMENT IN BERGPYPPIE/ KEURTJIE S	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1085	W/P:19 PAVEMENT IN HOSPITAL STREET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1086	W/P:2 TARRING PAVEMENTS - CHURCH STREET	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1087	W/P:20 PAAIE STRAATNAAM BOR	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1088	W/P:21 TEER VAN MAGNOLIA SYPAADJIE	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1089	W/P:25 LANTANA HOF: TEERBLAD - REHABILIT	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1090	W/P:25 LUPINE STR: WINKEL SE PARKERING -	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1091	W/P:25 SPOEDWALLE: MAGNOLIA STR. (BY BRO	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1092	W/P:25 TEER VAN SYPAADJIES: DISA/MAGNOLI	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1093	W/P:26 TARRING OF SURFACE AT SOLOMON - &	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1094	W/P:27 TAR OF PAVEMENTS AT IDENTIFIED AR	-	-	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1095	W/P:30 VOETGANGER BRUG IN MINNAAR STR	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1096	W/P:4 STRAATNAME: VERVANG RANDSTEEN MET	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1097	W/P:4 TEER VAN SYPAADJIES IN WYK 4	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1098	W/P:6 STREET LIGHTS IN PHOLANI / MAWELA	-	-	-	North City Integration SPA	Mbekweni	Energy Sources	Basic Services and Road Infrastructure
1099	W/P:8 SPEED BUMPS /LAVUMA (C)/ ENTABENI	-	-	-	North City Integration SPA	Mbekweni	Road Transport	Basic Services and Road Infrastructure
1100	W16:STREET LIGHTS UNATHI,THEMBANI,DR OMME	-	-	-	North City Integration SPA	Mbekweni	Energy Sources	Basic Services and Road Infrastructure
1101	W18:INSTALL AIRCON AT W/TON MUSEUM BUILD	-	-	-	North City Integration SPA	Wellington	Energy Sources	Operational Equipment
1102	W ² RAP IMPLEMENTATION: RISK MANAGEMENT PROJECTS	20 000 000	-	20 000 000	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
1103	WALL AT CHAMPAGNE CEMETERY	2 875 000	-	2 875 000	North City Integration SPA	Wellington	Community and Social Services	Social and Economical Infrastructure
1104	WALL AT CHAMPAGNE CEMETERY	-	-	-	North City Integration SPA	Wellington	Community and Social Services	Social and Economical Infrastructure
1105	WALL AT CHAMPAGNE CEMETERY	300 000	-	300 000	North City Integration SPA	Wellington	Community and Social Services	Social and Economical Infrastructure
1106	WALL AT CHAMPAGNE CEMETERY	-	-	-	North City Integration SPA	Wellington	Community and Social Services	Operational Equipment
1107	WALL AT CHAMPAGNE STREET CEMETERY	-	-	-	North City Integration SPA	Wellington	Community and Social Services	Social and Economical Infrastructure
1108	WASTE MINIMIZATION PROJECTS	4 000 000	-	4 000 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure

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1109	WASTEWATER SERVICES SECURITY MEASURES	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
1110	WAT DISTRIBUTION	-	-	-	Various/ Municipal Wide	Various	Housing	Basic Services and Road Infrastructure
1111	WEAPONS (LAW ENFORCEMENTS)	-	-	-	Various/Municipal Wide	Various	Public Safety	Operational Equipment
1112	WELLINGTON PILOT PROJECT	-	-	-	North City Integration SPA	Wellington	Finance and Administration	Basic Services and Road Infrastructure
1113	WELLINGTON PILOT PROJECT	4 000 000	-	4 000 000	North City Integration SPA	Wellington	Finance and Administration	Basic Services and Road Infrastructure
1114	WELLINGTON TOWN SQUARE	-	-	-	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1115	WELLINGTON TOWN SQUARE	500 000	-	500 000	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1116	WELLINGTON WDM PROJECTS	15 000 000	-	15 000 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1117	WELLINGTON WWTW REHABILITATION & EX	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1118	WELLINGTON WWTW REHABILITATION & EX	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1119	WELLINGTON WWTW REHABILITATION & EX	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1120	WELLINGTON WWTW REHABILITATION & EX	-	-	-	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1121	WHEEL CLAMPS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1122	WHITE CITY WATER AND SEWER	-	-	-	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure
1123	WHITE CITY WATER AND SEWER	-	-	-	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure
1124	WINDMEUL / SLOT VAN DIE PAARL: NEW RESERVIOR, PIPELINES & RETICULATION	12 500 000	-	12 500 000	Hinterland SPA	Windmeul	Waste Water Management	Basic Services and Road Infrastructure
1125	WINDMEUL BULK WATER PIPELINE BOOSTER PU	-	-	-	Hinterland SPA	Various	Water Management	Basic Services and Road Infrastructure
1126	WINDMEUL BULK WATER PIPELINE BOOSTER PU	-	-	-	Hinterland SPA	Various	Water Management	Basic Services and Road Infrastructure
1127	WINDMEUL BULK WATER PIPELINE, BOOSTER PUMP STATION, 2ML RESERVOIR	28 200 000	-	28 200 000	Hinterland SPA	Windmeul	Water Management	Basic Services and Road Infrastructure
1128	WINDMEUL BULK WATER PIPELINES BOOSTER P	-	-	-	Hinterland SPA	Windmeul	Water Management	Basic Services and Road Infrastructure
1129	WINDMEUL BULK WATER PIPELINES, BOOSTER PUMP STATION AND 2ML RESERVOIR (IPSA)	2 235 000	-	2 235 000	Hinterland SPA	Windmeul	Water Management	Basic Services and Road Infrastructure
1130	WINDROWS FOR SLUDGE MANAGEMENT	-	-	-	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
1131	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1132	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1133	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment

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1134	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
1135	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
1136	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Executive and Council	Operational Equipment
1137	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1138	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1139	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1140	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1141	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1142	WORKSHOP EQUIPMENT AND TOOLS	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1143	WORLD CYCLING CENTRE AFRICE (WCCA) (BMX)	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1144	WWTW 11KV FEEDER CABLES	-	-	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1145	BULK SERVICES TO KLAPMUTS (RESERVOIRS & PIPELINES)	264 845 661	-	264 845 661	N1 Corridor SPA	Klapmuts North		Basic Services and Road Infrastructure
1146	N1 SUBSTATION 132/66/11KV	207 911 984	-	207 911 984	N1 Corridor SPA	N1 Corridor	Energy Sources	Basic Services and Road Infrastructure
1147	VEHICLES & EQUIPMENT: REPLACEMENTS	207 911 984	-	207 911 984	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1148	WELLINGTON WWTW: REHABILITATION & EXTENT (MIG)	136 000 000	-	136 000 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1149	GENERAL EQUIPMENT: SCIENTIFIC SERVICES	133 949 308	-	133 949 308	Various/ Municipal Wide	Various		Operational Equipment
1150	GENERAL EQUIPMENT: SCIENTIFIC SERVICES	133 949 308	-	133 949 308	Various/ Municipal Wide	Various		Operational Equipment
1151	UPGRADE AND EXTENSIONS TO PAARL WWTW	133 949 308	-	133 949 308	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1152	REFURBISH STORM WATER SYSTEMS (DRAKENSTEIN)	128 000 000	-	128 000 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1153	PROCLAIMED AND MAIN ROADS UPGRADES	120 345 984	-	120 345 984	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1154	TOURISM SIGNS	120 345 984	-	120 345 984	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1155	UPGRADE AND EXTENSIONS TO PAARL WWTW	105 798 764	-	105 798 764	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1156	WELVANPAS WTW & OUT BUILDINGS (MIG)	105 798 764	-	105 798 764	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
1157	UPGRADE / REPLACE LOGGERS (TELEMETRY SYS)	90 953 427	-	90 953 427	Various/ Municipal Wide	Various		Operational Equipment
1158	P-CIN SAN W/W TREAT WRKS	76 000 000	-	76 000 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1159	RECYCLING OF WWTW EFFLUENT	70 000 000	-	70 000 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure

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1160	P-CIN ELE MV SWITCH STAT	65 750 000	-	65 750 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1161	STREET LIGHTING: UNATHI THEMBANI DRO	65 750 000	-	65 750 000	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1162	WATER INFRASTRUCTURE: BRICKFIELDS	57 607 568	-	57 607 568	North City Integration SPA	Wellington		Operational Equipment
1163	DRAKENSTEIN RURAL AREA: RONWE PROJECT	54 855 401	-	54 855 401	Hinterland SPA	Drakenstein South	Water Management	Basic Services and Road Infrastructure
1164	SML WELVANPAS RESERVOIR	54 013 485	-	54 013 485	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1165	UPGRADING GENL HERTZOG-WELLINGTON	50 605 105	-	50 605 105	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1166	NETWORK UPGRADING: HV & MV	50 202 894	-	50 202 894	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1167	STREET LIGHTING: UNATHI,THEMBANI, DROMMEDARIS	50 202 894	-	50 202 894	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1168	REPLACE / UPGRADE MIDBLOCK SEWER SYSTEMS	49 000 000	-	49 000 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1169	PROTECTION UPGRADING	46 282 316	-	46 282 316	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
1170	COMMUNICATION SYSTEMS	45 998 725	-	45 998 725	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
1171	WATER TESTING KIT & METAL DETECTORS	44 500 000	-	44 500 000	Various/ Municipal Wide	Various		Operational Equipment
1172	5ML WELVANPAS RESERVOIR (MIG)	42 657 007	-	42 657 007	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1173	UPGRADE BULK SEWER: SOUTHERN PAARL	41 859 526	-	41 859 526	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
1174	REPLACE SEWERAGE PUMPS (DRAKENSTEIN)	41 000 000	-	41 000 000	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
1175	WATER CONNECTIONS FOR HOUSING SCHEMES	38 396 224	-	38 396 224	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1176	STREET LIGHTING DRAKENSTEIN	35 434 232	-	35 434 232	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1177	NETWORK EXTENSIONS: LV	34 707 722	-	34 707 722	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1178	VEHICLES & EQUIPMENT: ADDITIONAL	34 707 722	-	34 707 722	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1179	BUILDINGS: COST	34 000 000	-	34 000 000	Various/ Municipal Wide	Various		Operational Equipment
1180	BOREHOLES INFRASTRUCTURE	33 700 000	-	33 700 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1181	EXTENSION OF BASIC SERVICES: INFORMAL SETTLEMENTS	33 700 000	-	33 700 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1182	REPLACEMENT OF UPPER LONG STREET BULK WATER PIPE LINE	33 200 000	-	33 200 000	Paarl East-West Integration Corridor SPA	Paarl	Water Management	Basic Services and Road Infrastructure
1183	ELECTRIFICATION INFRASTRUCTURE: HOUSING PROJECTS - BULK INFRASTRUCTURE: DALWEIDING 20MVA TRF. PLUS SWITCHGEAR (PHASE 1)	32 482 316	-	32 482 316	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
1184	OFFICE FURNITURE	32 482 316	-	32 482 316	Various/ Municipal Wide	Various		Operational Equipment
1185	P-CIER ELE MV SWITCH STAT	32 482 316	-	32 482 316	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure

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1186	UPGRADING GENL HERTZOG-WELLINGTON	31 730 000	-	31 730 000	North City Integration SPA	Wellington	Road Transport	Basic Services and Road Infrastructure
1187	UPGRADING OWN RENTAL STOCK	30 500 000	-	30 500 000	Various/Municipal Wide	Various	Housing	Social and Economical Infrastructure
1188	REPLACEMENT OF CONTROLLERS / LOGGERS	27 000 000	-	27 000 000	Various/Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1189	ICT EQUIPMENT: COMPUTER RELATED (REPLACEMENTS)	23 531 912	-	23 531 912	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
1190	REHABILITATION OF MATURATION PONDS AT THE PAARL WWTW	21 800 000	-	21 800 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1191	DWARSRIEVER CCTV SECURITY	20 611 350	-	20 611 350	South City SPA	Drakenstein South	Energy Sources	Operational Equipment
1192	N1 SUBSTATION 132/66/11KV (MASTERPLAN)	20 611 350	-	20 611 350	N1 Corridor SPA	N1 Corridor	Energy Sources	Basic Services and Road Infrastructure
1193	RAMPS FOR DISABLED (SIDEWALKS)	20 000 000	-	20 000 000	Various/Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1194	SARON WWTW: REHABILITATION AND UPGRADING	20 000 000	-	20 000 000	Hinterland SPA	Saron	Waste Water Management	Basic Services and Road Infrastructure
1195	MINIMUM BASIC SERVICES TO INFORMAL SETTLEMENTS	19 656 415	-	19 656 415	Various/Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
1196	PPE MACH & EQ AT COST	19 150 000	-	19 150 000	Various/Municipal Wide	Various		Operational Equipment
1197	8 ML COURTRAI RESERVOIR X 2 PLUS BULK SUPPLY PIPELINES	17 500 000	-	17 500 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1198	NEW BULK SEWER SIMONDIUM (PEARL VALLEY PUMP STATION INCLUDED)	16 382 911	-	16 382 911	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
1199	REFURBISH SEWERAGE PUMPING STATIONS	16 382 911	-	16 382 911	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1200	BUILDINGS: UPGRADING OF ELECTRICTY COMPLEX	16 364 894	-	16 364 894	Various/Municipal Wide	Various		Operational Equipment
1201	DALWEIDING CCTV SECURITY	16 238 050	-	16 238 050	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
1202	BUILDINGS: COST	15 021 832	-	15 021 832	Various/Municipal Wide	Various		Operational Equipment
1203	BOREHOLES INFRASTRUCTURE	14 500 000	-	14 500 000	Various/Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1204	ELEC/PARYS BUILDING YARD EXTENSION	14 156 250	-	14 156 250	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
1205	P-CIN ELE HV SUBSTATIONS	14 156 250	-	14 156 250	Various/Municipal Wide	Various		Basic Services and Road Infrastructure
1206	TRAFFIC LIGHTS(DRAKENSTEIN)	13 000 000	-	13 000 000	Various/Municipal Wide	Various		Basic Services and Road Infrastructure
1207	UPGRADE EXISTING SIDEWALKS (DRAKENSTEIN)	13 000 000	-	13 000 000	Various/Municipal Wide	Various	Road Transport	Social and Economical Infrastructure
1208	P-CIER ELE HV SUBSTATIONS	12 785 134	-	12 785 134	Various/Municipal Wide	Various		Basic Services and Road Infrastructure
1209	UPGRADE EXISTING SIDEWALKS (DRAKENSTEIN)	12 785 134	-	12 785 134	Various/Municipal Wide	Various	Road Transport	Social and Economical Infrastructure
1210	W/P:17 STREET NAMES AT MONTE CHRISTO	12 656 250	-	12 656 250	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1211	MINI DROP OFF FACILITIES	12 431 930	-	12 431 930	Various/Municipal Wide	Various		Basic Services and Road Infrastructure

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1212	REPLACEMENT OF STRAWBERRY KING BULK WATER PIPE LINE (MIG)	12 431 930	-	12 431 930	N1 Corridor SPA	N1 Corridor	Water Management	Basic Services and Road Infrastructure
1213	UPGRADING OF GRAVEL TO PAVED ROADS (SARON / GOUDA)	12 000 000	-	12 000 000	Hinterland SPA	Saron/ Gouda	Road Transport	Basic Services and Road Infrastructure
1214	11 ML NEWTON RESERVOIRS (MIG)	11 998 537	-	11 998 537	North City Integration SPA	Wellington		Basic Services and Road Infrastructure
1215	TRAFFIC CALMING MAIN STREET PAARL & WELL	11 699 892	-	11 699 892	Paarl East-West Integration Corridor SPA & North City Integration SPA	Various		Basic Services and Road Infrastructure
1216	DEVELOPMENT OF DE KRAAL SPORT COMPLEX	11 550 000	-	11 550 000	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1217	ELECTRIFICATION : HOUSING PROJECTS(INEP)	11 378 899	-	11 378 899	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1218	ELECTRIFICATION: HOUSING PROJECTS	11 378 899	-	11 378 899	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1219	ECD INFRASTRUCTURE (DRAKENSTEIN)	11 362 000	-	11 362 000	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1220	UPGRADE AND EXTENSIONS TO PAARL WWTW	11 120 007	-	11 120 007	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1221	P-CIN WAT WATER TREAT WR	10 893 071	-	10 893 071	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1222	ELECTRIFICATION: HOUSING PROJECTS (INEP)	10 876 826	-	10 876 826	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1223	PUBLIC LIGHTING REPLACEMENTS	10 876 826	-	10 876 826	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1224	W/P:25 INGANGE VAN MAGNOLIA EN NEDERBURG	10 871 021	-	10 871 021	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1225	P-CIEU WAT DISTRIBUTION	10 606 739	-	10 606 739	Various/ Municipal Wide	Various	Waste Water Management	Basic Services and Road Infrastructure
1226	REFUSE CONTAINERS (WHEELY & POLE BINS)	9 850 000	-	9 850 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1227	TRAFFIC LIGHTS (DRAKENSTEIN)	9 202 899	-	9 202 899	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1228	UPGRADING OF BRB NORTH (TRANSPORT)	9 202 899	-	9 202 899	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1229	REPLACEMENT OF STRAWBERRY KING BULK WATE	8 500 000	-	8 500 000	N1 Corridor SPA	N1 Corridor	Water Management	Basic Services and Road Infrastructure
1230	BUILDINGS: COST	8 250 000	-	8 250 000	Various/ Municipal Wide	Various		Operational Equipment
1231	P-CNIN COM F CEMET/CREMA	8 011 930	-	8 011 930	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1232	BOREHOLES INFRASTRUCTURE	8 000 000	-	8 000 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1233	TRAFFIC LIGHTS (DRAKENSTEIN)	8 000 000	-	8 000 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1234	UPGRADING OF BRB NORTH	8 000 000	-	8 000 000	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1235	ELECTRIFICATION: KUDULAND INFORMAL SETTLL	7 308 521	-	7 308 521	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1236	RADIO EQUIPMENT: RADIOS (WHOLE MUNICIPALITY)	7 308 521	-	7 308 521	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment

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1237	DEVELOPMENT OF HERITAGE AREA : SARON	7 300 000	-	7 300 000	Hinterland SPA	Saron	Road Transport	Social and Economical Infrastructure
1238	PPE CO: MACHIN & EQUIP - ACQUISITIONS	7 250 000	-	7 250 000	Various/ Municipal Wide	Various		Operational Equipment
1239	UPGRADE SUID END SUBSTATION 66/11KV	7 159 625	-	7 159 625	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1240	ARBORETUM CLIMATE PARK	7 070 000	-	7 070 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
1241	DONOR FUNDS ARBORETUM CLIMATE PARK	7 070 000	-	7 070 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
1242	W/P:23 TARRING OF MACKIER STREET AND JA	7 047 347	-	7 047 347	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1243	BOLLARDS	6 894 233	-	6 894 233	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1244	P-CIN ELE LV NETWORKS	6 894 233	-	6 894 233	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1245	BUILDINGS: ERECTION OF NEW OFFICES I	6 700 000	-	6 700 000	Various/ Municipal Wide	Various		Operational Equipment
1246	ICT EQUIPMENT: COMMUNICATION NETWORK (OPTIC FIBRE)	6 050 000	-	6 050 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1247	OFFICE FURNITURE	6 000 000	-	6 000 000	Various/ Municipal Wide	Various		Operational Equipment
1248	OPERATIONAL INFRASTRUCTURE ALLOCATIONS	5 750 000	-	5 750 000	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1249	P-CNIN MACHINERY & EQUIP	5 750 000	-	5 750 000	Various/ Municipal Wide	Various		Operational Equipment
1250	BUILDINGS: UPGRADE WORKER FACILITIES	5 500 000	-	5 500 000	North City Integration SPA	Wellington		Social and Economical Infrastructure
1251	FENCING DAL JOSAFAT	5 278 375	-	5 278 375	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Operational Equipment
1252	P-CNIN MACHINERY & EQUIP	5 278 375	-	5 278 375	Various/ Municipal Wide	Various		Operational Equipment
1253	NETWORK EXTENSION: H/V AND M/V	5 060 000	-	5 060 000	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1254	VEHICLES & EQUIPMENT: SMALL PLANT REPLACEMENTS	5 060 000	-	5 060 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1255	DRAKENSTEIN RURAL AREA: RONWE PROJECT	5 000 000	-	5 000 000	Hinterland SPA	Drakenstein South	Water Management	Basic Services and Road Infrastructure
1256	P-CIEU SAN OUTFALL SEWERS	5 000 000	-	5 000 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1257	SPECIALISED BINS (MM DIRECTIVE)	5 000 000	-	5 000 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1258	UPGRADING OF BRB NORTH	5 000 000	-	5 000 000	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1259	WELLINGTON WWTW: REHABILITATION & EXTENTION	5 000 000	-	5 000 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1260	WELVANPAS WTW & OUT BUILDINGS	5 000 000	-	5 000 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
1261	BUILDINGS: OFFICE ALTERATIONS: MARKET STREET	4 550 000	-	4 550 000	Paarl East-West Integration Corridor SPA	Paarl		Operational Equipment
1262	ELECTRIFICATION : HOUSING PROJECTS	4 500 000	-	4 500 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1263	UPGRADE / REPLACE LOGGERS (TELEMETRY SYSTEMS)	4 401 076	-	4 401 076	Various/ Municipal Wide	Various		Operational Equipment

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1264	NETWORK UPGRADING :H/V & MV	4 135 952	-	4 135 952	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1265	P-CNIEU COM F FIRE/AMBUL	4 100 000	-	4 100 000	Various/ Municipal Wide	Various		Operational Equipment
1266	P-CNIEU OP BLD MUNC OFF	4 100 000	-	4 100 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1267	BUILDINGS: MAINTENANCE STORE ROOMS AT MBEKWENI SUB AND WELLINGTON MAIN SUB	4 000 000	-	4 000 000	North City Integration SPA	Mbekweni/ Wellington	Energy Sources	Operational Equipment
1268	HERMON WWTW: REHABILITATION & EXTENTION	4 000 000	-	4 000 000	Hinterland SPA	Hermon		Operational Equipment
1269	REPLACE EXISTING 66KV CABLES BETWEEN DALWEIDING, PALMIET AND PARYS S	4 000 000	-	4 000 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
1270	WATER SUPPLY TO NEWTON / MBEKWENI / VAN WYKSVLEI	4 000 000	-	4 000 000	North City Integration SPA	Wellington	Waste Water Management	Operational Equipment
1271	8 ML COURTRAI RESERVOIR X 2 PLUS BULK SU	3 750 000	-	3 750 000	Paarl East-West Integration Corridor SPA	Paarl	Water Management	Basic Services and Road Infrastructure
1272	WELLINGTON WWTW: REHABILITATION & EXTENTION (MIG)	3 600 000	-	3 600 000	North City Integration SPA	Wellington		Basic Services and Road Infrastructure
1273	FIRE DETECTION AND PREVENTION SYSTEM	3 500 000	-	3 500 000	Various/Municipal Wide	Various		Social and Economical Infrastructure
1274	EQUIPMENT: PLAYGROUNDS AND PARKS	3 450 000	-	3 450 000	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1275	NETWORK EXTENSION: H/V AND M/V	3 417 471	-	3 417 471	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1276	P-CNIER TRANSPORT ASSETS	3 417 471	-	3 417 471	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1277	BOREHOLES INFRASTRUCTURE	3 268 000	-	3 268 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1278	REPLACEMENT OF CONTROLLERS / LOGGERS	3 250 000	-	3 250 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1279	SCHOONGEZICHT:WATER	3 250 000	-	3 250 000	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1280	OFFICE FURNITURE & EQUIPMENT	3 239 726	-	3 239 726	Various/ Municipal Wide	Various	Planning and Development	Operational Equipment
1281	APRONS AROUND FLATS	3 040 000	-	3 040 000	Various/ Municipal Wide	Various	Housing	Social and Economical Infrastructure
1282	11 ML NEWTON RESERVOIRS & PUMP STATION	3 000 000	-	3 000 000	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
1283	PPE CO: BUILD - ACQUISITIONS	2 640 000	-	2 640 000	Various/ Municipal Wide	Various		Operational Equipment
1284	PPE CO: FURN/OFF EQUIP - ACQUISITIONS	2 640 000	-	2 640 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1285	WELLINGTON WWTW: REHABILITATION & EXTENTION (MIG)	2 614 807	-	2 614 807	North City Integration SPA	Wellington		Basic Services and Road Infrastructure
1286	COMMUNITY HALL AND FACILITIES: SARON	2 510 000	-	2 510 000	Hinterland SPA	Saron		Social and Economical Infrastructure
1287	REHAB OF MATURATION PONDS PAARL WWTW	2 509 023	-	2 509 023	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1288	UPGRADE BULK SEWER: SOUTHERN PAARL (PHASE 3 & 4)	2 509 023	-	2 509 023	South City SPA	Drakenstein South	Waste Water Management	Basic Services and Road Infrastructure
1289	PPE CO: FURN/OFF EQUIP - ACQUISITIONS	2 500 000	-	2 500 000	Various/ Municipal Wide	Various		Operational Equipment

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1290	SPORTS EQUIPMENT: DALIOSAPHAT STADIUM	2 500 000	-	2 500 000	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
1291	LAND ACQUISITION & BULK SERVICES	2 347 600	-	2 347 600	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1292	P-CNIN COM FAC STALLS	2 250 000	-	2 250 000	Various/ Municipal Wide	Various	Other	Operational Equipment
1293	OFFICE FURNITURE	2 120 000	-	2 120 000	Various/ Municipal Wide	Various	Housing	Operational Equipment
1294	NEW PALISADE GATE	2 030 145	-	2 030 145	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1295	P-CIER ELE MV SWITCH STAT	2 030 145	-	2 030 145	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1296	OFFICE FURNITURE	2 000 000	-	2 000 000	Various/ Municipal Wide	Various		Operational Equipment
1297	REFURBISHMENT OF ARENSNES BUILDING	2 000 000	-	2 000 000	North City Integration SPA	Wellington	Finance and Administration	Social and Economical Infrastructure
1298	VLAKKELAND INTERSECTION UPGRADE (GRANT)	2 000 000	-	2 000 000	North City Integration SPA	Paarl		Basic Services and Road Infrastructure
1299	P-CNIEU OP BLD MUNIC OFF	1 900 000	-	1 900 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1300	P-CNIN INTAN COM SOFTW	1 900 000	-	1 900 000	Various/ Municipal Wide	Various		Operational Equipment
1301	PLAYGROUNDS: DEVELOPMENT	1 900 000	-	1 900 000	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1302	COMMUNITY HALL AND FACILITIES: SARON	1 740 000	-	1 740 000	Hinterland SPA	Saron		Social and Economical Infrastructure
1303	OPERATIONAL INFRASTRUCTURE ALLOCATIONS	1 660 000	-	1 660 000	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1304	PPE MACH & EQ AT COST	1 660 000	-	1 660 000	Various/ Municipal Wide	Various		Operational Equipment
1305	BOREHOLES INFRASTRUCTURE NAT GRANT	1 500 000	-	1 500 000	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1306	P-CIEU WAT BULK MAINS	1 500 000	-	1 500 000	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1307	SPEED BUMPS (100xR17,000)	1 500 000	-	1 500 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1308	UPGRADE WTW: MEULWATER	1 423 772	-	1 423 772	Hinterland SPA	Paarl	Water Management	Basic Services and Road Infrastructure
1309	P-CNIN MACHINERY & EQUIP	1 400 000	-	1 400 000	Various/ Municipal Wide	Various		Operational Equipment
1310	P-CNIN MACHINERY & EQUIP	1 400 000	-	1 400 000	Various/ Municipal Wide	Various		Operational Equipment
1311	BUILDINGS: ERECTION OF NEW OFFICES I	1 320 000	-	1 320 000	Various/ Municipal Wide	Various		Operational Equipment
1312	ICT EQUIPMENT: FLEET MANAGEMENT (TRACKING)	1 290 000	-	1 290 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1313	PARYS CCTV SECURITY	1 290 000	-	1 290 000	Various/ Municipal Wide	Various		Operational Equipment
1314	OTHER ASSETS - REVAL: ACQUISITION	1 260 000	-	1 260 000	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1315	DISASTER MANAGEMENT - CONTROL ROOM	1 200 000	-	1 200 000	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
1316	CCTV CAMERAS	1 950 000	750 000	1 200 000	Various/ Municipal Wide	Various		Operational Equipment
1317	CURTAINS: PAARL TOWN HALL	1 160 000	-	1 160 000	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
1318	EQUIPMENT FOR SOUP KITCHENS	1 580 000	420 000	1 160 000	Various/ Municipal Wide	Various	Waste Water Management	Operational Equipment

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1319	PLAYGROUNDS: DEVELOPMENT	1 150 000	-	1 150 000	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1320	W/P:22 LAY OUT OF PAVEMENT WITH STONES -	1 150 000	-	1 150 000	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1321	WELLINGTON WWTW: REHABILITATION	1 101 699	-	1 101 699	North City Integration SPA	Wellington		Basic Services and Road Infrastructure
1322	BUILDINGS: UPGRADING OF CIVIC CENTRE (AIRCONDITIONERS)	1 100 000	-	1 100 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1323	OPERATIONAL INFRASTRUCTURE ALLOCATIO	1 100 000	-	1 100 000	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1324	OTHER ASSETS - REVAL: ACQUISITION	1 020 000	-	1 020 000	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1325	P-CNIEU COM F FIRE/AMBUL	1 020 000	-	1 020 000	Various/ Municipal Wide	Various		Operational Equipment
1326	DEVELOPMENT OF HERITAGE AREA: SARON	1 000 000	-	1 000 000	Hinterland SPA	Saron	Road Transport	Social and Economical Infrastructure
1327	DISASTER MANAGEMENT - CONTROL ROOM	1 000 000	-	1 000 000	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
1328	ICT EQUIPMENT: FUEL MANAGEMENT (AFS)	1 000 000	-	1 000 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1329	NEW PAARL MALL SUBSTATION 66/11KV (MASTERPLAN)	1 000 000	-	1 000 000	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
1330	WELLINGTON WWTW: REHABILITATION & EX	1 000 000	-	1 000 000	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1331	AIR CONDITIONERS	900 000	-	900 000	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1332	COMMUNITY HALL - SAFMARINE	900 000	-	900 000	North City Integration SPA	Wellington		Social and Economical Infrastructure
1333	MEDICAL/ URBAN SEARCH & RESCUE EQUIPMENT	900 000	-	900 000	Various/ Municipal Wide	Various		Operational Equipment
1334	PPE CO: FURN/OFF EQUIP - ACQUISITIONS	900 000	-	900 000	Various/ Municipal Wide	Various		Operational Equipment
1335	P-CNIN TRANSPORT ASSETS	700 000	-	700 000	Various/ Municipal Wide	Various		Operational Equipment
1336	PUMP STATION & NEW RISING MAIN (PENTZ ST	660 000	-	660 000	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Operational Equipment
1337	FENCING SLOT SUB	650 000	-	650 000	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
1338	P-CNIN COM FAC STALLS	550 000	-	550 000	Various/ Municipal Wide	Various	Other	Operational Equipment
1339	5ML WELVANPAS RESERVOIR	548 925	-	548 925	North City Integration SPA	Wellington	Waste Water Management	Basic Services and Road Infrastructure
1340	P-CIEU SAN W/W TREAT WRKS	548 925	-	548 925	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1341	COMMUNITY HALL AND FACILITIES: SIMONDUIIM	500 000	-	500 000	Hinterland SPA	Simondium		Social and Economical Infrastructure
1342	EQUIPMENT GENERAL: SKIPS	500 000	-	500 000	Various/ Municipal Wide	Various		Operational Equipment
1343	OFFICE FURNITURE	500 000	-	500 000	Various/ Municipal Wide	Various		Operational Equipment
1344	P-CNIEU COM F FIRE/AMBUL	500 000	-	500 000	Various/ Municipal Wide	Various		Operational Equipment
1345	P-CNIN MACHINERY & EQUIP	500 000	-	500 000	Various/ Municipal Wide	Various		Operational Equipment
1346	P-CNIN MACHINERY & EQUIP	500 000	-	500 000	Various/ Municipal Wide	Various		Operational Equipment
1347	REPAIR SLIP JAN PHILIPS	500 000	-	500 000	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure

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1348	SARON WWTW:REHABILITATION AND UPGRADING	500 000	-	500 000	Hinterland SPA	Saron	Waste Water Management	Basic Services and Road Infrastructure
1349	WHEELIE BINS	500 000	-	500 000	Various/Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
1350	CCTV CAMERAS MUNICIPAL BUILDINGS	450 000	-	450 000	Various/Municipal Wide	Various	Public Safety	Operational Equipment
1351	OPEN TOP BULK WASTE CONTAINERS	420 000	-	420 000	Various/Municipal Wide	Various		Operational Equipment
1352	P-CNIN FURN & OFF EQUIP	420 000	-	420 000	Various/Municipal Wide	Various		Operational Equipment
1353	P-CNIN SPT/REC OUTDOOR F	400 000	-	400 000	Various/Municipal Wide	Various		Operational Equipment
1354	UPGRADE VICTORIA PARK (PAARL)	400 000	-	400 000	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1355	BUILDINGS: COST	350 000	-	350 000	Various/Municipal Wide	Various		Operational Equipment
1356	INTANGIBLE ASSETS: SOFTWARE AND LICENCES	328 125	-	328 125	Various/Municipal Wide	Various		Operational Equipment
1357	MACHINERY & EQUIPMENT	328 125	-	328 125	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
1358	OFFICE FURNITURE & EQUIPMENT	328 125	-	328 125	Various/Municipal Wide	Various		Operational Equipment
1359	WATER FUN PARK (NEW ORLEANS)	320 000	-	320 000	Paarl East-West Integration Corridor SPA	Paarl		Operational Equipment
1360	OFFICE FURNITURE	305 000	-	305 000	Various/Municipal Wide	Various		Operational Equipment
1361	EQUIPMENT GENERAL: SKIPS	300 000	-	300 000	Various/Municipal Wide	Various		Operational Equipment
1362	P-CNIN MACHINERY & EQUIP	300 000	-	300 000	Various/Municipal Wide	Various		Operational Equipment
1363	WATER FUN PARK (NEW ORLEANS)	300 000	-	300 000	Paarl East-West Integration Corridor SPA	Paarl		Operational Equipment
1364	WEAPONS (LAW ENFORCEMENTS)	300 000	-	300 000	Various/Municipal Wide	Various	Public Safety	Operational Equipment
1365	PPE CO: MACHIN & EQUIP - ACQUISITIONS	280 000	-	280 000	Various/Municipal Wide	Various		Operational Equipment
1366	P-CNIN SPT/REC OUTDOOR F	275 000	-	275 000	Various/Municipal Wide	Various		Operational Equipment
1367	MULTI-PURPOSE CENTER - PAARL EAST	250 000	-	250 000	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
1368	SARON COMM HALL FURNITURE	250 000	-	250 000	Hinterland SPA	Saron		Operational Equipment
1369	FESTIVE LIGHTS (DRAKENSTEIN)	225 000	-	225 000	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1370	P-CNIN MACHINERY & EQUIP	225 000	-	225 000	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
1371	OFFICE EQUIPMENT: TELEPHONE HANDSETS	205 000	-	205 000	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment
1372	PPE CO: BUILD - ACQUISITIONS	205 000	-	205 000	Various/Municipal Wide	Various		Operational Equipment
1373	PPE MACH & EQ AT COST	200 000	-	200 000	Various/Municipal Wide	Various		Operational Equipment
1374	TOWN ENTRANCES: DEVELOPMENT (PAARL)	200 000	-	200 000	Paarl East-West Integration Corridor SPA	Various		Basic Services and Road Infrastructure
1375	KLEIN DRAKENSTEIN INFORMAL TRADING AREA	156 250	-	156 250	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Social and Economical Infrastructure
1376	INFORMAL TRADING KIOSKS IN WELLINGTON	140 625	-	140 625	North City Integration SPA	Wellington		Social and Economical Infrastructure
1377	RECONSTRUCT OF BOWLING GREEN	110 000	-	110 000	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
1378	AIR CONDITIONERS	108 000	-	108 000	Various/Municipal Wide	Various	Finance and Administration	Operational Equipment

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1379	BUILDINGS: UPGRADING OF MUNICIPAL COURT	75 000	-	75 000	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Social and Economical Infrastructure
1380	UPGRADE SIDEWALKS (WARD PROJECTS)	65 000	-	65 000	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1381	OFFICE FURNITURE	50 000	-	50 000	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
1382	WATER FUN PARK(NEW ORLEANS)	50 000	-	50 000	Paarl East-West Integration Corridor SPA	Paarl		Operational Equipment
1383	LANTANA BUSINESS PARK	31 250	-	31 250	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Social and Economical Infrastructure
1384	ELECTRICAL UPGRADE FOR LANTANA BUSINESS	10 000	-	10 000	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1385	UPGRADE SWIMMING POOL & EQUIPMENT	1 739	-	1 739	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1386	P-CNIN FURN & OFF EQUIP	6 500	6 500	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
1387	OFFICE EQUIPMENT: TELEPHONE HANDSETS	30 000	30 000	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
1388	BUILDINGS: REFURBISHMENT OF ARENDSNESS	50 000	50 000	-	North City Integration SPA	Wellington		Social and Economical Infrastructure
1389	CARTERVILLE: WATERMETERS	100 000	100 000	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Operational Equipment
1390	MACHINERY AND EQUIPMENT	215 000	215 000	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
1391	STREET REFUSE BINS	300 000	300 000	-	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
1392	TRAFFIC HQ	310 000	310 000	-	Paarl East-West Integration Corridor SPA	Paarl	Public Safety	Operational Equipment
1393	C/O P-CNIN FURN & OFF EQUIP	450 000	450 000	-	Various/ Municipal Wide	Various		Operational Equipment
1394	NEW ECD BUILDING	450 000	450 000	-	Paarl East-West Integration Corridor SPA	Paarl	Community and Social Services	Social and Economical Infrastructure
1395	CCTV CAMERAS MUNICIPAL BUILDINGS	500 000	500 000	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
1396	ICT EQUIPMENT: COMPUTER RELATED	500 000	500 000	-	Various/ Municipal Wide	Various		Operational Equipment
1397	ICT INFRASTRUCTURE	500 000	500 000	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
1398	INTANGIBLE ASSETS: SOFTWARE AND LICENCES	500 000	500 000	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
1399	SOUP KITCHEN	500 000	500 000	-	Various/ Municipal Wide	Various		Operational Equipment
1400	UPGRADING OF FACILITIES ORLEANS	500 000	500 000	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1401	WHEELIE BINS	500 000	500 000	-	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
1402	OFFICE FURNITURE	520 000	520 000	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
1403	UPGRADE SOUP KITCHENS	550 000	550 000	-	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1404	RADIOS	750 000	750 000	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
1405	FIRE SERVICE CAPACITY BUILDING GRANT	985 000	985 000	-	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1406	DISASTER MANAGEMENT - CONTROL ROOM	1 300 000	1 300 000	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment

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1407	UPGRADING OF PARKS AND MAIN ROADS (IUDG)	1 500 000	1 500 000	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1408	P-CNIN MACHINERY & EQUIP	2 000 000	2 000 000	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1409	LANTANA SUB-SURFACE DRAINAGE	2 500 000	2 500 000	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
1410	COMMUNITY HALL - SAFMARINE	2 960 000	2 960 000	-	North City Integration SPA	Wellington	Community and Social Services	Social and Economical Infrastructure
1411	MACHINERY & EQUIPMENT	3 050 000	3 050 000	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
1412	BASIC SERVICES: SCHOONGESIGHT EMERGENCY HOUSING PROJECT (GRANT)	10 800 000	10 800 000	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
1413	GRANT: UPGRADING OF OOSBOSCH STREET BETWEEN BRB AND JVR	14 288 000	14 288 000	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Social and Economical Infrastructure
1414	REPLACE / UPGRADE WATER RETICULATON SYST(IUDG)	47 479 710	47 479 710	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1415	ELECTRIFICATION: HOUSING PROJECTS (INEP)	75 621 739	75 621 739	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1416	P-CNIN FURN & OFF EQUIP	5 000	5 000	-	Various/ Municipal Wide	Various	Planning and Development	Operational Equipment
1417	BERG RIVER IMPROVEMENT PROJECT	17 500	17 500	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1418	INTRANET - MICROSOFT SHAREPOINT	60 000	60 000	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1419	FLEET FUEL MANAGEMENT DEVICES	75 000	75 000	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1420	SOFTWARE UPGRADE (WEBSITE SMME PORTAL)	80 000	80 000	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1421	AIR QUALITY MONITORING STATION FENCE	100 000	100 000	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1422	UPGRADED MOBILE VERSION (WEBSITE)	136 000	136 000	-	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1423	DONOR FUNDS: BERG RIVER IMPROVEMENT PROJECT	157 500	157 500	-	Various/ Municipal Wide	Various	Finance and Administration	Social and Economical Infrastructure
1424	P-CNIN FURN & OFF EQUIP	185 000	185 000	-	Various/ Municipal Wide	Various		Operational Equipment
1425	SOLID WASTE ILLEGAL DUMPING AND LITTERING SIGNAGE	200 000	200 000	-	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
1426	EPWP BRUSH CUTTERS AND WEED EATERS	215 000	215 000	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1427	FENCING AT BRIDGES (WELLINGTON)	220 000	220 000	-	North City Integration SPA	Wellington		Social and Economical Infrastructure
1428	ELECTRONIC CONTRACT MANAGEMENT SYSTEM (CWDM)	250 000	250 000	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1429	CLOSING OF WALKWAYS	270 000	270 000	-	Various/ Municipal Wide	Various		Social and Economical Infrastructure
1430	SOLID WASTE SKIPS	300 000	300 000	-	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
1431	ICT EQUIPMENT: COMPUTER RELATED (REPLACE)	305 000	305 000	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
1432	AIRCONDITIONERS	340 000	340 000	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment

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1433	FLEET TOOLS AND EQUIPMENT	500 000	500 000	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1434	SOLID WASTE MINI DROP OFFS (IUDG)	500 000	500 000	-	Various/ Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
1435	PROTECTIVE CLOTHING	550 000	550 000	-	Various/ Municipal Wide	Various		Operational Equipment
1436	FENCE AT NEW ORLEANS SPORTFIELD	600 000	600 000	-	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
1437	UPGRADING OF FIRE SERVICES BUILDINGS	750 000	750 000	-	Various/ Municipal Wide	Various	Public Safety	Operational Equipment
1438	TENNIS COURTS HUGUENOT	900 000	900 000	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1439	ELECTRICAL TOOLS	920 000	920 000	-	Various/ Municipal Wide	Various	Energy Sources	Operational Equipment
1440	C/O EXTENSTION OF BASIC SERVICES: INFORM	1 000 000	1 000 000	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1441	COMPUTER EQUIPMENT (CWDM)	1 000 000	1 000 000	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
1442	ELECTRICAL SCADA SYSTEM	1 000 000	1 000 000	-	Various/ Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1443	EXTENSION OF BASIC SERVICES: INFORMAL SETTLEMENTS	1 000 000	1 000 000	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1444	UPGRADING OF AREAS AROUND PAARL EAST APRONS	1 000 000	1 000 000	-	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1445	UPGRADING OF MUNICIPAL BUILDINGS CORPORATE FACILITIES	1 000 000	1 000 000	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1446	UPGRADING OF SIDEWALKS IUDG	1 000 000	1 000 000	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1447	ZANDDRIFT FENCING (IUDG)	1 000 000	1 000 000	-	Paarl East-West Integration Corridor SPA	Paarl		Social and Economical Infrastructure
1448	INTERSECTION WELL INDUSTRIAL PARK UPGRADING	1 203 404	1 203 404	-	North City Integration SPA	Wellington		Social and Economical Infrastructure
1449	CONSTR FAIRYLAND SPORT FACILITY (RSEP)	1 300 000	1 300 000	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1450	UPGRADING OF MAIN ROADS: VAN DER STEL & KLEIN DRAKENSTEIN ROAD (IUDG)	1 304 348	1 304 348	-	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1451	PAARL WASTEWATER TREATMENT WORKS MECHANICAL INLET SCREEN (IUDG)	1 400 000	1 400 000	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure
1452	ELECTRICAL SWITCHGEAR (IUDG)	1 500 000	1 500 000	-	Various/ Municipal Wide	Various		Operational Equipment
1453	UPGRADE OF PAARL TRANSFER STATION	1 500 000	1 500 000	-	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1454	UPGRADING OF SIDEWALKS	1 500 000	1 500 000	-	Various/ Municipal Wide	Various	Road Transport	Basic Services and Road Infrastructure
1455	DAL SPORTS STADIUM: UPGRADING FACILITY (IUDG)	1 608 696	1 608 696	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1456	UPGRADE SWIMMING POOLS (IUDG)	1 934 783	1 934 783	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economical Infrastructure
1457	UPGRADING OF AREAS AROUND PAARL EAST REN(IUDG)	2 000 000	2 000 000	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1458	WHITE CITY WATER AND SEWER	2 000 000	2 000 000	-	North City Integration SPA	Mbekweni	Housing	Basic Services and Road Infrastructure

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1459	REFURBISHMENT OF PENTZ STREET PUMP STATION (IUDG)	2 200 000	2 200 000	-	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1460	UPGRADING OF PARYS CEMETERY (IUDG)	2 391 304	2 391 304	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1461	FLEET ANNUAL REPLACEMENT PROGRAMME	2 500 000	2 500 000	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1462	ELECTRICAL INFRASTRUCTURE UPGRADE PROGRAMME	3 000 000	3 000 000	-	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1463	ENERGY EFFICIENCY AND DEMAND SIDE MANAGEMENT (DOE)	3 000 000	3 000 000	-	Various/Municipal Wide	Various	Energy Sources	Basic Services and Road Infrastructure
1464	FAIRYLAND/SIYHLALA WATER AND SEWER	3 000 000	3 000 000	-	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1465	LOVERSLANE BULK SEWER	3 000 000	3 000 000	-	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1466	ELECTRICAL TRANSFORMER UPGRADE DAL WEIDE SUBSTATION (IUDG)	3 427 794	3 427 794	-	Paarl East-West Integration Corridor SPA	Paarl		Basic Services and Road Infrastructure
1467	REPLACE / UPGRADE WATER RETICULATION SYST(IUDG)	5 000 000	5 000 000	-	Various/Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1468	SOLID WASTE VEHICLES FTP (IUDG)	5 000 000	5 000 000	-	Various/Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
1469	DEVELOPMENT OF DE KRAAL SPORT COMPLEX (IUDG)	5 086 957	5 086 957	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
1470	PURCHASE OF 60 BREDA	8 500 000	8 500 000	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1471	WATER SERVICES INFRASTRUCTURE GRANT (WSIG)	9 095 000	9 095 000	-	Various/Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
1472	BASIC SERVICES: SCHOONGESIGHT EMERGENCY HOUSING PROJECT	9 100 000	9 100 000	-	Paarl East-West Integration Corridor SPA	Paarl	Housing	Basic Services and Road Infrastructure
1473	SOLID WASTE DIVERSION INFRASTRUCTURE AT LANDFILL (IUDG)	10 000 000	10 000 000	-	Various/Municipal Wide	Various	Waste Management	Basic Services and Road Infrastructure
1474	ELECTRICAL TRANSFORMER UPGRADE DAL WEIDE SUBSTATION	14 000 000	14 000 000	-	Paarl East-West Integration Corridor SPA	Paarl	Energy Sources	Basic Services and Road Infrastructure
1475	ELECTRICAL SWITCHGEAR	16 000 000	16 000 000	-	Various/Municipal Wide	Various	Energy Sources	Operational Equipment
1476	CORPORATE FACILITY AIRCONS	39 250 000	39 250 000	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administration	Operational Equipment
1477	RESEAL OF STREETS /ROAD NETWORK (PAARL/W (IUDG)	48 479 710	48 479 710	-	Paarl East-West Integration Corridor SPA	Paarl	Road Transport	Basic Services and Road Infrastructure
1478	REPLACE / UPGRADE SEWERAGE SYSTEMS Û PAA(IUDG)	49 479 707	49 479 707	-	Paarl East-West Integration Corridor SPA	Paarl	Waste Water Management	Basic Services and Road Infrastructure