



DRAKENSTEIN

MUNISIPALITEIT • MUNICIPALITY • UMASIPALA

Paarl | Wellington | Gouda | Saron | Simondium

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

Amendment of SDF 2024/25

May 2024

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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	DI	Department of Infrastructure
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	SEP	Socio-Economic Profile
56	SLUMA	Spatial Planning and Land Use Management Act (Act 16 of 2013)
57	SMME	Small Medium and Micro Enterprises
58	TOD	Transit Orientated Development
59	TRANCAA	Transformation of Certain Rural Areas Act (Act 94 of 1998)
60	UDF	Urban Development Framework
61	UISP	Upgrading of Informal Settlements Programme
62	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.

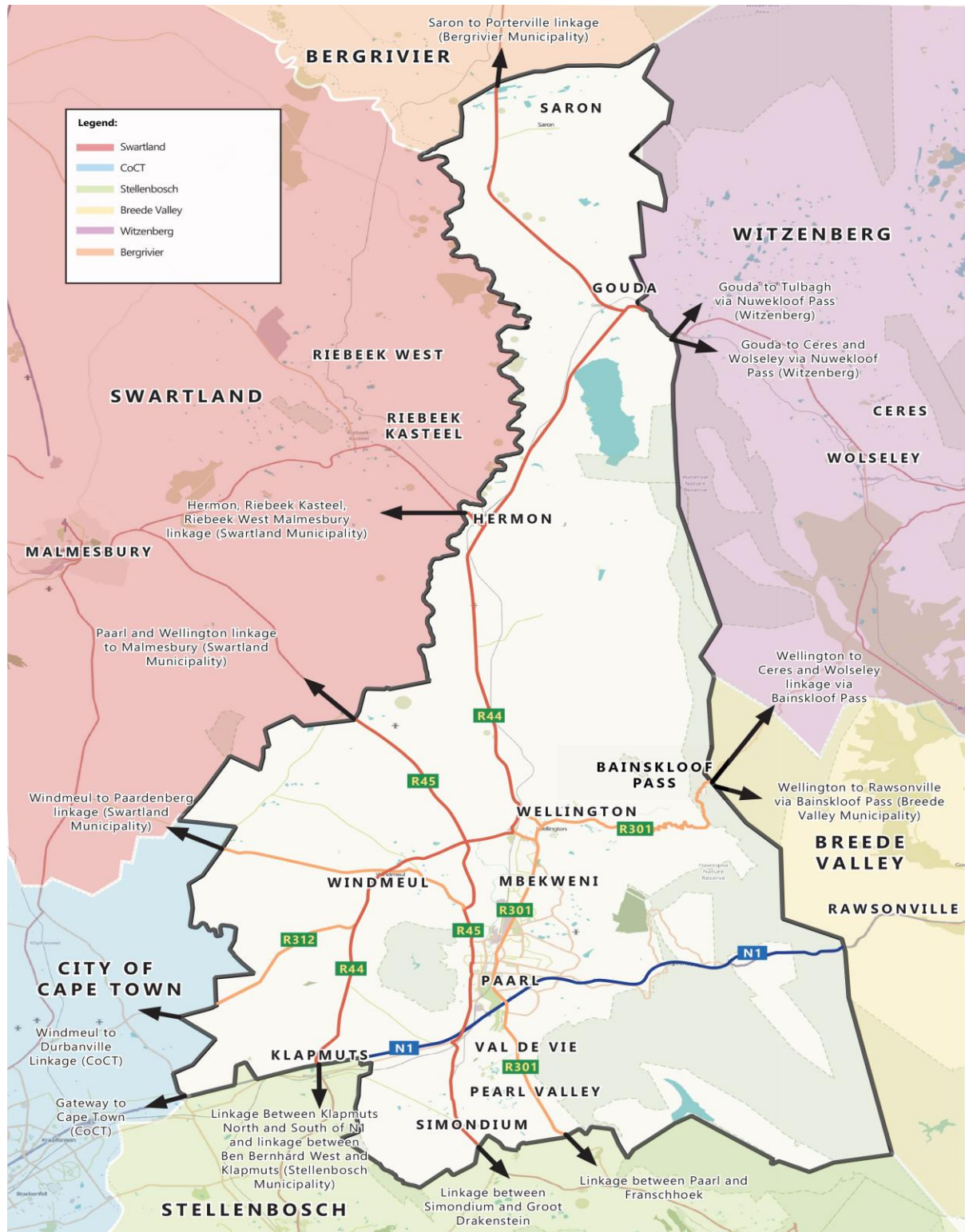
3 Drakenstein Municipality's Regional Context

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 and Klapmuts North. The Municipality stretches from Simondium, in the south, and ±3 kilometres north of Saron.

The Klein Drakenstein, Limiet and Saron Mountain ranges form its eastern edge. The agricultural area immediately to the west and northwest of the R45 forms its western border along with Berg River. Map I indicates the Drakenstein Municipality's location relative to its neighbouring local municipalities.



Map I: Drakenstein Municipality's location relative to its neighbouring local municipalities.

5 Spatial Vision

The SDF shares the vision of IDP as the spatial core component thereof and supports 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 themes (refer to Chapter 6 below) sets out both visions and SPLUMA principles spatially, as a means to inform the spatial proposals and interventions. The SPLUMA 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):

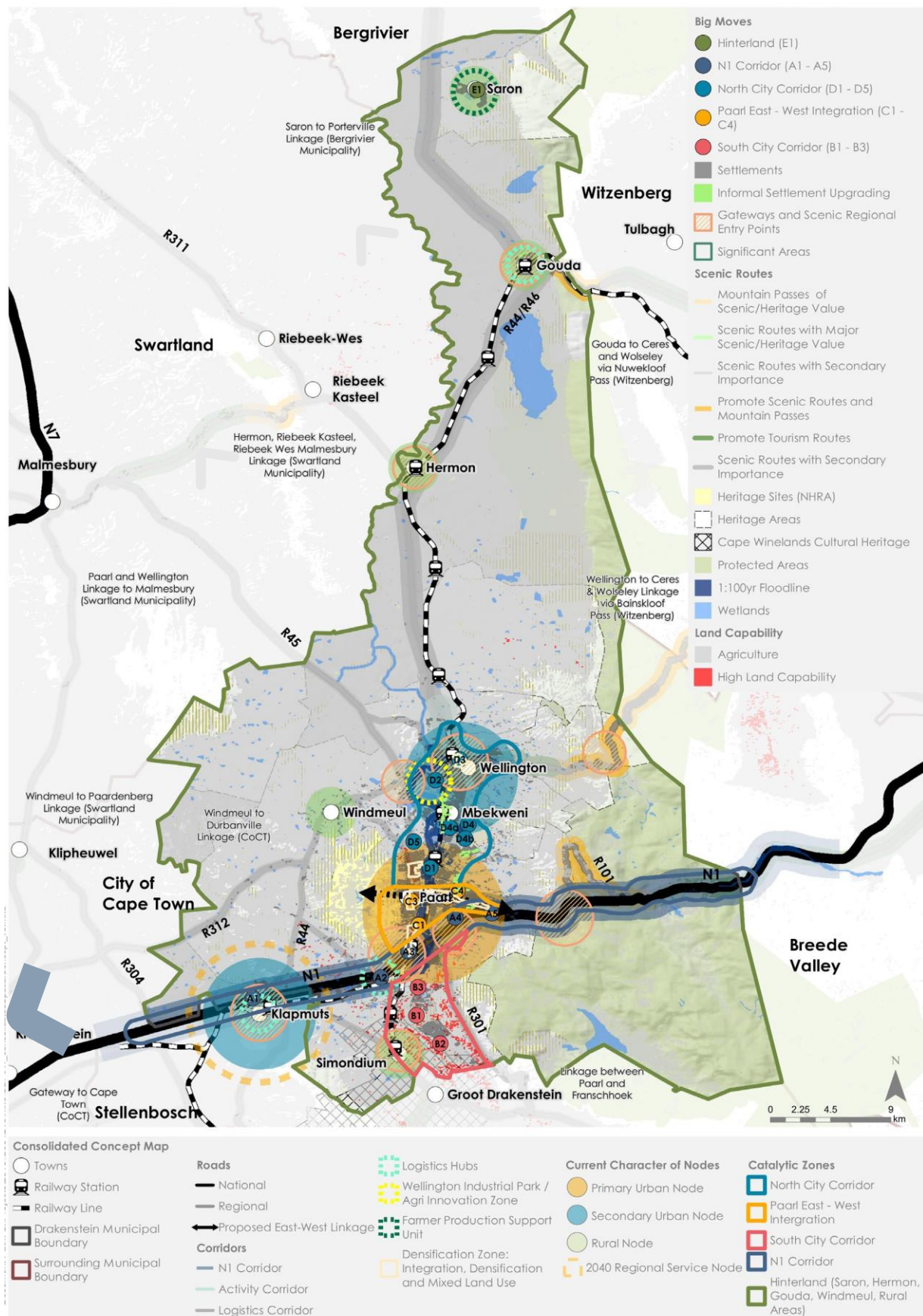
- 1) Implementing Catalytic Zones and Big Moves;
- 2) Promoting Integrated Environmental Management;
- 3) Promoting Agriculture and Rural Development;
- 4) Protecting and Promoting Heritage and Cultural Landscapes;
- 5) Reinforcing the Hierarchy of Settlements and Promoting Rural-Urban Linkages;
- 6) 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 9 Spatial Focus Area (SFAs) 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 SDF.

1.1 Purpose of the SDF

On 30 May 2023, Drakenstein Municipality approved its latest iteration of its Spatial Development Framework (SDF). The 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 SDF during May 2023, 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 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 5-year (2022-2027), 10-year (2022-2032) and 20-year (2022-2042) planning horizons.

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

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	Chapter 1: Introduction and Content 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.
2	Chapter 2: Situational Analysis 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.
3	Chapter 3: Development Plan Chapter 3 provides the long-term spatial development vision statement, as well as the conceptualisation of the vision into themes and spatial proposals. In addition, this Chapter outlines spatial interventions and projects for each Spatial Focus Area.
4	Chapter 4: Implementation Plan Chapter 4 seeks to align much of the previous sections into a targeted set of implementation recommendations. The chapter includes a capital expenditure framework for the municipality's development and infrastructure 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.

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 accommodates major transport routes, such as the N1 National Road, the R44, the R45, the R101 (MR202) and the Wellington – Cape Town Railway Line, which connects the Greater Cape Metro Regional Area with the rest of South Africa. It should be noted that Drakenstein Municipality is the top-rated secondary city for good governance and service delivery excellence in the Western Cape.

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

(Source: Drakenstein Municipality, Integrated Development Plan 2023/24).

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 relative location 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.

Drakenstein Municipality's population growth is estimated to decrease to 2.2% per annum up to 2023, at which point the population growth rate is expected to further increase slightly to 2.3% per annum up to 2028. Drakenstein's population density is estimated at 191 persons per km² which is less than neighbouring Stellenbosch Municipality at 236 persons per km² (DEADP and CAHF, 2022). According to the Municipal Economic Review Outlook (MERO) Report (2022/23), the population at Drakenstein Municipality forms the largest portion of the total population of the Cape Winelands District Municipality, which is estimated at 30.8 percent.

The GDP of the Cape Winelands District amounted to R76.7 billion in 2020, and between 2016 and 2020, the District recorded an average annual GDP contraction of 0.2%. The Drakenstein municipal area contributed 32.9% to GDP in 2020, which was the largest contributing municipal area in the District during the year (MERO, 2022/23). During 2020, the District contributed 11.1% to Gross Domestic Product per Region (GDP) of the Western Cape Province, second to City of Cape Town that contributed 72.6%. Estimates in 2021, indicate that the annual GDP growth rate for the provincial economy was recorded at 4.6%, whilst the District recorded a growth rate of 5.3% (MERO, 2022/23). Drakenstein Municipality's economy increased by 4.7% from R25.6 billion on 2020 to an estimated R27.6 billion in 2021 (Western Cape Government: Socio-Economic Profile: Drakenstein Municipality, 2022).

1.4 Spatial Development Framework User Guide

An 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, an 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 3.4, 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 3.4, 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 SDF: Status Quo Report, which was prepared before the compilation of this SDF. The SDF: Status Quo Report, although being a separate document, should be regarded as part of this SDF document. The key challenges, as defined in the 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) 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: Settlements
<ul style="list-style-type: none"> a) The creation of sustainable 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.

Category 4: Infrastructure
<ul style="list-style-type: none"> a) Water: Paarl and Wellington both require upgrading of their feeder mains to cater for anticipated future growth; 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; c) Wastewater: A range of pump stations require upgrading; 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; e) Informal and illegal electricity connections remain a challenge; f) Stormwater: New detention dams to ensure stormwater management for housing projects and addressing aging stormwater infrastructure are required; g) Solid Waste Removal: The Wellington Waste Disposal Facility is close to reaching its capacity as it is close to running out of airspace; 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 i) Aging bulk infrastructure. The cost of service delivery increases due to unplanned maintenance on bulk infrastructure that has passed its operation life.
Category 5: Economic Activity
<ul style="list-style-type: none"> a) Drakenstein Municipality's economy is not sufficiently diversified, both in terms of sub-sectors and the export basket; b) Capital Investment is declining, and the pace of job creation is too slow to absorb labour with high levels of youth unemployment; and c) 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.
Category 6: Movement and Linkages
<ul style="list-style-type: none"> a) Poor integration between modes of transport in Drakenstein, namely rail, road-based taxi and private vehicles; b) Lack of infrastructure provision for public transport and Non-motorised Transport (NMT); c) The R44 through Wellington experiences heavy daily traffic volumes of traffic, with people journeying from north to south; and 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.
Category 7: Natural Environment
<ul style="list-style-type: none"> 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; b) Urban encroachment into agricultural areas that offer good soil potential; c) Land degradation and increased water and soil contamination as a result of urban sprawl; d) The persistence of alien vegetation, which allows for veld fires to occur more frequently and intensely, destroying soil structure and seed banks; e) Climate change; and 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.

2.2 Population Growth

According to the Drakenstein IDP, 2023/24, the population of Drakenstein is estimated to be 305 281 persons, and the number of households is estimated to be 76 195. Table 2.2 below illustrates the number of households by the different ethnic groups.

Table 2.2: Household Composition by Ethnic Group in Drakenstein Municipality.

Serial No.	Ethnic Group	2019/20	2020/21	% 2020/21	2021/22	% 2021/22
1	Black African	18 838	19 504	28.73%	19 981	28.95%
2	Coloured	36 313	37 076	54.62%	37 723	54.65%
3	Indian/Asian	225	231	0.34%	234	0.34%
4	White	11 056	11 073	16.31%	11 089	16.06%
5	TOTAL	66 433	67 883	100%	69 027	100%

(Source: Drakenstein IDP 2023/24).

In addition, the Drakenstein SEP (2022) states that the population for Drakenstein in 2026 is estimated to be 316 637 persons, equating an estimated average annual growth rate of 1.5% for the period 2022 to 2026. However, DEADP and CAHF (2022) states that having increased relatively faster at 2.6% per annum between 2001 and 2011, Drakenstein Municipality's population growth is estimated to slow to 2.2% per annum up to 2023, at which point the population growth rate is expected to further increase slightly to 2.3% per annum up to 2028.

As of 2022, there are more females than males in the Drakenstein municipal area, with a ratio of 50.6% (females) to 49.4% (males). The projected ratio remains relatively constant towards 2023 and remains largely unchanged from 2023 to 2026. The average size of households is expected to remain at 4 people per household from 2022 to 2026. DEADP and CAHF (2022) notes that the household size has been declining slightly from 4.2 in 2001 to 3.9 in 2016. Contributing factors to this trend of a constant average household size include, but are not limited to, lower fertility rates, ageing population, divorce, cultural patterns surrounding intergenerational co-residence, as well as socio-economic factors that shape trends in employment, education, and housing markets (Drakenstein SEP, 2022).

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, Fraaigelegen and Bretagna.

Ben Bernhard (including the Ben Bernhard corridor up to the municipal boundary with Stellenbosch Municipality), Drakenstein West and Klappmuts North are indicated for mixed use development, no population and household projections for these areas are included. However, the Klappmuts 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 Klappmuts 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.

However, the land between the R44 to the west, the Suider-Agter Paarl Route to the east, and the N1 (measuring $\pm 1\,600$ hectares) is proposed to be earmarked to accommodate the future spatial growth demands of Drakenstein Municipality but also the wider Cape Winelands District and abutting City of Cape Town over the next 25 years. In addition, it is proposed that the aforementioned land be included within the urban edge of Drakenstein Municipality. This should be seen in context of the future proposed Klappmuts Industrial and Logistics Hub Node as well.

Taking the above-mentioned information into consideration, the population projections for the Municipality were calculated based on the following assumptions (refer to Table 2.3 and 2.4 below):

- a) A steady average annual growth rate of 2.2% and 1.5% 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 which was calculated at 4.2 and 4 persons per household.

Table 2.3: Population and Household Projection, Short, Medium and Long-term (growth rate at 2.2% and 4.2 persons per household).

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

Table 2.4: Population and Household Projection, Short, Medium and Long-term (growth rate at 1.5% and 4 persons per household).

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	328 874	354 291	381 672	411 169	442 946	23 593	49 010	137 665
2	Households	76 320	82 218	88 572	95 418	102 792	110 736	5 898	12 252	34 416

2.3 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 21 072 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 (March 2023). Most households (19 025 applicants or ±90% 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, evicted farm workers 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 (Source: WC Cape Housing Demand Database [WCHDDb, March 2023])			
Serial No	Income Range (Monthly Household Income)		Active Demand
1	R0 - R3 500		19 025
2	R3 501 – R7 000		1 327
3	R7 001 – R15 000		537
4	R15 001 – R22 000		73
5	R22 001 and Above		109
TOTAL			21 072
Demand per specific geographical area (Drakenstein Integrated Human Settlements Plan, 2020)			
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%

The Western Cape Department of Environmental Affairs and Development Planning, during 2022, undertook the compilation of a housing market study for the Paarl/Wellington/Mbekweni Area. The study entailed an analysis of the residential markets; housing supply and demand assessments; and analysis of the affordability gap in each area and intended to provide the intelligence needed to ensure evidence-led understanding of the housing markets in the area.

The study organized the housing market of the Paarl/Wellington/Mbekweni Area into the following five market segments:

- a) Entry Level Market: Properties valued under R300,000.00;
- b) Affordable Market: Properties valued between R300,000.00 and R600,000.00;
- c) Conventional Market: Properties valued between R600,000.00 and R900,000.00;
- d) High End Market: Properties valued between R900,000.00 and R1,2 million; and
- e) Luxury Market: Properties valued at over R1,2 million.

From a housing demand perspective, the study found that there are 72 207 households residing in Drakenstein Municipality in 2021. However, data on only 63 826 of the total households could be obtained via GEOTERRAIMAGE – Neighbourhood Lifestyle Index Release 2021. According to the aforementioned data only 47.1% of the total households can afford to purchase a property that is valued at more than R300,000. The aforementioned is based on the assumption that the interest rate is 7.75%, the home loan tenure is 20 years, the required deposit is 10%, the housing premium to income ratio is 30%, and no FLISP. The Table 2.6 presents a breakdown of the number of households in terms of their affordability per market segments:

Table 2.6: Number of households in terms of affordability per market segments.

Serial No.	Monthly Household Income Bracket	Number of households	Percentage of households	Minimum monthly household income required	Maximum monthly household income required
1	Entry Level Market (≤R300,000)	33 762	52.9%	-	R7,300
2	Affordable Market (Between R300,001 and R600,000)	10 469	16.4%	R7,300	R14,750
3	Conventional Market (Between R600,001 and R900,000)	5 532	8.7%	R14,750	R22,200
4	High End Market (Between R900,000 and R1,2 million)	2 680	4.2%	R22,200	R29,600
5	Luxury Market (Valued at over R1,2 million)	11 383	17.8%	R29,600	-
6	TOTAL	63 826	100%		

From a housing supply perspective, data regarding the number of residential properties located within the Paarl/Wellington/Mbekweni Area was sourced from the Deeds Office. According to the Deeds Office, in 2021, there were 34 060 residential properties in the Paarl/Wellington/Mbekweni Area. The properties are organized per market segment in Table 2.7 below.

Table 2.7. Number of residential properties per market segment.

Serial No.	Market Segment	Number of residential properties
1	Below R300,000	7330
2	Between R300,001 and R600,000	3625
3	Between R600,001 and R900,000	6626
4	Between R900,001 and R1,2 million	4347
5	Over R1,2 million	12 132

Taking the above table into consideration, it is clear that the overwhelming majority of the properties within the Paarl/Wellington/Mbekweni Area is valued at over R1,2 million and caters for the luxury market.

The study concluded that there is an under-supply in the Entry-Level Market Segment as there are only 7 330 properties valued at below R300,000, whilst there are 33 762 households who can participate in this market segment. It can only be assumed that approximately 26 432 households stay in backyard dwellings or informal settlements.

In the Affordable Market an under-supply is also noticed as there are 3 625 properties valued between R300,001 and R600,000, whilst there are 10 469 households who can participate in this market segment. With regard to the Conventional and High-End Market Segments, the opposite from the Entry-Level and Affordable Market is noticed. During 2021, there were 10 973 properties in the Conventional and High-End Market Segments combined. During the same time there were 8 212 households that can participate in these market segments. The aforementioned indicates to a slight over-supply.

The Luxury Market Segment appeared to be functioning well as there were 12 132 properties, and 11 383 households who can participate in this market segment. The study concluded that there is an under-supply of Entry-Level and Affordable Housing, in relation to the number of households in the lower income brackets. It is identified that the gap between properties and households can potentially be addressed by leveraging private developer investment towards the construction of additional affordable housing for both ownership and rental.

Taking the aforementioned into consideration, this Municipality must investigate ways of leveraging private developer investment to address the under-supply of properties in the Entry-Level and Affordable Housing Market Segments.

2.4 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 PHSHDA'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 PHSHDA 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 Drakenstein PHSHDA 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 PHSHDA 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 PHSHDA. Furthermore, the declared Paarl South Restructuring Zone was also not included in the Drakenstein PHSHDA.

The PHSHDAs are indicated in Maps 2.1 - 2.2 below.

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.

2.5 Demand for Community and Social Facilities

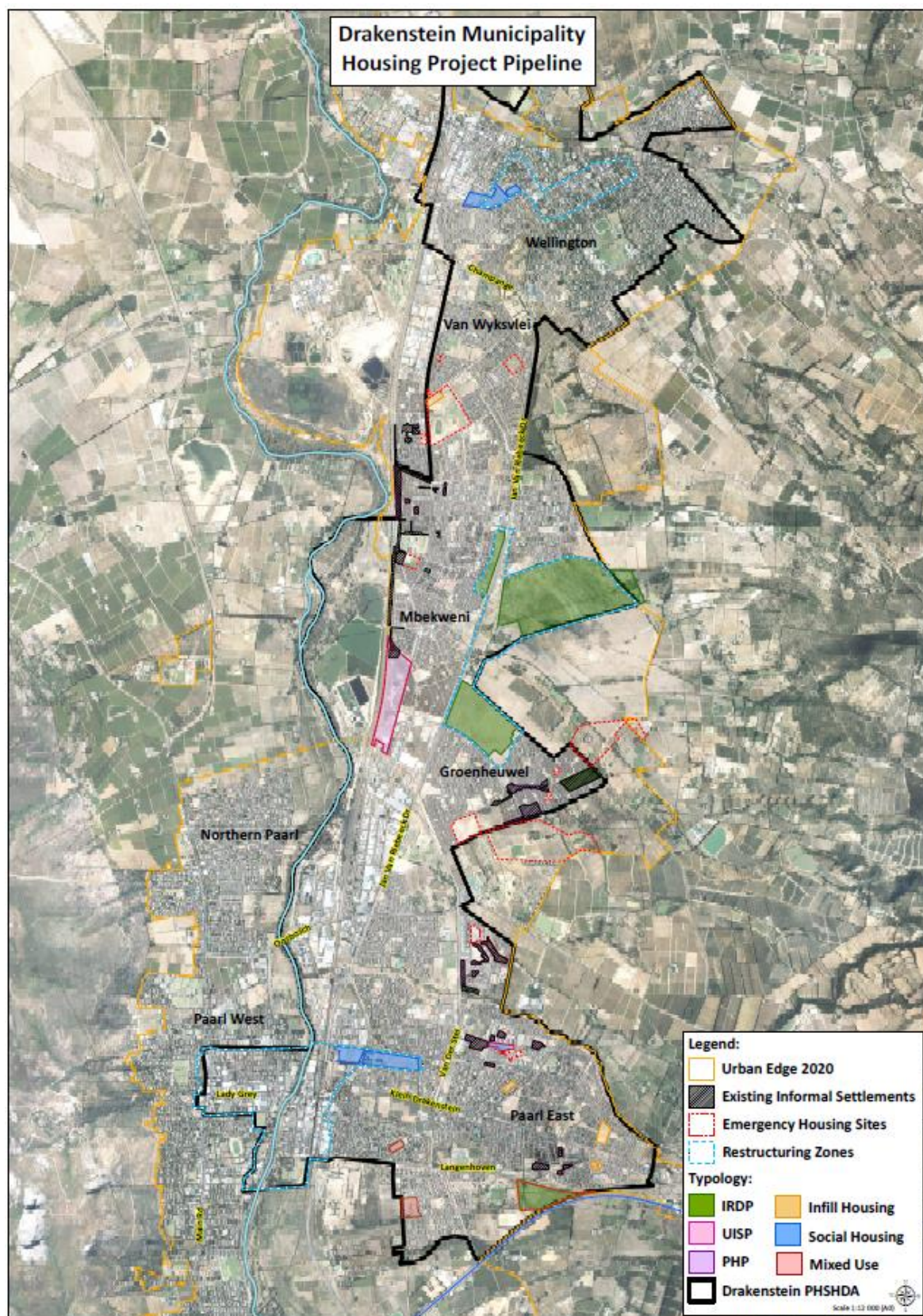
Based on the existing provision and projected population growth, the demand for community and social facilities were calculated based on the projected population increase and the Council for Scientific and Industrial Research (CSIR) Guidelines for the Provision of Social Facilities in South Africa (2012),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

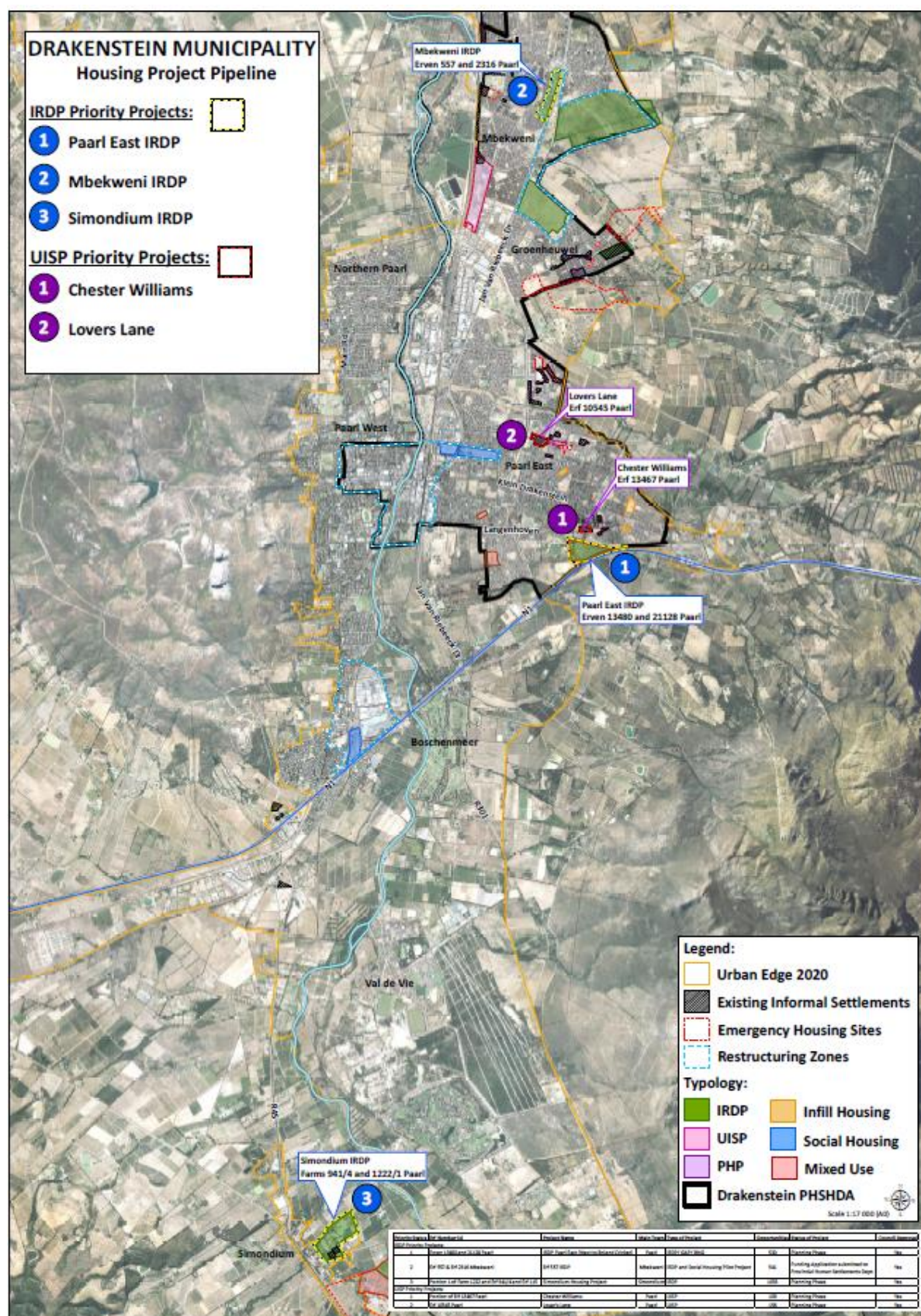
- a) The Drakenstein Municipality currently has adequate provision of hospitals. Based on the analysis, the Municipality will not require any additional hospitals over the long-term (next 20 years). The Municipality currently has adequate provision of clinics and community health care facilities, with 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, however a new regional cemetery has since been established at Nieuwedrift; and
- 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 catchment 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.



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).

2.5.1 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 ± 1.4 ha 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 urban edge, is being developed by the Municipality as a regional 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. internment practices, cremation, cribs, etc.

2.6 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;
- c) 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;
- d) 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;

- e) 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);
- f) 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;

- g) 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;

- h) 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; and certain non-industrial uses, which are nevertheless compatible with the primary purpose of this zone;
- i) 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;
- j) The development proposals for Ben Bernhard (including the Ben Bernhard corridor to the west up to the municipal boundary with Stellenbosch Municipality), Drakenstein West and Klapmuts North are indicated for mixed use development. 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;
- k) 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; and
- l) All Rural/Farm Areas refer to Gouda, Saron, Hermon, Windmeul and all surrounding rural/farming areas.

3 DEVELOPMENT PLAN

The aim of this chapter is to outline the spatial vision and the associated development principles, themes and spatial proposals that inform and guide the spatial interventions at a municipal scale. The spatial vision draws on the principles outlined in 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 themes unpack the vision spatially, in order to inform the spatial interventions.

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.

An SDF presents the long-term vision of the spatial desired form of the Municipality. The SDF is the spatial core component of the IDP (in terms of the MSA Regulations), 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's) 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.

The SDF is the spatial core component of the IDP, and 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 seven 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 Seven 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 is a long-term strategic plan, encompassing key initiatives, programmes and projects. Furthermore, Vision 2032 makes provision for five Catalytic Zones that are intra-municipal zones of spatial and economic activity. Big Moves or game changers have been defined for each of the Catalytic Zones. Big Moves are proposals that will dramatically alter and improve the space, economy, and sustainability of Drakenstein. Catalytic Zones cut across the wards and administrative boundaries of five towns, which includes Paarl, Wellington, Gouda, Saron and Simondium. The below table presents the five Catalytic Zones and Big Moves.

Table 3.2: The five Catalytic Zones and Big Moves.

Serial No.	Catalytic Zones	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 Klappmuts. • Promotion of a light Industrial and Commercial Business Hub at Ben Bernhard (Old Paarl Road and R45 intersection). • Promotion of mixed use developments along the Ben Bernhard corridor (between the N1 and the railway line) to the west up to the municipal boundary with Stellenbosch Municipality. • Promotion of mixed use developments at Drakenstein West. • Development of De Poort and Paarl Hamlet node • Development of Carolina / Lustigan Intersection. • Development of the Paarl Junction intersection (Old Paarl Road and R45 intersection).
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 (DR1095) and Watergat Road Integrated Road. Connection forms a provincial mobility connection to be developed in conjunction with WC Department of Transport and Public Works. • 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). • Gouda Agri-Processing Hub.

The Integrated Economic Growth Strategy (IEGS), 2019 emphasises the importance of enhancing investment facilitation and facilitating the ease of doing business with Drakenstein to ensure that the Municipality becomes the investment destination of choice in the Cape Winelands. The IEGS outlines the establishment of strategic enablers to unlock Drakenstein’s economic potential, which includes tourism and investment promotion within Drakenstein Municipality.

Drakenstein Municipality, through the SDF, can increase the 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 interventions 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.

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.

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 theme is to manage and protect the natural assets of the Drakenstein Municipality as defined in the SDF Status Quo Report, 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 Drakenstein Environmental Management Framework (EMF), 2022 informs the SDF since environmental resources are fundamental to development planning or determining how land should be used. The EMF recognises that there are important natural resources that need to be retained in order to provide for the needs and ensure the health and well-being of people in the Municipality over long-term. In addition, the EMF recognises that citizens value an area based on its important cultural and social resources. These contribute to the 'sense of place' and 'sense of community'. They may also play an important role in the local economy (e.g., tourist attractions).

It is deemed preferable that the EMF serves as the '*environmental layer*' in the SDF. The SDF is informed by the environmental factors and information of the EMF, and therefore the SDF strives that the SDF spatial elements are integrated and aligned with the Environmental Management Zones (EMZs) as indicated in the EMF. There are six EMZs that cover the entire municipal area, which have been identified based on a combination of the biophysical and socio-economic attributes and the

potential for significant impacts in relation to the activities listed in the EIA Regulations, 2014 as amended. The EMZs comprise of the following: Three conservation focused areas, and three development focused areas.

On page 90 of the EMF, it is essential that the SDF ensures the following from an environmental perspective:

- a) That the core areas of high biodiversity value are protected from all forms of modification and development, through the establishment of conservation policies and biodiversity management plans;
- b) That nature conservation and recreation opportunities are established in a complementary manner, allowing for the maximum access to conservation areas;
- c) That natural features and the attraction of the area, with special reference to the aesthetics thereof, be protected;
- d) That the heritage resources of Drakenstein Municipality are protected, and that the heritage resources also include the natural heritage, not only the built environment;
- e) That the soil and agricultural potential of the area is protected;
- f) That the water resources and wetlands of the Municipality are given maximum protection in order to preserve the system as a potable resource, for irrigation and for recreational purposes;
- g) Priority is given to the development of underutilised land and vacant land in the urban areas, rather than development beyond the urban edge;
- h) New high density and high intensity mixed use settlements are established in areas of low environmental significance rather than permitting expansion into areas of transition around the core areas of conservation, biodiversity corridors or in areas of high intensity agriculture and relatively high agricultural potential; and
- i) New servicing systems, e.g., water saving toilet, composting toilets and urine separating toilets, are used in all new settlements, and in redevelopment areas in existing nodes, in order to reduce the average water consumption of users and to limit wastewater flows.

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 key natural environment factors such as, Critical Biodiversity Areas (CBAs) and Protected Areas (PAs), are shown on the theme maps. 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 theme.

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 theme 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 theme addresses 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 theme shown in Map 3.3 indicates 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 Klapmuts, 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: Klapmuts (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 and Windmeul (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, Wellington, Klapmuts and Drakenstein South are viewed as secondary nodes. The towns of Paarl, Mbekweni, Wellington and Drakenstein South form an elongated shaped conurbation, and together, these three towns and Drakenstein South 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-Drakenstein South as the urban core, and as the Primary Regional Service Centre. The spatial concept reinforces Paarl/Mbekweni/Wellington/Drakenstein South 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 theme map.

Klapmuts is also viewed as key to the urban growth in both Drakenstein and Stellenbosch municipalities. Klapmuts North is proposed to be a mixed use area, 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 theme aims to promote the necessary linkages, integration and densification within the Drakenstein Municipality. This theme 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 the N1 from Klapmuts to Paarl (Primary Growth Node and N1 Corridor on Map 3.5) for mixed use purposes.

Furthermore, this theme 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, Wellington and Drakenstein South, 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 theme 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 theme 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 theme places emphasis on guiding Settlements investment on well-located land that promotes spatial restructuring and prevents housing delivery on the urban periphery.

The fundamental aim of this theme is to enable spatial restructuring to reverse Apartheid-led settlement patterns and to promote resilient and sustainable 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. 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 themes 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.

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 IDP 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.

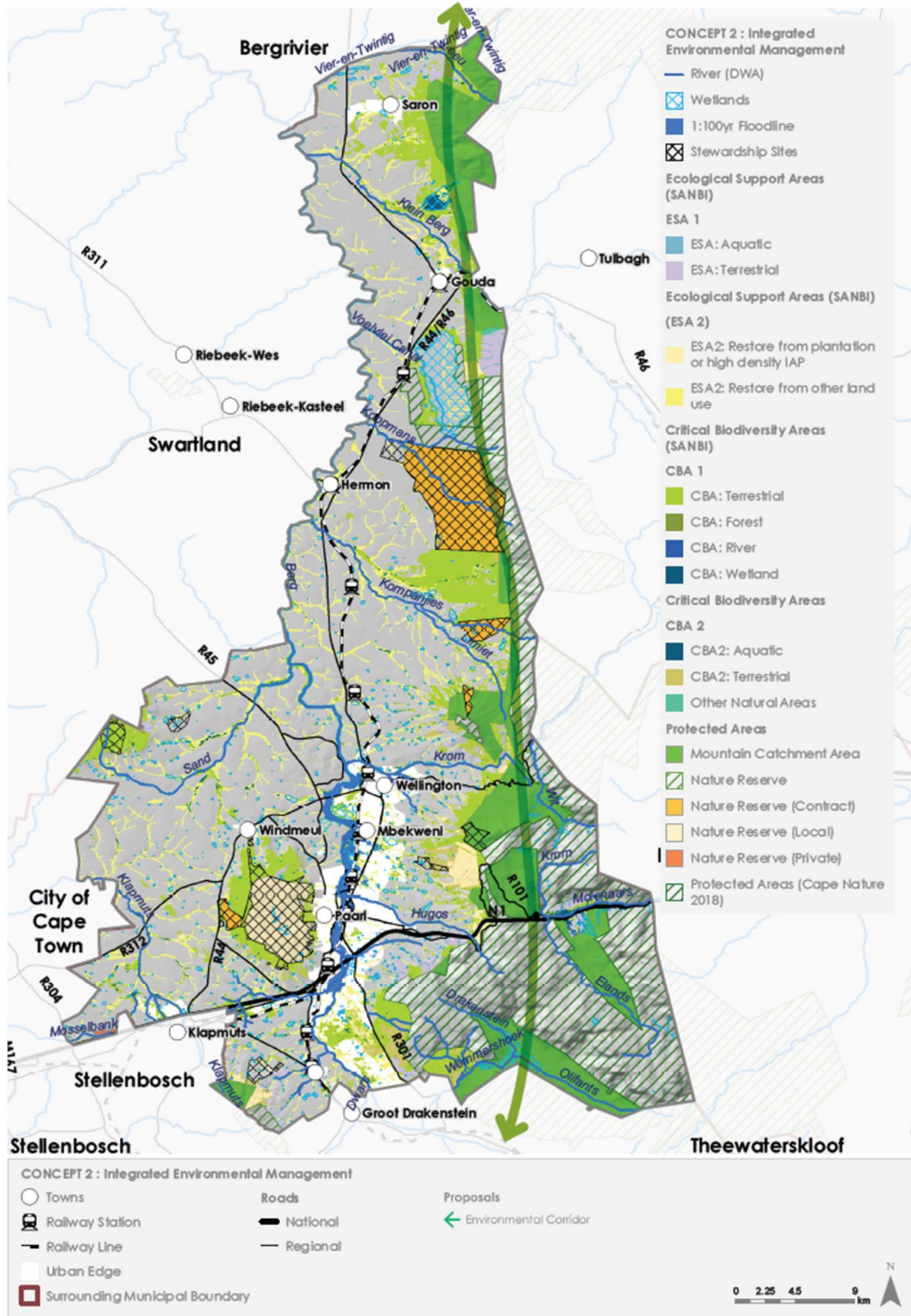
Map 3.6 shows the main proposals for settlements and spatial restructuring. Given the scarcity of well-located and suitable land for settlements, spatial interventions should therefore focus on upgrading, infill development and densification opportunities. Areas earmarked for densification/infill development 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, 2019, 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]).

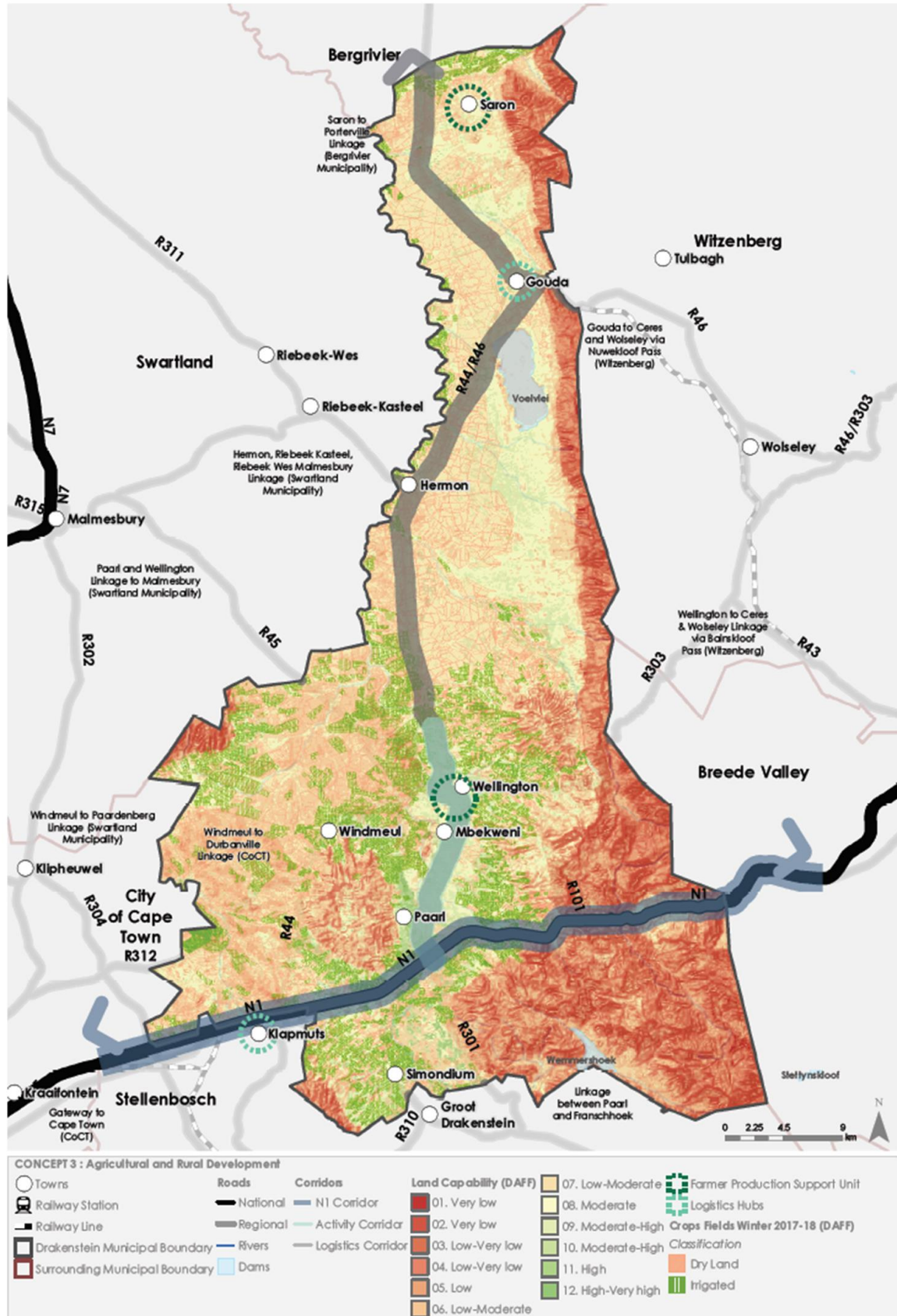
The detailed proposals and spatial interventions for spatial transformation and human settlement development are shown in the Spatial Focus Area maps.

The planning and upgrading of informal settlements are critical components of this theme to ensure inclusivity, resilience and transformation of our 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:

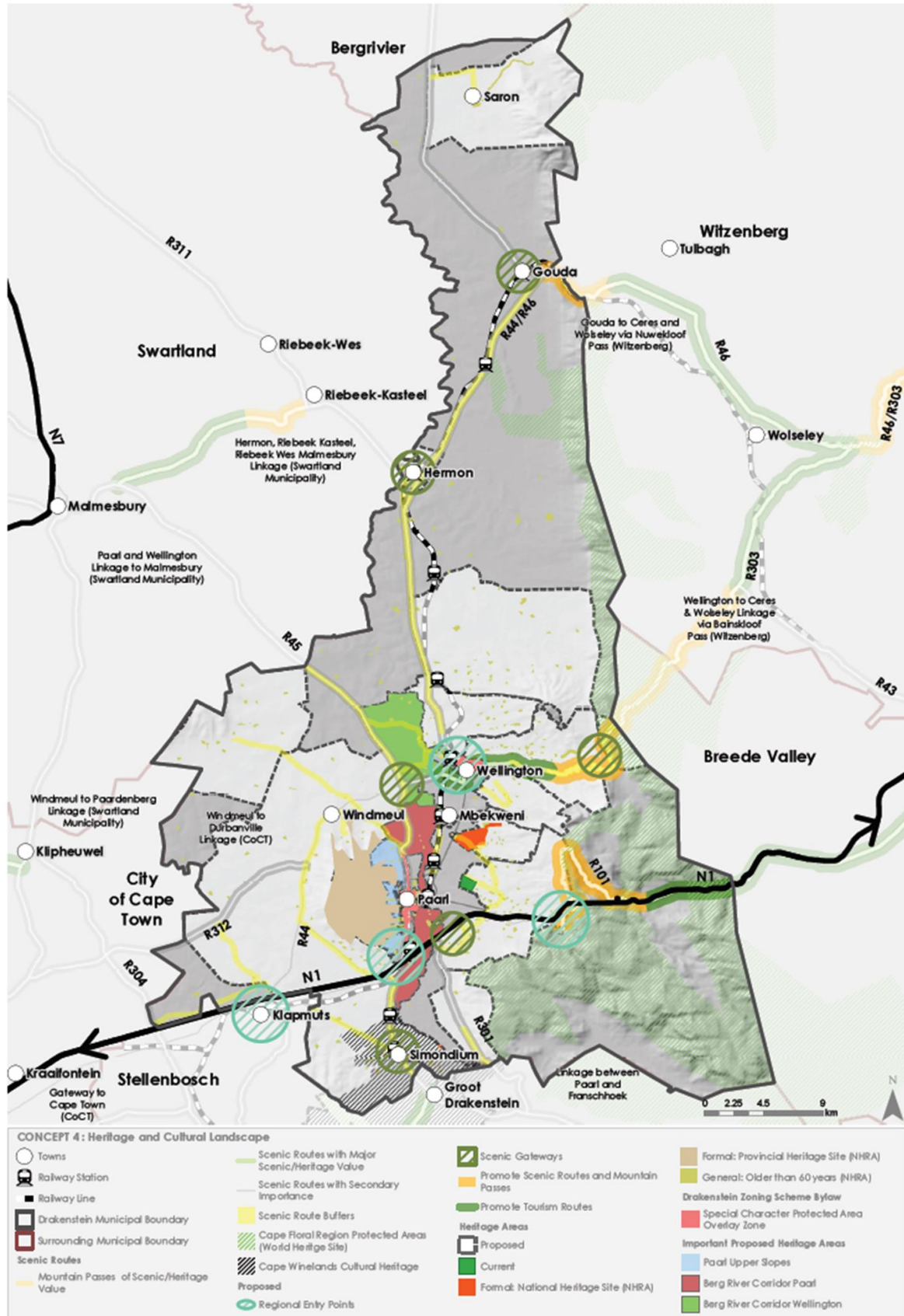
- a) Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas; and
- b) Land development procedures must include provisions that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



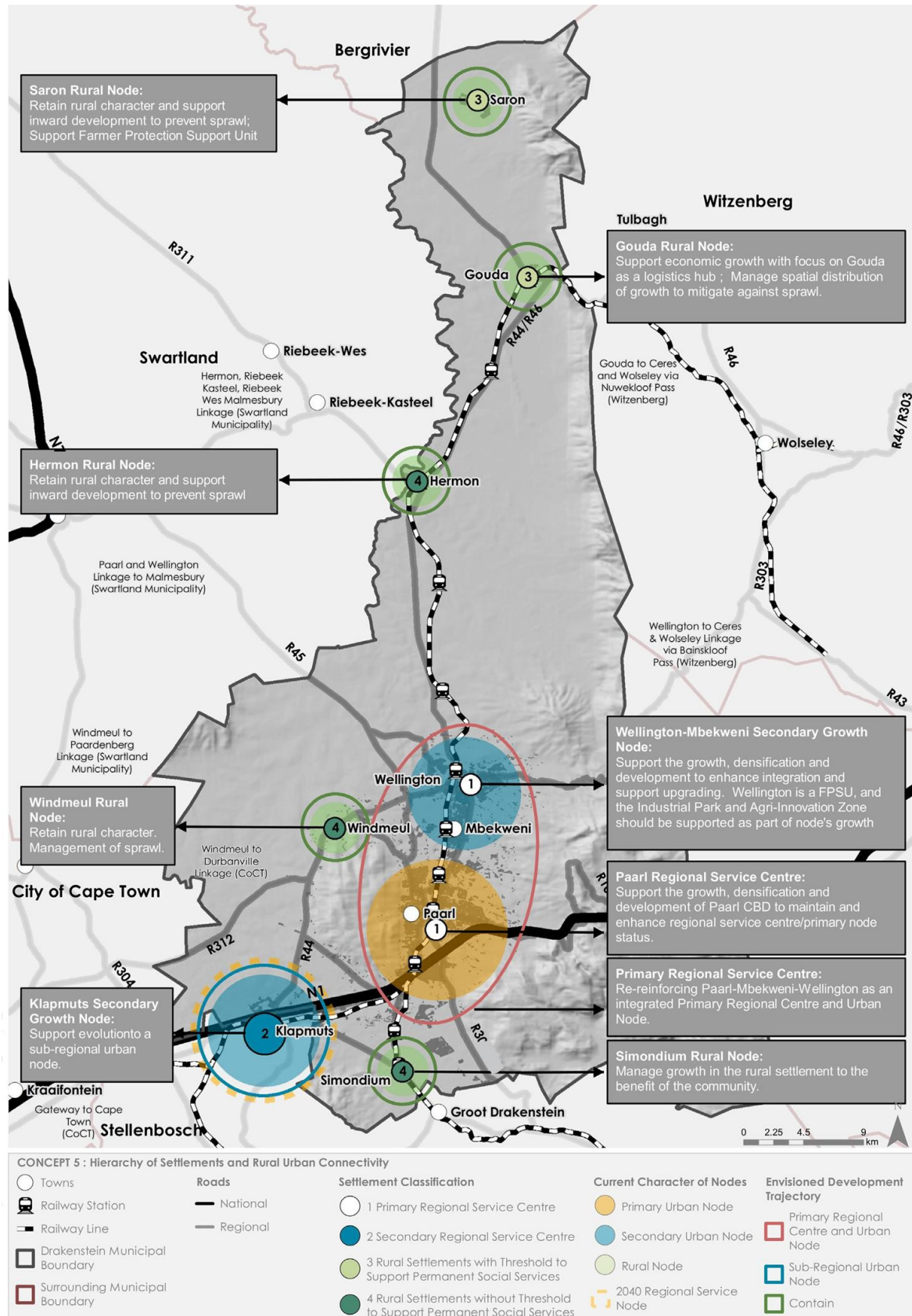
Map 3.1: Theme 2 - Promoting Integrated Environmental Management.



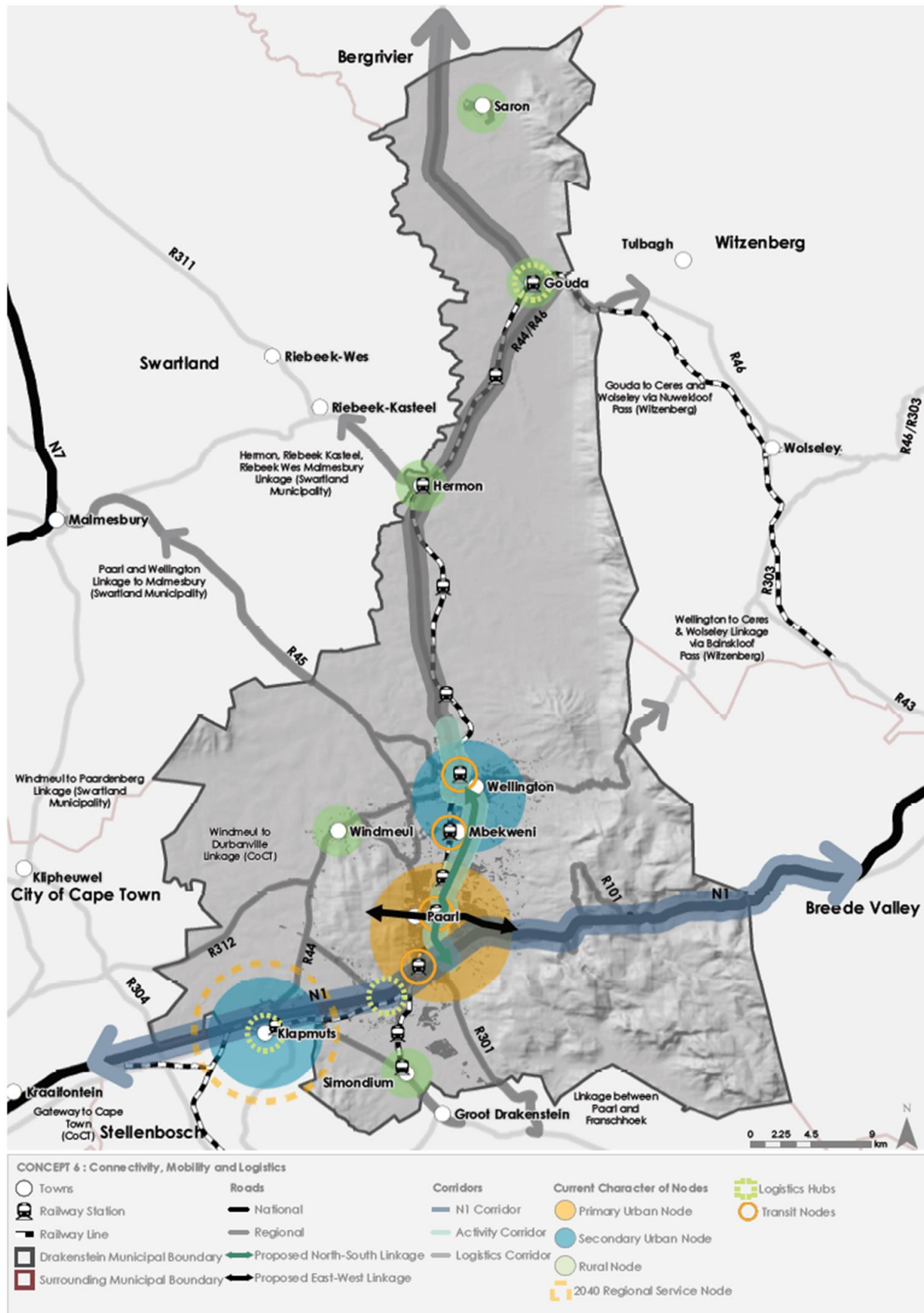
Map 3.2: Theme 3 - Promoting Agriculture and Rural Development.



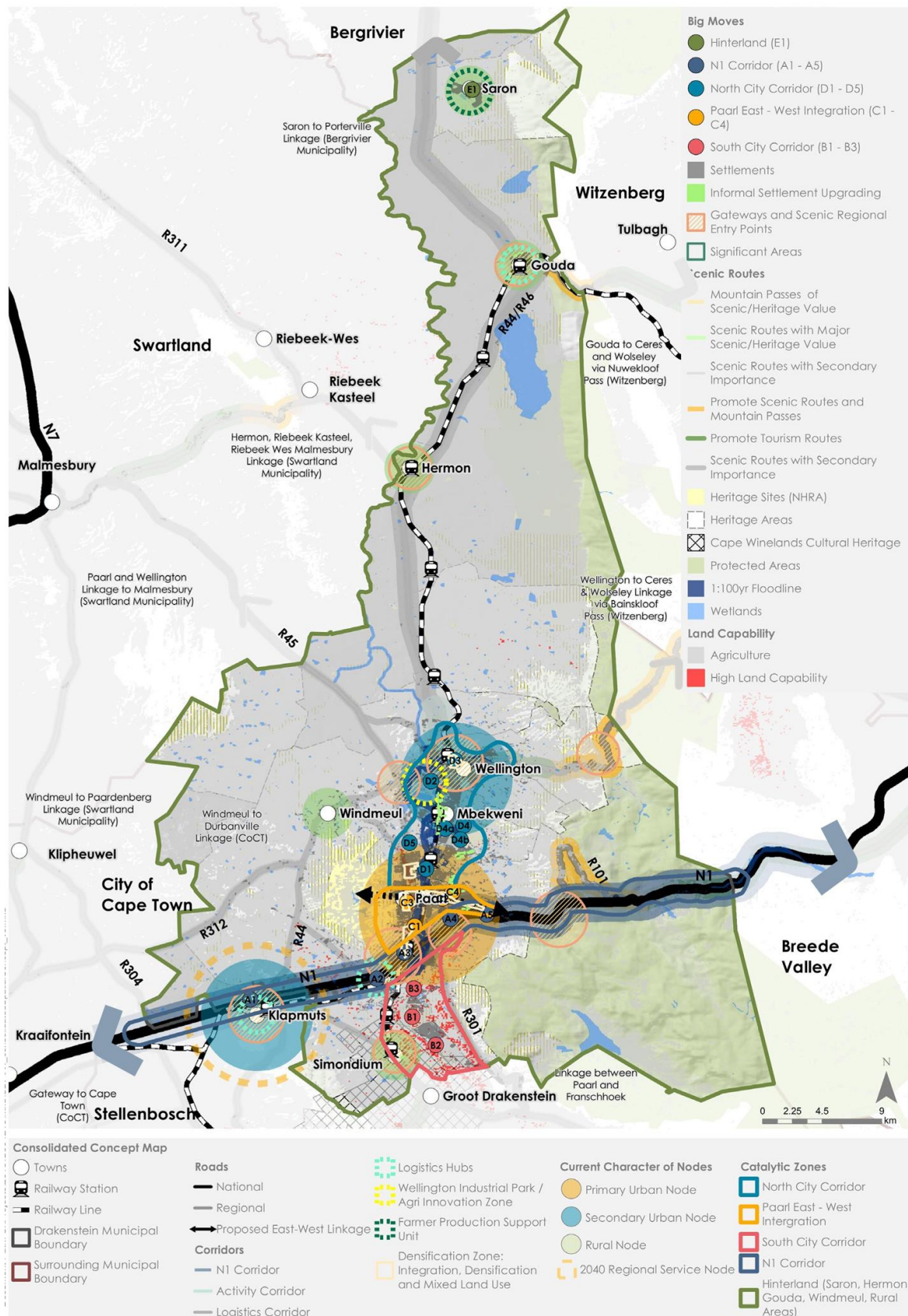
Map 3.3: Theme 4 - Protecting and Promoting Heritage and Cultural Landscapes.



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



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



Map 3.7: Consolidated Spatial Development Framework Themes.

3.4 SDF Spatial Proposals

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

The spatial 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 spatial proposals will directly guide municipal decision-making on development applications. In addition, each spatial proposal is meant to support certain key spatial themes, as illustrated in Table 3.3 below.

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

Serial No.	SDF Themes	Group	Drakenstein SDF Proposals in achieving the Themes
1	Promoting Integrated Environmental Management	A	a) Protect threatened and scarce resources;
2	Protecting and Promoting Heritage and Cultural Landscapes		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;
3	Promoting Agriculture and Rural Developments	B	a) Promoting urban agriculture and small scale farming;
4	Reinforcing the Hierarchy of Settlements and Promoting Rural-Urban Connectivity		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;
5	Promoting Connectivity, Mobility and Logistics Corridors		e) Promote urban densification at appropriate locations;
			f) Revitalisation of the rural economy by means of small towns;
			g) Promote connectivity and mobility through non-motorised transport (NMT) and transport oriented development (TOD);
			h) Development of integrated settlements and mixed use 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.
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;
7	Implementing Catalytic Zones and Big Moves		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.

3.5 Alignment of the IDP Key Performance Areas (KPA's) and Pre-determined Objectives (PDO's) 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 to the amended SDF. The development plan consists of the six KPA's, thirty-nine PDO's, 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.

3.6 Alignment with identified key Spatial Priority Areas (SPA's) and the Spatial Focus Areas (SFA's)

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 Catalytic Zones within the Drakenstein municipal area, whilst the SDF developed nine Spatial Focus Areas (which includes rural areas at a broader level).

The five Catalytic Zones 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.

3.6.1 Spatial Priority Areas

The Spatial Priority Areas (SPA's) directly correspond/correlate to the aforementioned Catalytic Zones, however, are focused on the existing urban areas within Drakenstein Municipality, and therefore are confined within the urban edge. The Spatial Priority Areas (SPA's) are as follows:

- a) Paarl East-West Integration Corridor SPA (Paarl and Mbekweni);
- b) North City Integration Corridor 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).

The SPA's 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.

3.6.2 Spatial Focus Areas

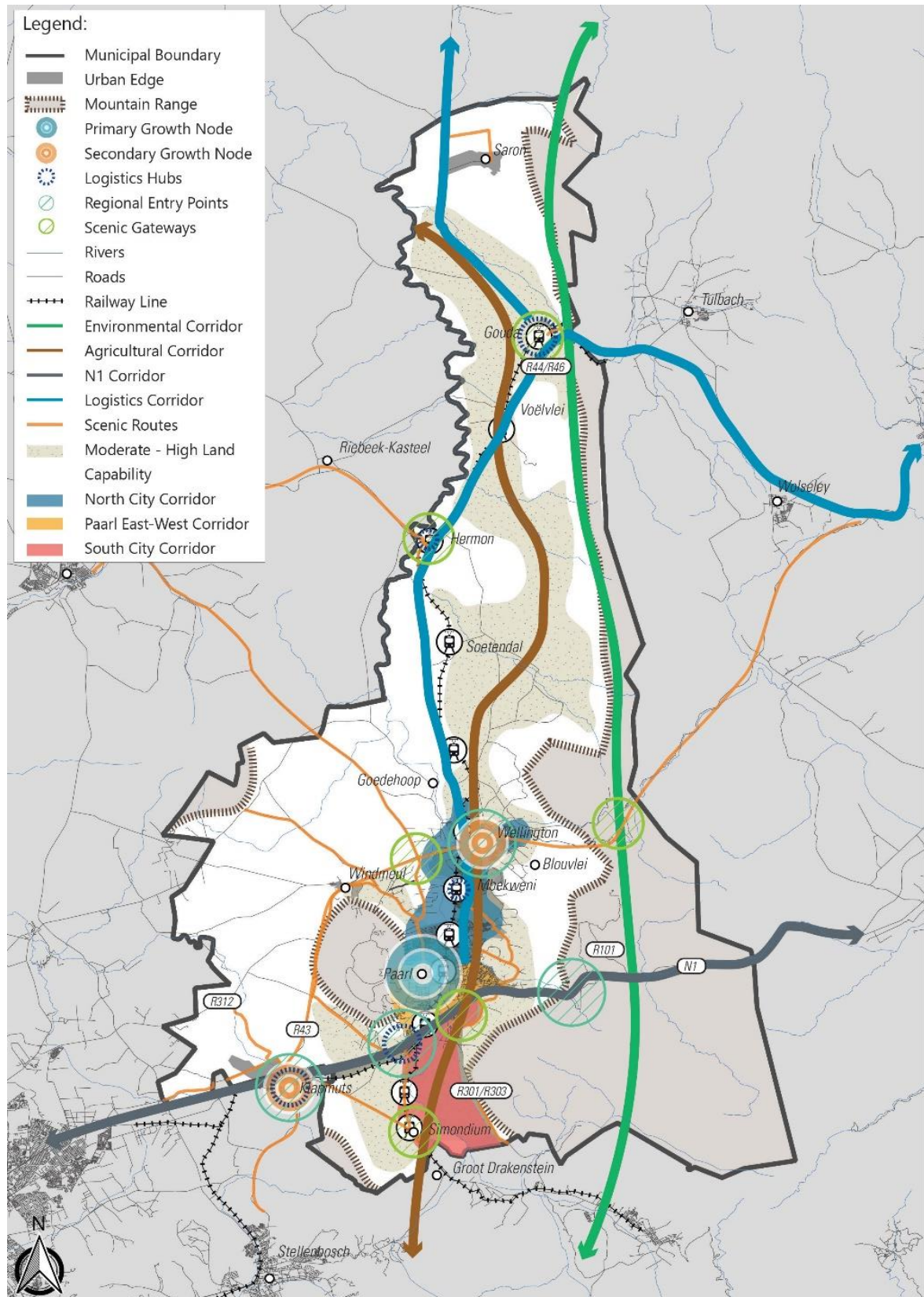
Nine Spatial Focus Areas (SFAs) were identified in the SDF for Drakenstein Municipality. Each SFA contains spatial interventions, which are presented in an intervention matrix and on a spatial theme plan. The intervention matrix is aligned to the applicable PDOs of the IDP. These SFAs should not be seen in isolation but should 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. Refer to Chapter 3.9 below that describe the SFAs in more detail.

3.7 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 neighbouring municipal SDFs 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 hierarchy 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 mountain passes; and
- g) Shared mobility corridors and transport infrastructure.



3.8 Composite Municipal Spatial Development Framework 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 Framework Plan (refer to Map 3.9 below).

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

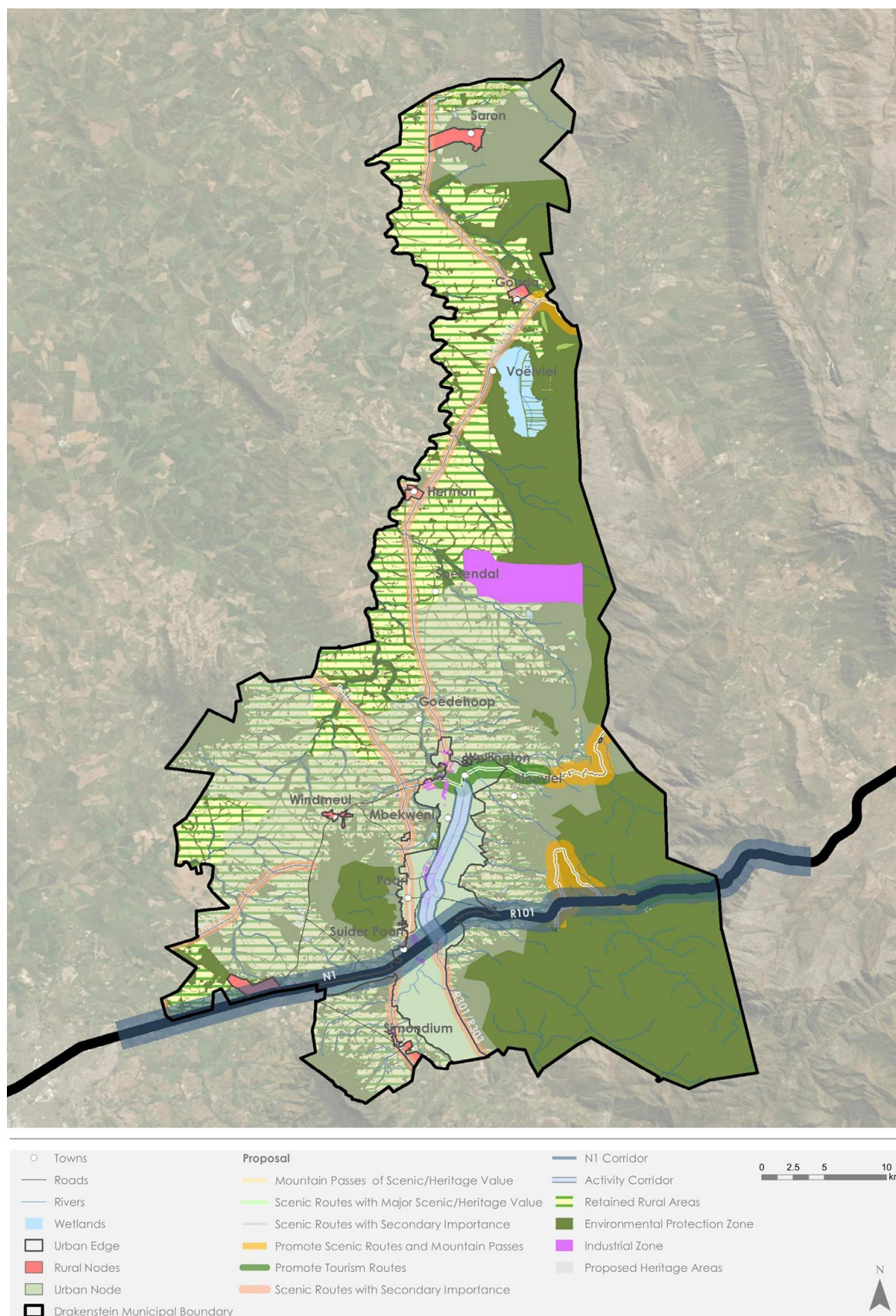
The development of more detailed projects for the settlements and SFAs within the municipal jurisdiction, is set out in a series of SFA maps, which should be read with the spatial interventions for each Spatial Focus Area. It indicates the conceptual approach to the Spatial Focus Area or settlement, 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 SFA maps, and their associated spatial map elements or focus area framework elements (refer to Table 3.4 below), are conceptual guidelines for high-level decision-making, and does not replace the need to conduct detailed site-specific investigations prior to decision-making.

For each of the SFAs, 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 projects are also indicated in each of the projects tables per SFAs. The all-inclusive capital investment and expenditure requirements are included in the Capital Investment Framework and Implementation Plan (refer to Chapter 4 below).

The Composite Municipal Spatial Development Framework 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 'Agriculture'. The development proposals for these spatial elements, and those contained in the Spatial Focus Area maps, are described in Table 3.4 below.



Map 3.9: Composite Drakenstein Spatial Development Framework Plan

3.9 The 9 Spatial Focus Areas

A Spatial Focus Area Framework has been developed for all urban areas within the Drakenstein Municipal area. The nine identified Spatial Focus Areas (SFAs), for which SFA maps have been developed, are listed below (Maps 3.10 and 3.11 below indicate the locations of the 9 SFAs across Drakenstein Municipality):

- a) SFA1: Paarl;
- b) SFA2: Mbekweni;
- c) SFA3: Wellington;
- d) SFA4: Drakenstein South and Simondium;
- e) SFA5: Ben Bernhard, Drakenstein West and Klapmuts North;
- f) SFA6: Windmeul;
- g) SFA7: Hermon;
- h) SFA8: Gouda;
- i) SFA9: Saron.

Each of the 9 key SFA maps includes 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).

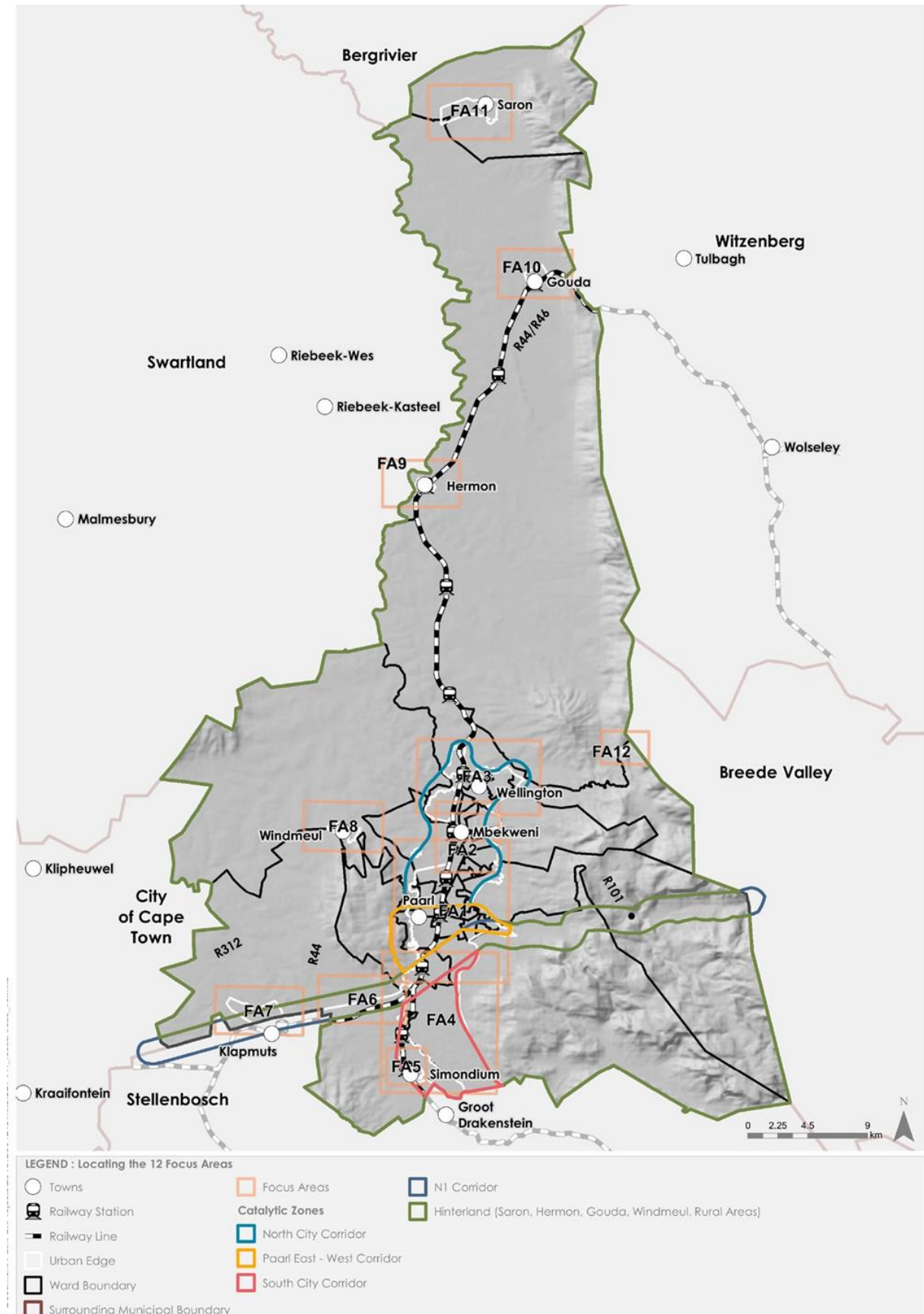
The 9 SFAs must not be seen in isolation. Chapter 3.9.3 below indicates spatial interventions and projects that are applicable to all the 9 SFAs. In addition, each SFA has spatial interventions and projects that are only applicable to a specific SFA. The implementation of the spatial interventions and projects for each SFA must be considered in conjunction with one another in order to ensure that the broader spatial themes (refer to Chapter 3.3 above) are achieved in a holistic and cohesive manner.

3.9.1 Components per Spatial Focus Area

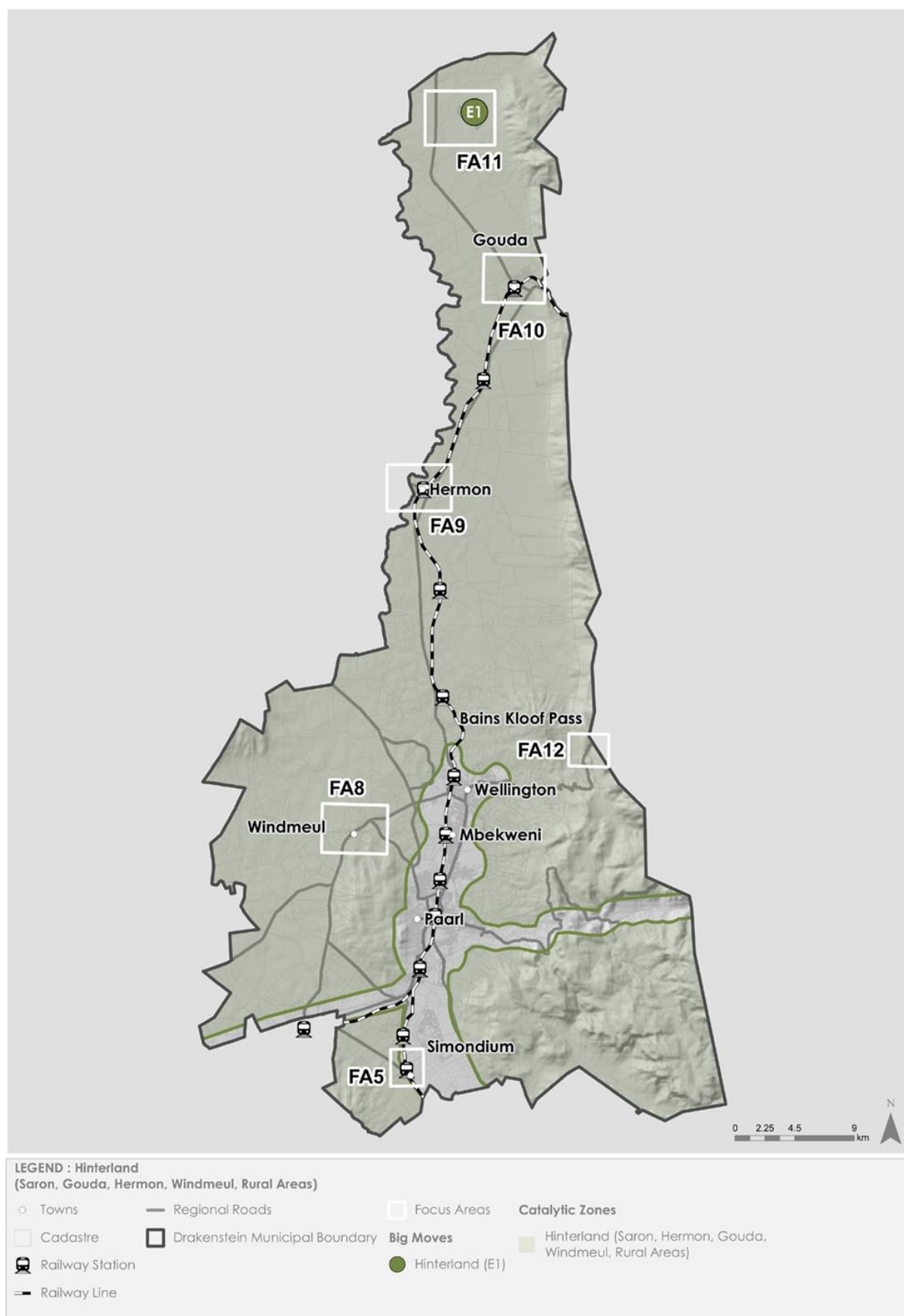
Each of the 9 Spatial Focus Areas consists of the following components:

- 1) A broad description of the applicable Spatial Focus Area;
- 2) The applicable Spatial Focus Area map 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, which 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 a Spatial Focus Area Map.



Map 3.10: Location of the 9 Spatial Focus Areas.













Map 3.11: Hinterland Spatial Focus Areas.

3.9.2 Spatial Elements depicted on the Spatial Focus Area 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 3.4 below explains each spatial element as well as provides the graphic representation (i.e. icon) of the spatial element.

Table 3.4: Spatial Development Framework Elements.



Spatial Elements depicted on the Spatial Focus Area Maps		
Serial No.	Spatial Element Icon	Name
1		General Node
<p>General Nodes indicate areas and/or intersections of a general higher urban focus, which are not overrepresented or dominated by Commercial land uses (refer to the 'Commercial Node' spatial element below). The more dominant land uses associated with a 'General Node' could be Community/Social (refer to 'Community/Social' spatial element below) and Logistical Hub land uses. These nodes are strategically located in areas along high-uses routes where a concentration of activities and a mix of land uses should be encouraged, appropriate to the character of the area. A hierarchy of general nodes are reflected via the size of each circle and indicates the relative intensity of activities.</p> <p>In addition, several 'specific' nodes (these nodes do not necessarily fit the 'General Node' explanation but have one very dominant land use/activity associated with them) are located across the municipal area which <i>inter alia</i> include the following: Dal Josafat Station Precinct (Paarl), Wellington Station Precinct, CPUT Education Precinct (Wellington), Mbekweni Station Precinct, Gouda Freight Logistical Hub, etc.</p>		
2		Commercial Node
<p>A Commercial Node indicates existing and proposed nodes where the dominant land use is 'Commercial' land uses, but also allows for other urban land uses, excluding industrial land uses. 'Commercial' refers to land uses such as, but not limited to shops, offices, financial institution, big box retail, postal agencies, gambling venues, wellness centres, restaurants, supermarkets, shopping centres, medical consulting rooms (which are not in a clinic or hospital), conference facilities, commercial gymnasiums, veterinary services, plant nursery, tavern, liquor outlet, funeral parlours, adult services, etc. A hierarchy of nodes are reflected via the size of each circle and indicates the relative intensity of activities.</p>		
3		Gateway
<p>Gateways indicate entrance points to urban settlements which require urban design interventions (signage, street furniture, and hard and soft 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>		
4		Renewable Energy Facility
<p>A Renewable Energy Facility indicates existing and proposed renewable energy infrastructure/projects that harness the power of the wind, the sun (solar), water (hydroelectric), biological material (biomass), the earth's crust (geothermal), etc. to generate electricity.</p>		
5		Activity Street
<p>Activity Streets indicates roads (i.e. Class 4) that form community spines between neighbourhoods along which a mix of high-density urban uses should be encouraged and allowed, and public transport be promoted.</p>		
6		Mobility Route
<p>Mobility routes indicates roads that function as primary mobility routes (i.e. Class 1, 2, and 3) into, through and between settlements.</p>		

7		Scenic Route
Scenic routes indicate roads that provide vistas over scenic landscapes and the experience of a sense of place. Scenic Routes indicates roads designated as 'Scenic Route Overlay Zones' in the Drakenstein Municipality Zoning Scheme Bylaw, 2018 with specific land use management requirements, principles and parameters (i.e. land use, buildings, site development plans, visuals, considerations of an application, signage, exemptions, etc.). The Drakenstein Municipality Zoning Scheme Bylaw, 2018 must therefore be referenced for guidance on proposed developments or land use applications.		
8		Mobility/Scenic Route (Dual Designation)
In some instances, routes share a dual functionality, and are indicated as such on the relevant Spatial Focus Area maps.		
9		Urban Edge
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. The land use proposals for land within the urban edge is depicted in the spatial elements designated in the Spatial Focus Area maps. In the case of Drakenstein Municipality, it should not be assumed that all land within the urban edge is developable. The 4th Disclaimer, provided under the 'Element Designation & Urban Edge Disclaimers' section (refer to the bottom of this table) must be read in conjunction with this definition of the Urban Edge spatial element. In addition, the 4th Disclaimer refers to urban development of the 'Agriculture' spatial element within the Urban Edge.		
10		Agriculture
10A	<p align="center">Outside the Urban Edge</p> <p><u>Guidelines for agricultural areas "outside" of the urban edge:</u></p> <p>Agricultural areas include rural and agricultural areas* that must be retained, protected and/or improved (e.g. alien clearing). The protection of these rural and agricultural 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. The Agriculture spatial element does not support urban land uses. Although, agro-processing initiatives and developments can be allowed.</p> <p>Community, social and educational facilities (e.g. clinics, schools, ECDs) can also be provided for residents in the rural and agricultural areas, where the need and desirability justify a site-specific deviation from the SDF, subject to the necessary approvals from the national and provincial departments of Agriculture as well as other relevant government departments.</p> <p>*Note: Environmental Areas included:</p> <p>This spatial element also includes Critical Biodiversity Areas (CBAs, also within the "Agriculture" and "Green Space" designations/elements), Ecological Support Areas (ESAs, also within the "Agriculture" and "Green Space" designations/elements). Refer to the Spatial Focus Area Environmental and Heritage Implications maps. Above-mentioned designations/elements could include stewardship sites, protected areas and nature reserves. However, for a clear indication of the CBAs and ESAs, it is recommended to cross reference with the Environmental and Heritage Implications maps per each Spatial Focus Area as well as the municipal wide maps at the front of this document. In this case, it would be best for the reader to rather refer to these other maps (not the Spatial Focus Area maps, i.e. spatial element designations) for the above-mentioned environmental designations. Furthermore, environmental designations must be further clarified with departments/sections such as the Drakenstein Municipality Environmental Management Section, CapeNature and the Western Cape Government Department of Environmental Affairs and Development Planning, and the National Department of Forestry, Fisheries and the Environment. The above-mentioned matters should be addressed from and via the Drakenstein Municipality Environmental Management Section.</p>	
10B	<p align="center">Inside the Urban Edge</p> <p><u>Guidelines for agricultural areas "inside" the urban edge:</u></p> <p>Agricultural 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:</p> <ol style="list-style-type: none"> 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; Development to comprise of natural/scenic/cultural compatible land uses informed by transformation thresholds, including: <ol style="list-style-type: none"> Low density housing development; Resorts and holiday accommodation; Recreation facilities (refer to the description under the Community/Social spatial element below for more details on recreational facilities); and Social, Community and Educational Facilities (e.g. ECDs). 	

		<ul style="list-style-type: none"> 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 (e.g. Ecological Support Areas [ESAs]) 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 and open spaces that act as a functional buffer between the conservation area and development, protecting conservation worthy places and heritage areas (e.g. farmsteads and other farming related buildings); h) The settings of special cultural features are to be protected by providing them with '<i>breathing space</i>' 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) Implementation of self-generation solutions wherever possible; o) Low impact/green technologies implemented wherever possible; and p) Integrate settlement patterns with the existing water system through the use of green infrastructure and sustainable urban drainage systems. q) Urban development in the 'Agriculture' spatial element inside the urban edge may require Environmental Impact Assessments, Visual Impact Assessments and/or Heritage Impact Assessments. <p>*Note: Agricultural Approvals: Developments are first and foremost subject to the necessary approvals from the National Department of Agriculture, Land Reform and Rural Development and Western Cape Department of Agriculture. It is recommended that approvals or at least support is obtained from the aforementioned departments before a land use planning application is submitted to Drakenstein Municipality</p>
11		Community/Social
		<p>This spatial element includes the following land uses:</p> <ul style="list-style-type: none"> a) Community and social facilities (libraries, community halls, municipal offices, clinics, Thusong centres, charitable organisations, CBOs, NPOs, etc.), including recreational facilities (i.e. fields, courts, stadiums, club house, gym, ablutions, medical, etc.); and b) Educational facilities such as crèches (e.g., ECDs), primary and secondary schools and tertiary institutions, which includes ancillary uses such as sports fields, boarding facilities and student accommodation.
12		Urban Infill
		<p>Urban Infill includes all urban land uses, excluding 'Industrial' but including and not limited to the following land uses: Residential, 'Commercial*', Public and 'Community/Social'*.</p> <p>*Note: 'Commercial' and 'Community/Social' land uses: Refer to the land uses as indicated under the 'Business/Commercial/Retail Node' spatial element (number 2 above) and the 'Community/Social spatial element (number 11 above) descriptions.</p>
13		Industrial
		<p>Industrial refers to existing and proposed industrial areas which includes the following land uses:</p> <ul style="list-style-type: none"> a) Large-scale, general, micro and niche manufacturing (i.e. factories); b) Warehousing; c) Large-scale retail activities, which are not appropriate in the historic centre of towns; d) Large-scale agri-processing facilities; e) Employee housing; f) Noxious industries; g) Certain non-industrial uses which are compatible with the primary land use of the spatial element; and h) 'Commercial' (e.g., factory shops) and restaurants of a limited scale aimed at serving the surrounding workforce and clients. <p>Therefore, a combination of 'Industrial' and '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>

14		Mixed Use
Mixed use designation combines the land uses of the following spatial elements: 'Urban Infill' (residential, business, commercial, retail, public, community, social, school, and education) and 'Industrial'. Refer to numbers 11 to 13 above.		
15		Urban Footprint
The 'Urban Footprint' spatial element include the following: Built-up area, land that has already been urbanized (e.g., bulk infrastructure is provided), where an urban development approval has been issued, and other land uses that make up existing urban land uses.		
<p><u>Note: 'Urban Areas' in terms of EIA Regulations</u></p> <p>The EIA Regulations define 'Urban Areas' as: 'areas situated within the urban edge (as defined or adopted by the competent authority).' and 'refers to areas situated within the edge of built-up areas'. The SDF rather uses its' own spatial planning term 'Urban Footprint' for indicating and mapping the existing urban built-up areas. The terms are therefore interchangeable.</p>		
16		Paarl Farms
<p>The Paarl Farms spatial element refers to the Paarl Farms Land Use Management Policy that was adopted by Council in 2006. This policy informs the reservation of agricultural areas inside, and peripheral to the urban edge for the following reasons:</p> <ol style="list-style-type: none"> Protect high yielding, high value and unique agricultural land; Ensure on-going agri-production and food security; Protect the heritage value of the working landscape (i.e., heritage resources, visual impact, cultural landscapes, etc.); and Protect the environmental value of the working landscape (i.e., Critical Biodiversity Areas [CBAs], Ecological Support Areas [ESAs], rivers, streams, tributaries, wetlands, endangered species, protected areas, nature reserves, stewardship sites, etc.). 		
17		Critical Biodiversity Areas (CBAs) (On the various SDF maps the 'Protected Areas', 'Stewardship Sites' and 'Nature Reserves' designations form part of the Critical Biodiversity Area [CBA] element)
<p>Critical Biodiversity Areas (CBAs)* are terrestrial and/or aquatic features whose safeguarding is critically required meet biodiversity targets and includes stewardship sites, protected areas and nature reserves. The aforementioned areas are indicated on various SDF maps (i.e., Environmental and Heritage Implications maps and municipal wide maps included at the front of the SDF document). This spatial element also includes the buffer areas along aquatic CBA features.</p> <p>For the CBAs, stewardship sites**, protected areas and nature reserves, it is recommended to cross reference with the Environmental and Heritage Implications maps as per each Spatial Focus Area, as well as above-mentioned municipal wide maps. In this case, it would be best for the reader to rather refer to these other maps (not the Spatial Area maps, i.e. spatial planning designations) for the above-mentioned environmental designations.</p> <p>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. For possible developments of CBAs <u>inside the urban edge</u>, refer to the '<i>Environmental Disclaimer</i>' included below the 'Green Space' spatial element in this table.</p> <p><u>*Note 1: Critical Biodiversity Areas (CBAs):</u></p> <p>An area being designated as a CBA is a scientific determination and not a zoning. 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> <p><u>**Note 2: Stewardship sites:</u></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>		

18		Ecological Support Areas (ESAs)
<p>Ecological Support Areas (ESAs) are not essential for meeting biodiversity targets but play an important role in supporting the ecological functioning of Critical Biodiversity Areas (CBAs). 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> <p>For possible developments of ESAs <u>inside the urban edge</u>, refer to the 'Environmental Disclaimer' included below under 'Green Space' spatial element in this table.</p>		
19		Green Space (including Recreational Facilities)
<p>Green Space comprises of the following: Vacant plots, public and private open space and green corridors in urban areas that connect rural areas. Green Space areas could form supporting ecological corridors (to CBAs and ESAs), if determined to be on such sites and potential opportunities for urban agriculture. 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. For possible developments of CBAs and ESAs determined to be located within the 'Green Space' spatial element (inside the urban edge), refer to the 'Environmental Disclaimer' below.</p> <p>Note 1: Recreational Facilities, Resorts and Holiday Accommodation: The Green Space spatial element also includes formal recreational facilities, resorts and holiday accommodation. Refer to the description under the 'Community/Social' spatial element above for more details on recreational facilities.</p> <p>Note 2: Cemeteries: The Green Space spatial element also includes existing cemeteries and could in some cases include a proposed cemetery (i.e. Nieuwedrift cemetery) which has the relevant approvals for such a land use.</p>		
<p style="text-align: center;"><u>Environmental Disclaimer inside the urban edge</u></p> <p style="text-align: center;">Applicable to Critical Biodiversity Areas (including Stewardship Sites, Protected Areas, and Nature Reserves), Ecological Support Areas (ESAs) and Green Space located inside the urban edge:</p> <p>Due to the scale of the mapping of the Drakenstein Municipality Environmental Management Framework, 2022 (EMF) data and layers, discrepancies in the information are possible. Further refinement of these designations ("Critical Biodiversity", "Ecological Support Areas" and "Green Space"), within the urban edge, could be applicable in order to accommodate development. Submissions in this regard must be made to the Drakenstein Municipality Environmental Management Section which will consider these submissions as a whole or on an ad-hoc basis (i.e., site specific) and/or refer the applicant to the provincial Department of Environmental Affairs and Development Planning and CapeNature.</p> <p>Therefore, amendments of the above-mentioned designations for development purposes, within the urban edge, can be applied for by means of the above-mentioned process and submitting the following factual evidence:</p> <ol style="list-style-type: none"> Specialist studies; On-site ground truthing activities; Any other investigations, as required by the Municipality (i.e., Drakenstein Municipality Environmental Management Section); The relevant environmental designations, classifications, documents, regulations, legislation, guidelines, studies, policies, and surrounding environmental context and resources; The required approval process (environmental, heritage, engineering, agricultural, town planning, etc.), whether local, and/or provincial and/or national; and Compliance with the requirements of above-mentioned processes, if the proposed development is approved or supported. <p style="text-align: center;"><u>General Note</u></p> <p>The outcome of the factual evidence listed above, would be the primary informants to determine the nature, form, scale, treatment, land uses, etc. of the development of the site or area.</p>		

20		Heritage Resources
<p>Refer to sites that have special national or provincial significance in terms of the heritage assessment criteria as identified by the South African Heritage Resources Agency (SAHRA) as Grade 1 resources and by Heritage Western Cape as Grade 2 resources. This spatial element also indicates Grade 3 resources (heritage resources that have municipal significance) which includes buildings older than 60 years. The Grade 3 heritage resources are identified by the Drakenstein Municipality Heritage Resources Sub-section in conjunction with Heritage Western Cape. For the possible development of heritage resources, inside the urban edge, refer to the '<i>Heritage Disclaimer</i>' included below the 'Special Character Protected Area Overlay Zone' spatial element in this table.</p>		
21		Special Character Protected Area Overlay Zone
<p>The Drakenstein Zoning Scheme Bylaw (2018) earmarked Special Character Protected Overlay Zones for Paarl (mostly along Main Road and Market Street) and Wellington (mostly along Main Road and Church Street). The purpose of these zones is to:</p> <ol style="list-style-type: none"> Guide development to protect and enhance the character of the demarcated area, which has special historical, social, cultural and/or architectural value; Mitigate possible adverse impacts which a development or alteration may have on the significance of such an area; and 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 the area. Consider comments from the Drakenstein Municipality Heritage Committee, if applicable. <p>For the possible development of heritage resources inside the 'Special Character Protected Area Overlay Zone' refer to the '<i>Heritage Disclaimer</i>' below.</p>		
<p align="center"><u>Heritage Disclaimer inside the urban edge</u></p> <p>Applicable to Heritage Resources (National Heritage Sites, Provincial Heritage Sites, Current Heritage Areas, Cultural Overlay Zones, Municipal Heritage Sites and buildings older than 60 years and Special Character Protected Overlay Zones) inside the urban edge:</p> <p>When the 'Heritage Resources' spatial element designations are located within the urban edge, as indicated on the Environmental and Heritage Implications maps, further refinement of these heritage designations, could be possible in order to accommodate development. Submissions in this regard must be made to the Drakenstein Municipality Heritage Resources Sub-Section, which will consider (including referral to the Drakenstein Heritage Committee for comment) these as a whole or on an ad-hoc basis (i.e. site specific) and/or refer the applicant to Heritage Western Cape and/or South African Heritage Resources Agency.</p> <p>Therefore, amendments of the above-mentioned heritage designations for development purposes, inside the urban edge, can be applied for by submitting the following factual evidence:</p> <ol style="list-style-type: none"> Specialist studies; On-site ground truthing activities; Any other investigations, as required by the Municipality (i.e., Drakenstein Municipality Heritage Resources Sub-Section); The relevant heritage designations, grading, documents, regulation, legislation, guidelines, studies, policies and surrounding heritage context and resources; The required approval process (i.e. heritage, engineering, town planning, environmental, agricultural, etc.), whether local, provincial, and/or national; and Compliance with the requirements of the above-mentioned processes, if the proposed development is approved or supported. 		
<p align="center"><u>General Note</u></p> <p>The outcome of the factual evidence listed above, would be the primary informants to determine the nature, form, scale, treatment, land uses, etc. of the development of the site or area.</p>		

22	<p align="center">DISCLAIMERS: ELEMENTS AND URBAN EDGE</p> <p align="center"><u>Disclaimer 1: Administrative Discrepancies and Oversight:</u></p> <p>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, as part of the review, amendment and compilation processes.</p> <p>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.</p> <p align="center"><u>Disclaimer 2: Higher Level Determination of the Position of the Urban Edge and Delineation of Spatial Elements:</u></p> <p>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 higher-level determination of the urban edge or designated spatial element, the Municipality is the authority, to confirm or make the determination whether land is inside or outside the urban edge and whether or not land is covered by which spatial element or designation.</p> <p align="center"><u>Disclaimer 3: Further Detailed/Finer Delineation at a Cadastral Level of the Urban Edge and Elements:</u></p> <p>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 at a cadastral level, is very wide and covers large tracts of land. Cadastral specific determinations, if required, in terms of more detailed design and planning of the actual area to be developed as part of the site development plan, land surveying, registration activities, architectural design, and any other legislated approval processes, would also be determined on a case-by-case basis by the Municipality.</p> <p align="center"><u>Disclaimer 4: Agriculture Spatial Element inside the Urban Edge, the Subdivision of Agricultural Land Act (Act 70 of 1970) and Double Designations:</u></p> <p>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 inside the urban edge to retain its rural character through designations such as 'Agriculture'. In most cases, the above-mentioned designation, inside the urban edge, is subject to the Subdivision of Agricultural Land Act (Act 70 of 1970) and therefore approval is required from DALRRD. In some cases, a double designation is proposed for certain areas (for example 'Agriculture' along with 'Urban Infill'). This approach is followed to indicate that, although development is supported by the Municipality, permission would still be required from the Provincial Department of Agriculture and DALRRD.</p>
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3.9.3 Spatial Interventions and Projects proposed for each Spatial Focus Area

For each of the nine Spatial Focus Areas spatial interventions and projects are proposed that need to be implemented. However, there are general spatial interventions and projects proposed that are applicable to all the SFAs, and these are described under Table 3.5 and Table 3.6 below. These general spatial interventions and projects are interlinked and should not be seen in isolation.

Table 3.5: Spatial interventions applicable to all the SFAs.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
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, Ecological Support Areas (ESAs), wetlands and the management of floodplains. • Connect green corridors and integrate natural areas with urban green areas. • Ecosystem management, catchment management, pollution control and riparian zone management programmes. • Encourage environmental education and non-consumptive low-impact eco-tourism. • Prevent agricultural encroachment into floodplains and riparian areas. • Improve waste management through community-based recycling projects. • Declaration of municipal areas as stewardship sites/formal conservation areas.
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, streams and buffer areas. • Protect water resources from unregulated groundwater uses and from water pollution. • Apply buffer areas around wetlands and CBAs and ESAs. • Conduct 1:100-year flood line determination studies.
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"> • Retain and protect high-value and unique agricultural land. • Retain and improve the relationship between residential developments and surrounding agricultural land. • Protect agricultural land from ad hoc transformation and subdivision into urban areas and or small-holding areas. • Prevent urban encroachment into high-potential agricultural areas. • Promote household gardens, school gardens and community gardens, in partnership with relevant departments and human settlement projects. • Promote urban agriculture and small-scale farming opportunities. • Promote and facilitate opportunities for agri-allotments and agrarian reforms on land that is in close proximity to settlements. • Diversify crops 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. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Protect and celebrate scenic and natural features as collective spaces and places (such as Paarl Mountain, Berg River and Arboretum). • Protect, promote and maintain historical-significant resources, precincts, places, landscapes, and enhance public space and movement routes within these areas. • 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

			<p>interfaces.</p> <ul style="list-style-type: none"> • Integrate and enhance access/mobility between different areas of heritage importance. • Retain the rural and natural character of the area especially within rural/natural landscapes and rural/ natural or urban interfaces. • Designate heritage areas/cultural precincts in the municipal area where applicable. • Complete the heritage register for the Municipality. • Update and review the heritage resources inventory/survey to ensure that resources are adequately recorded and protected. • Conduct a heritage tourism-orientated plan which identifies the main heritage resources that tourists can visit. This forms part of the prioritised projects in the Tourism Development Plan of Drakenstein Municipality.
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. • Prevent ad-hoc outward expansion of urban settlements by maintaining tight urban edges. • 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. • Focus on infill and densification at strategic sites, as indicated on the Spatial Focus Area Maps. • Engage with National Department of Agriculture for exemption of certain appropriate areas from Act 70 of 1970.
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 to ensure that residents have adequate access to an appropriate level of basic services. 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. 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"> • 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 the urban fabric, through infill development. • Promote infill development and densification at appropriate locations or on undeveloped and underutilized land within the urban edge. • Promote compaction, and clustering, of urban functions within urban footprint. • Promote a more efficient urban structure through high mixed land uses at strategic nodes and along Activity Streets. • 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. • Informal economy – support informal trading through the provision of informal trading spaces at strategic nodes. • 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"> • Formalise public transport routes in conjunction with taxi operators. Implement specific routes that public transport follows, establish and control formal taxi ranks, and formalize the entire Integrated Public Transport Network in the Municipality. • Provide a safe, affordable and reliable public transport system for residents. • Promote appropriate and sensitive intensification and densification along identified Activity Streets . • Ensure that all new proposed roads design plans include appropriate NMT movement. • Prioritise sidewalk/NMT provision along major routes and make provision for cycling tracks in all urban upgrade projects. • Reconfigure primary access and movement routes in order to establish more legible urban structure and to facilitate public transport. • Increase the ability for 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 (Activity Streets 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 29: Spatial Planning. 	<ul style="list-style-type: none"> • Promote quality multi-use open spaces areas – reclaim and repurpose open spaces. • Provide appropriate community facilities that should be located within acceptable walking distances. • Maintain and upgrade all community and public facilities (Community Halls and Thusong Centres). • Encourage mixed use educational facilities and ensure equitable access to sport and recreation facilities. • Provide better access to social and recreational facilities through NMT initiatives and the clustering of social facilities at strategic sites. • Social facilities should be located in high mixed use areas, intersections, 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 38: 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. • 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. • Facilitate on-street activities through well-located mixed use areas to create more vibrant/complete neighbourhoods.
12	Tourism	<ul style="list-style-type: none"> • PDO 27: Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> • Promote tourism signage and tourism infrastructure at identified 'gateways'. • Promote natural and built heritage resources, scenic landscapes and outdoor tourist activities. • Trail running and mountain biking trails are important outdoor tourism opportunities that should be utilised. • Develop a Tourism Marketing Strategy, as indicated in the updated Draft Tourism Development Plan (2019). • Promote cultural and heritage tourism in the municipal area by investing in tourism infrastructure. • Encourage tourism initiatives based on township experiences by supporting homestays/tourism facilities (restaurants)/tours/events.
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"> • Support private sector led proposed developments and ensure joint planning between private and public sectors to unlock further opportunities. • Formalise informal trading spaces at strategic nodes for the use of informal traders. • Identification for land for investment purposes. • Negotiate with private property owners to acquire land for cemetery purposes.
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"> • Support inclusive high-density infill development on vacant land. • Support infill development on privately-owned land, which will enhance compaction and densification.
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"> • Create projects for energy generation: Drakenstein Street Light Projects. Installation and upgrade of electrical infrastructure to provide spare capacity for future development. • 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. • Revision of SWMP and floodlines. • Illegal dumping: Construction of mini drop-off facilities, street refuse bins, wheelie bins, signage and ISO Waste

			<p>containers.</p> <ul style="list-style-type: none"> • Replacement of pipes and culverts beyond their RUL. • Upgrade and rehabilitation of the entire sewer network system to accommodate current demand and projected future growth. • Upgrade Existing Sidewalks and Closing of walkways. • Replace and upgrade of Wastewater reticulation systems and 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"> • 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.
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"> • Maintain and upgrade all community and public facilities. • There is no backlog in terms of the quantity of sporting facilities, but considerable investment is required for upgrading and maintenance.
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"> • Identification for land for investment 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"> • Support fibre roll-out plan. • Provision of feasible investment incentive policies. • Review and expand online Tourism information platforms.

Table 3.6: Projects applicable to all the SFAs.

Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Compile a vacant land survey	DM	X	
2	Amend the Drakenstein Zoning Scheme Bylaw	DM	X	
3	Amend the Drakenstein Bylaw on Municipal Land Use Planning	DM	X	
4	Review of Tourism Development Plan	DM	X	
5	Develop a Sport Tourism Strategy	DM	X	
Social and Economic Infrastructure				
6	Extension of basic service to informal settlements	DM	X	X
7	Acquisition of Air Quality Monitoring Equipment	DM	X	
8	Electrification of informal settlements	DM	X	X
9	Electrification of Human Settlements Projects	DM	X	X

10	Installation of CCTV cameras	DM	X	X
11	Painting of 365 murals at municipal community facilities	DM	X	
12	Upgrading and maintenance of local amenities and public places	DM	X	X
13	Implement the “Cleaner and Greener” tree planting programme	DM	X	X
Renewal / Upgrade Infrastructure				
14	Replacement of aged electrical reticulation	DM	X	X
15	Upgrading of SCADA System	DM	X	
16	Drakenstein Energy Efficient Street Light Project	DM	X	
17	Provision of energy self-generating solutions	DM	X	X
18	Installation and upgrade of electrical infrastructure to provide spare capacity for future development	DM	X	X
19	Upgrade of existing sidewalks	DM	X	X
20	Reseal of streets	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	Implement the skip project in high density and informal areas	DM	X	
27	Implement the area cleaning block system in registered informal settlements	DM	X	
28	Upgrading of signalized intersections	DM	X	
29	Purchasing and installation of uninterrupted power supplies at signalized intersections	DM	X	
30	Implement street refuse bins	DM	X	

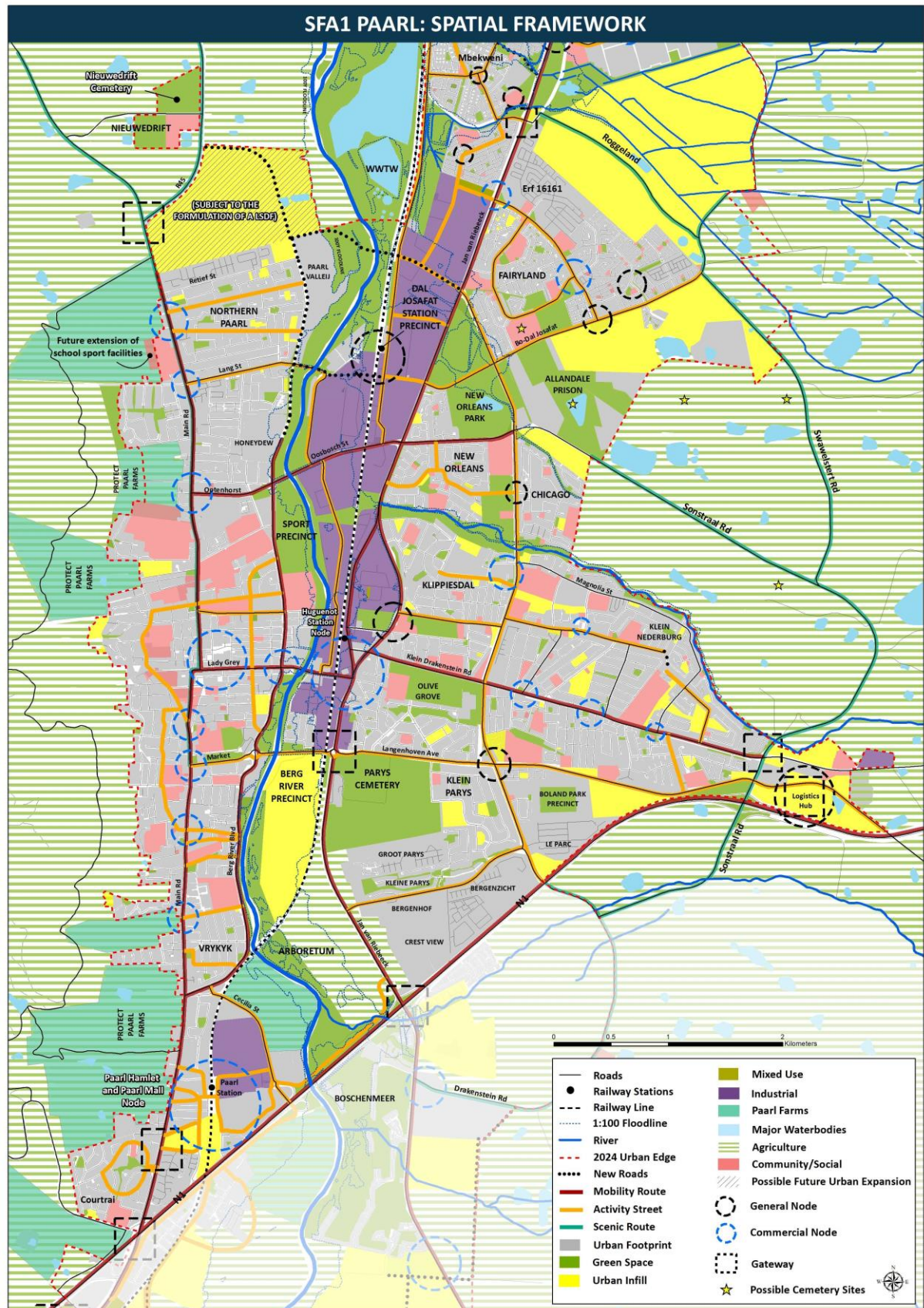
3.10 Description of the nine Spatial Focus Areas

3.10.1 Spatial Focus Area 1: Paarl

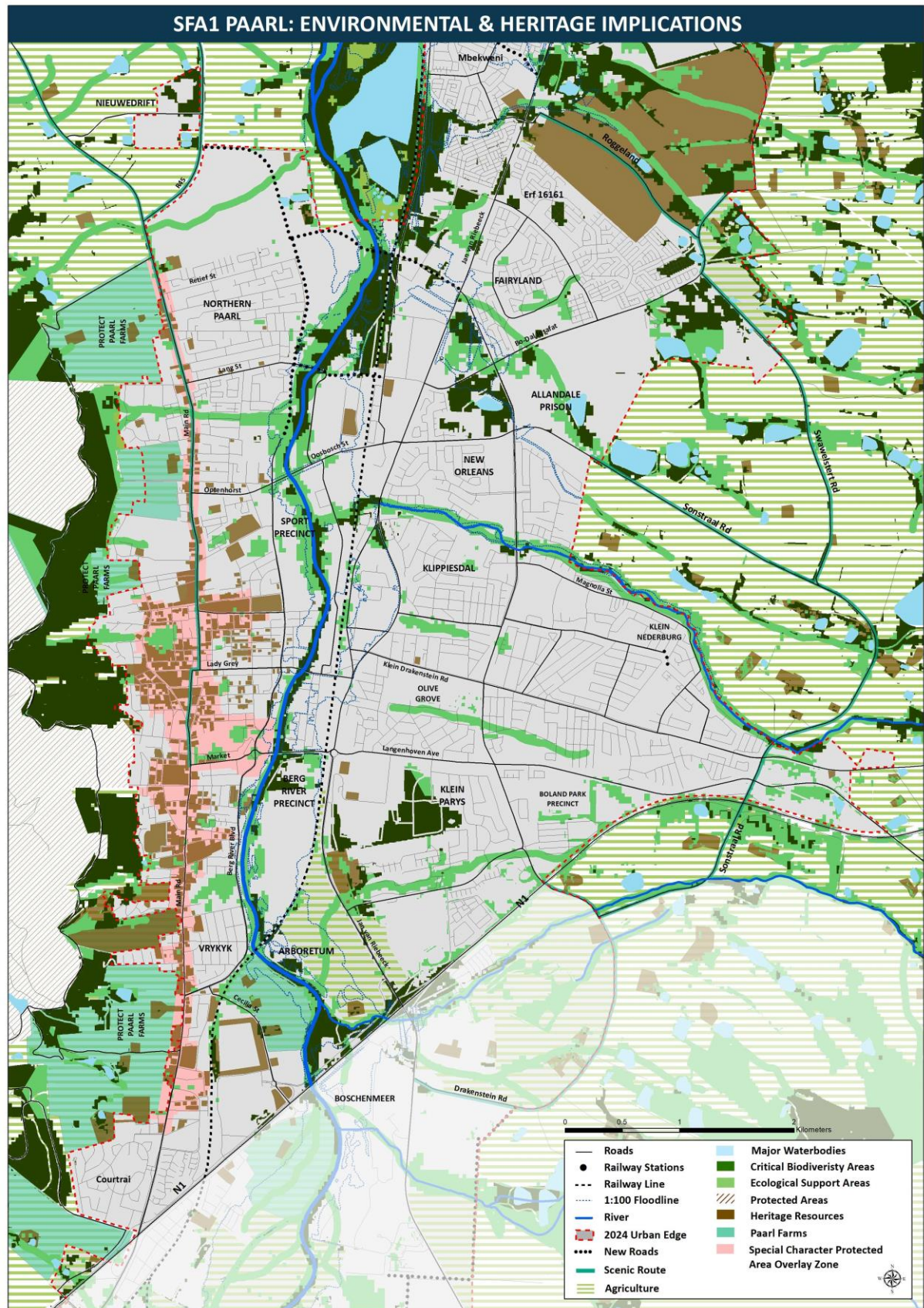
Paarl is the main urban area and economic hub of the Municipal area, and is the centre where the main health, education, cultural facilities and government services are located. It contains a variety of commercial/business services, as well as a strong education, health, industrial services and agricultural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

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.

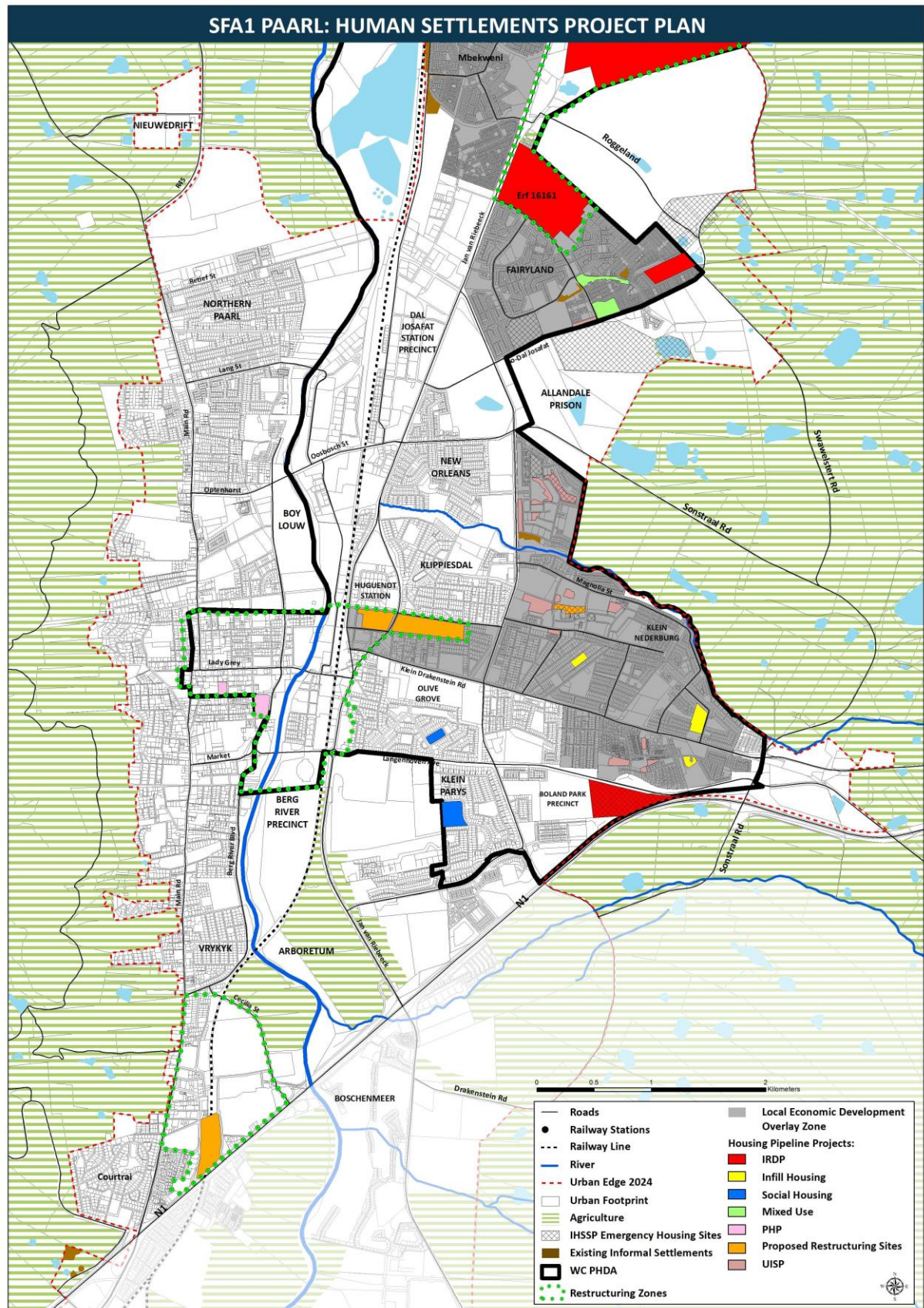
The main focus for this area is to integrate Paarl West and Paarl East through non-motorised transport (NMT) and Transit Orientated Development (TOD). Furthermore, focus is placed on the regeneration, renewal and densification of the Paarl CBD (i.e. Lady Grey Street and Main Street) and strategic precincts (i.e. Huguenot Station, Klein Drakenstein Road and De Poort/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, development and transformation of brownfield and existing industrial areas 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 3.7: Spatial Interventions - SFA1 Paarl.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
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"> • Berg River Improvement Project.
2	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 enhance cultural assets of the community through the implementation of proposed projects such as the Olive Grove project along Klein Drakenstein Road. • Preserve the character of the Paarl Farms and their contribution to the character of the town.
3	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 to ensure that residents have adequate access to an appropriate level of basic services. 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. The delivery of opportunities will predominantly be serviced sites.
4	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 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 Activity Streets 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.
5	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, De Poort/Paarl Hamlet, 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 Activity Streets. • Activity Streets 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 as well as Van der Stel Street with Paarl North across the Berg River. • Create linkages between Boland Park Precinct and the Arboretum. • Fast-track the completion of road connections to unlock

			<p>further development, especially in the north of Paarl.</p> <ul style="list-style-type: none"> • Develop proposed connections between Paarl West and Paarl East. Enable more efficient integration and mobility between Paarl East and Paarl West through development of NMT and TOD. This is especially important to ensure integration between Paarl East and West – Lady Grey Street and Klein Drakenstein Road. • Initiate and implement urban renewal programmes for the identified strategic precincts (Huguenot Station). • 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. • Implement Paarl CBD and Surrounds LSDF.
6	Tourism	<ul style="list-style-type: none"> • PDO 27: Tourism. • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. • PDO 33: Sport and Recreation. 	<ul style="list-style-type: none"> • 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.
7	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. • Implement recommendations of the Investment Plan for the Paarl CBD, Mbekweni and Paarl East area. • Develop proposals within SDF and HSP for inner CBD housing opportunities.
8	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 in the north and south of the CBD, and towards the north of the Spatial Focus Area.
9	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"> • Procure and install 1 000 kVA generator at Paarl WWTW. • Upgrade Strawberry King Bulk Water Pipeline. • Upgrade of Drommedaris Road. • Refurbishment of Paarl WWTW (Inlet Work and Processes) Mechanical Inlet Screen. • Commission two new substations to ensure that electricity networks have sufficient capacity available on the bulk network.

10	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. 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. • 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.
11	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. • Office Alternations and Upgrade of Civic Centre. • Paarl Town Hall painting and upgrading. • Upgrade soup kitchens and containerized night shelters. • Set up containerized library at Nieuwedrift. • 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.
12	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"> • Develop guidelines for developers who intends on developing multi-storey social housing buildings. • Negotiate with private property owners to acquire land for cemetery purposes.

Table 3.8: Projects - SFA1 Paarl.

Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning: Proposed Precinct Plans				
1	Formulate the N1 Corridor Local Spatial Development Framework		X	
2	Formulate the Paarl Mountain Local Spatial Development Framework	DM		X
3	Formulate the Boland Cricket Precinct Local Spatial Development Framework	DM		X
4	Compile a vacant land survey	DM	X	
5	Amend the Drakenstein Zoning Scheme Bylaw	DM	X	
6	Amend the Drakenstein Bylaw on Municipal Land Use Planning	DM	X	
7	Review of Tourism Development Plan	DM	X	
8	Develop a Sports Tourism Strategy	DM	X	
Social and Economic Infrastructure				
9	Maintenance and upgrading of housing rental stock	DM	X	X
10	Implementation of the Paint-my-Story Project	DM	X	X
11	Extension of basic services to informal settlements	DM	X	X

12	Upgrading of Fairyland and Siyashlala Informal Settlement	DM	X	
13	Implement the River Improvement Projects	DM	X	X
14	Acquisition of Air Quality Monitoring Equipment	DM	X	
15	Installation of water meter and connections in Amstelhof	DM	X	
16	Provision of basic services to the Paarl East IRDP Site	DM	X	X
17	Electrification of informal settlements	DM	X	X
18	Electrification of the Schoongezicht Emergency Housing Development	DM	X	
19	Electrification of Human Settlements Projects	DM	X	X
20	Implementation of the Lantana Sub-surface drainage	DM	X	
21	Installation of CCTV cameras	DM	X	X
22	Painting of 365 murals at municipal community facilities	DM	X	
23	Development of De Kraal Sport Complex	DM	X	X
24	Resurface and upgrade the Huguenot Tennis Courts	DM	X	
25	Upgrading and maintenance of local amenities and public places	DM	X	X
26	Implement the "Cleaner and Greener" tree planting programme	DM	X	X
27	Install fencing and security lights at cemeteries	DM	X	
28	Upgrade of soup kitchen	DM	X	X
29	Upgrade of containerized night shelters	DM	X	
30	Upgrade of cycling track at Faure Street Stadium	DM	X	
31	Upgrading of Faure Street Bowling Facility	DM	X	
32	Upgrading and fencing of Resorts	DM	X	
33	Upgrading of fire services buildings	DM	X	
34	Upgrading of the Disaster Management Control Centre	DM	X	X
35	Implement Berg River Corridor and Paarl Waterfront / Arboretum Precinct Project.	DM	X	
36	Implement the De Poort Business Model	DM	X	
37	Implement Paarl CBD and surrounds Local Spatial Development Framework.	DM		X
38	Upgrade of the Dal Josaphat Industrial Area.	DM		X
39	Upgrading of Paarl Mountain Nature Reserve.	DM	X	x
40	Development of the Nieuwedrift Municipal Cemetery	DM	X	
41	Implementation of Social housing, GAP housing, infill housing, BNG housing and a number of IRDP projects.	DM and WCDHS	X	X
Renewal / Upgrade Infrastructure				
42	Replacement of aged electrical reticulation	DM	X	
43	Upgrading of SCADA System	DM	X	
44	Drakenstein Energy Efficient Street Light Project	DM	X	
45	Provision of energy self-generating solutions	DM	X	
46	Installation and upgrade of electrical infrastructure to provide spare capacity for future development	DM	X	
47	Upgrade of existing sidewalks	DM	X	
48	Reseal of streets	DM	X	
49	Replacement of aged water and wastewater reticulation	DM	X	
50	Refurbish and upgrade all pump installations at the existing sites	DM	X	
51	Replacement of water and wastewater infrastructure with innovative materials with curbing of vandalism in mind	DM	X	
52	Purchasing and installation of uninterrupted power supplies and generators at critical sites	DM	X	
53	Construct solid waste mini drop-offs at hotspots	DM	X	
54	Implement the skip project in high density and informal areas	DM	X	

55	Implement the area cleaning block system in registered informal settlements	DM	X	
56	Rebuild of Drommedaris Street	DM	X	
57	Upgrading of signalized intersections	DM	X	
58	Purchasing and installation of uninterrupted power supplies at signalized intersections	DM	X	
59	Implement street refuse bins	DM	X	
60	Implement the Organic Waste Division Infrastructure at Paarl RTS	DM	X	
61	Upgrade of the Huguenot Community Hall	DM	X	
62	Upgrading and extension of the Paarl WWTW, pump station, rising mains and new bulk sewer main south of the N1	DM	X	
63	Extension of the Berg River Boulevard North	DM and DPWT		X
64	Lang Street connection with Borssenberg Street	DM		X
65	Retief Street connection with Van der Stel Street	DM		X
66	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
67	Construction of Drommedaris and Vlakkeland detention dams and canal.	DM		X
68	Commissioning of two new substations (N1 Substation, 132/6611KV 80MVA, and Mall Substation, 66/11/KV 20MVA).	DM and Eskom		X

3.10.2 Spatial Focus Area 2: Mbekweni

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

Along 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 (especially over Jan van Riebeeck Drive with Vlakkeland, Newton and the northern part of Groenheuwel). 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 3.13 below.

SFA2 MBEKWENI: SPATIAL FRAMEWORK

Legend:

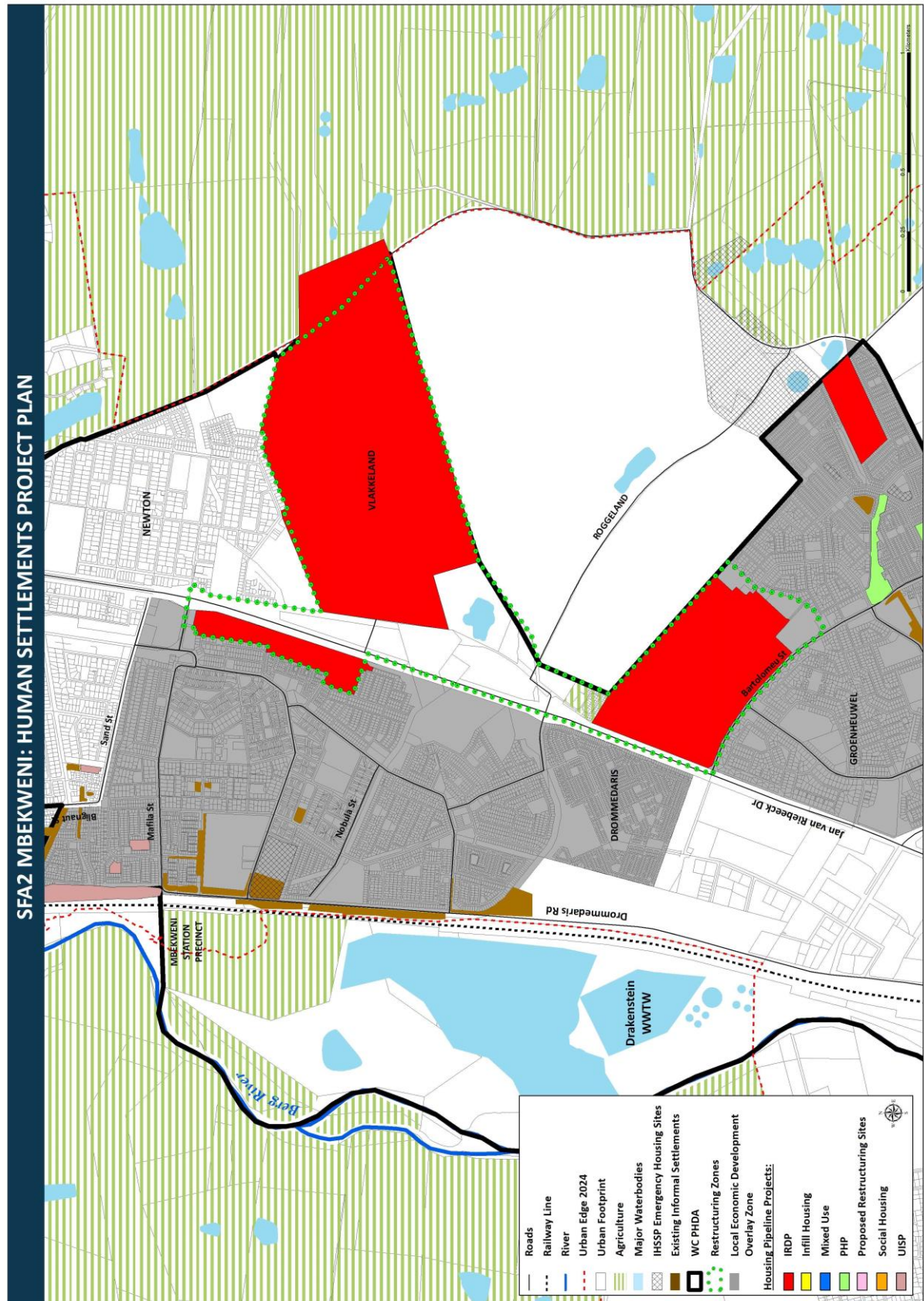
- Roads
- Railway Stations
- Railway Line
- 1:100 Floodline
- River
- 2024 Urban Edge
- New Roads
- Mobility Route
- Activity Street
- Scenic Route
- Urban Footprint
- Agriculture
- Major Waterbodies
- Green Space
- Industrial
- Community/Social
- Urban Infill
- Possible Future Urban Expansion
- General Node
- Commercial Node
- Gateway

Map Labels: Newton, Vlakkeland, Roggevlam, Groenheuvel, Paarl Vallei, Northern Paarl, Drakenstein WWTW, Berg River, Mbekweni Station Precinct, Mbekweni Cultural Precinct, Kuwezi Heritage Skills Node, Drommedaris, Bartolomeus St, Jan van Riebeeck Dr, Drommedaris Rd, Nodula St, Mafika St, Smead St, Bismark St.

Scale: 0 to 1 Kilometers



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



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

Table 3.9: Spatial Interventions - SFA2 Mbekweni.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
1	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).
2	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"> • Celebrate Mbekweni's very rich cultural heritage resources (buildings and apartheid activist stories). • Designate cultural heritage precinct/heritage area. • Ensure that Mbekweni's resources are adequately recorded and protected.
3	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. 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. • 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 (decanting sites) 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, based on recommendations in the Drakenstein Draft HSP (2019).
4	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"> • Limited vacant land is available within Mbekweni. To accommodate future growth, appropriate high-density residential projects must be implemented.
5	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 Commercial Node, Mbekweni Commercial Node, Vlakkeland Commercial Node and Midway Centre Commercial Node.

6	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"> • 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) and eastern Vlakkeland area through NMT and TOD. • Strengthen and create linkages with industrial nodes through safe connection across the railway line to Wellington Industrial park. • 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.
7	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"> • Maintain and upgrade existing sports facilities, such as Weltevrede Sports Grounds in Wellington and Mbekweni Sports Stadium. • Provide infrastructure for cultural and religious practices and identify a site for initiation ceremonies.
8	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"> • 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).
9	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 3.13. • Implement the Investment Plan recommendations for the Paarl CBD, Mbekweni and Paarl East area. • Develop proposals within SDF and HSP for inner CBD housing opportunities.
10	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.
11	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 Project. • 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.

12	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"> • Drommedaris Road Rebuild. • Upgrade to existing 11 kV networks. • Vlakkeland bulk water upgrade
13	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.
14	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"> • Upgrade soup kitchens and containerized night shelters.

Table 3.10: Projects - SFA2 Mbekweni.

Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Social and Economic Infrastructure				
1	Upgrading of Mbekweni Community Hall	DM	X	
2	Conversion of a portion of the Mbekweni Community Hall to accommodate the Department of Health	DM	X	
3	Maintenance and upgrading of housing rental stock	DM	X	X
4	Extension of basic service to informal settlements	DM	X	X
5	Upgrading of Fairyland and Siyashlala Informal Settlement	DM	X	
6	Upgrade of White City water and sewerage	DM	X	
7	Electrification of Human Settlements Projects	DM	X	X
8	Painting of 365 murals at municipal community facilities	DM	X	
9	Returf of sport field for soccer and cricket practice	DM	X	
10	Upgrade of soup kitchen	DM	X	X
11	Implementation of Social housing, GAP housing, infill housing, BNG housing and a number of IRDP projects.	DM	X	X
Renewal / Upgrade Infrastructure				
12	Rebuild of Drommedaris Street	DM	X	X
13	Upgrading of signalized intersections	DM	X	
14	Construction of Drommedaris and Vlakkeland detention dams and canal.	DM		X
15	Upgrade of the Dalweiding Substation and switchgear	DM	X	
16	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	
17	Extension of Mafila Street to Wamkelekile Street, and Nobula Street to Jan van Riebeeck Street.	DM and DI		X

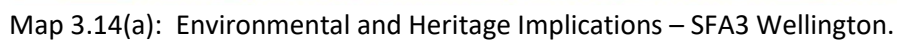
3.10.3 Spatial Focus Area 3: Wellington

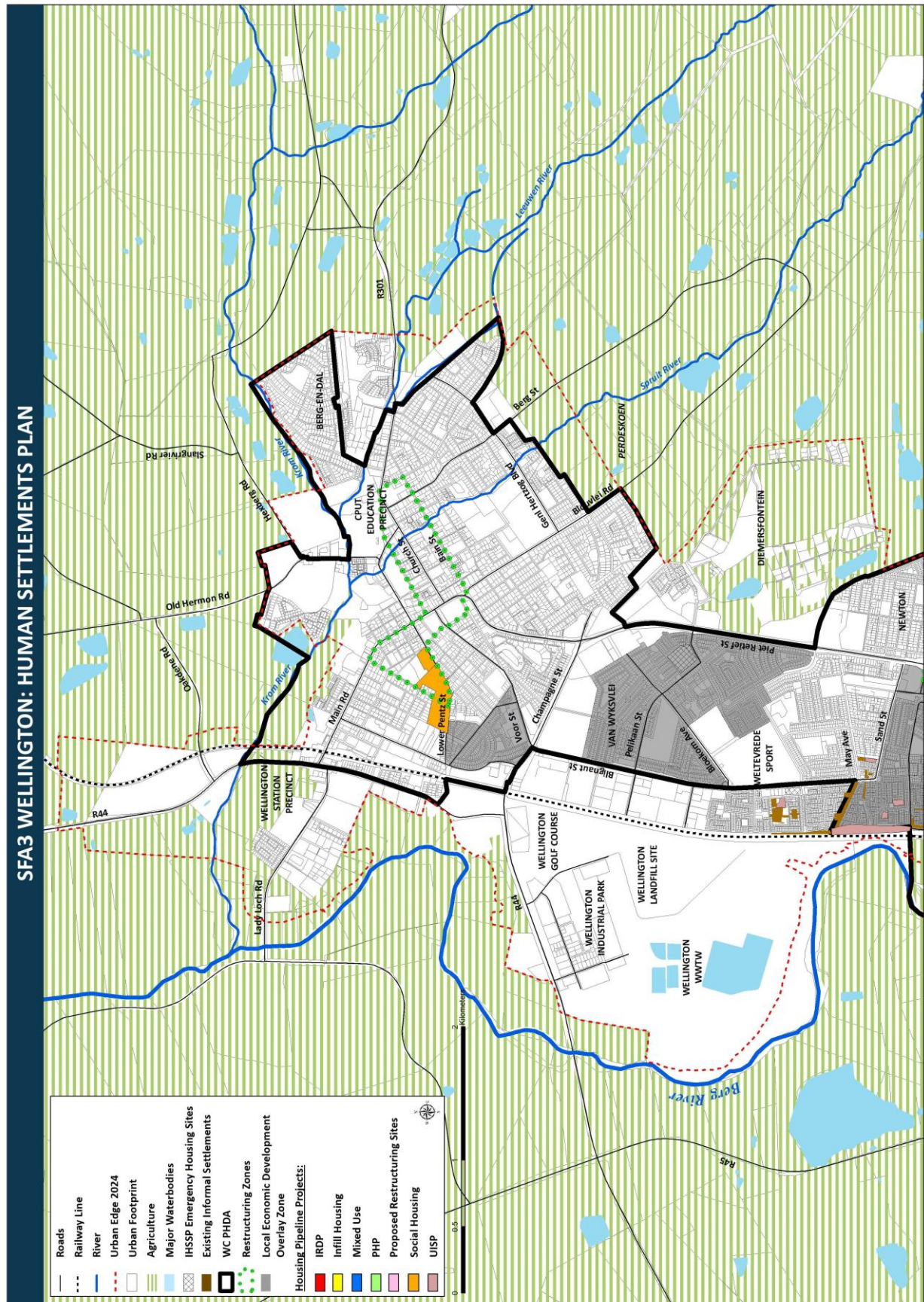
Wellington is classified as a secondary growth node/service centre. It acts as a service centre to the smaller rural settlements located within the rural hinterland. It is regarded as an important node, with a focus on development densification, agri-processing and education. It is the second most significant settlement within the Drakenstein Municipality, after Paarl. 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 related manufacturing), distribution, logistics, tourism, and retirement destination.

This Wellington SFA provides important health, education, cultural/heritage facilities, as well as government services. 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.

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.

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





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

Table 3.11: Spatial Interventions - SFA3 Wellington.

Seri al No.	Type of Intervention	IDP PDO	Spatial Interventions
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"> • Implement and manage proposed Stewardship Sites: Wellington Industrial Area, Eerste Tol (Bainskloof) and Happy Valley (Farm 229/0, Wellington).
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 (Krom, Spruit and Leeuwen Rivers).
3	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"> • Implement proposals contained in the Wellington CBD Urban Development Framework (UDF) to protect heritage and scenic landscape.
4	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. Some of the informal settlements have been addressed under the Upgrading of Informal Settlements Programmes, while those that have not, need to be further investigated.
5	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 SFA Map. • Formalise backyard dwellers that currently reside within Wellington.
6	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.
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"> • Provide supporting infrastructure for logistics and transport, to promote Wellington as a logistics/agri-hub for the wider region. • Formalise the entire IPTN for Wellington, Paarl and Mbekweni. • Champagne Road will need to be upgraded to increase the capacity along the major link to Paarl and Mbekweni.
8	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.

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 33: Sport and Recreation. 	<ul style="list-style-type: none"> • Upgrade Pelican Park Sport grounds in Wellington. • Upgrade Wellington Licensing Centre.
10	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. • Develop proposals within SDF and HSP for inner CBD housing opportunities.
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"> • 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).
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"> • 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. • Develop guidelines for developers who intends on developing multi-storey social housing buildings.
13	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.
14	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. • Promote Wellington as a destination for retirement developments.

15	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"> • Eradication of Midblocks in the southern part of Wellington. • 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). • 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 DEADP 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.
16	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).
17	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"> • Set up containerized library in Wagenmakers Valley. • Upgrade soup kitchens and containerized night shelter.
18	Economic Growth and Business Development	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism. 	<ul style="list-style-type: none"> • Facilitate the development of business and industrial parks at Wellington.

Table 3.12: Projects - SFA3 Wellington.

Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Social and Economic Infrastructure				
1	Extension of basic service to informal settlements	DM	X	X
2	Electrification of informal settlements	DM	X	X
3	Electrification of Human Settlements Projects	DM	X	X
4	Acquisition of land (Plankiesdorp)	DM	X	
5	Implementation of Social housing, GAP housing, infill housing, BNG housing and a number of IRDP projects	DM	X	X
6	Implement the River Improvement Projects	DM	X	X
7	Upgrade of swimming pool at Antoniesvlei Resort	DM	X	
8	Upgrade of Weltevrede Sport fields	DM	X	
9	Upgrade of the Park Street Tennis Courts	DM	X	

10	Install fencing and security lights at cemeteries	DM	X	
11	Upgrade of soup kitchen	DM	X	X
12	Upgrade of containerized night shelters	DM	X	
13	Upgrade of Wellington Town Hall	DM	X	
14	Upgrade of Colibri Community Hall	DM	X	
15	Upgrade of Safmarine Community Hall	DM	X	
16	Upgrading of fire services buildings	DM	X	
17	Implementation of Wellington CBD Urban Design Framework - Tourism Infrastructure development - Wellington Information Office/ Tourism Precinct.	DM		X
18	Extension of Wellington Industrial Park	DM		X
19	Proposed Education Hub, in partnership with the Cape Peninsula University of Technology (CPUT)	DM, CPUT and Huguenot College		X
20	Community-based business park to promote the informal economy	DM		X
Renewal / Upgrade Infrastructure				
21	Industrial water connections for large water users within the Wellington Industrial Area.	DM		X
22	Extension of the existing landfill site (medium-term).	DM		X
23	Upgrade and rehabilitation of sewerage pump stations (Wellington Industrial).	DM		X

3.10.4 Spatial Focus Area 4: Drakenstein South and Simondium

This Spatial Focus Area (SFA) refers to the area south of the N1, between the Berg River and R301 (Wemmershoek Road). This area is mostly being developed for high-income, low-density, gated community residential developments.

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.

Land along the northern portion of the R45 is becoming an important corridor for development. This includes, the R45 intersection with the R101 (Old Paarl Road).

Extensive bulk infrastructure investment (i.e. water, electricity, waste water and waste disposal) is required, in order for an appropriate return on investment for the Municipality. Focus should also be placed on creating an efficient urban structure through the incorporation of a mix of different housing typologies and community/social facilities, which must be well connected through appropriate smaller general commercial nodes on the R45 and R301.

A significant portion of the developable area within the urban edge of this SFA forms part of the Levendal Development Precinct Concept, located between the R45 and Berg River. Development of the proposed Levendal Development Precinct is subject to the conditions as stipulated in the Levendal Environmental Authorisation (EA). Discussions are currently underway between the Western Cape Department of Agriculture: Land Use Management and DEADP: Development Management (Region 1) to 'unbundle'/amend the Levendal EA in order to among others protect the agricultural land. However, until the EA amendment has not been resolved, the original conditions of the Levendal EA are still in place.

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

The area experiences pressure for non-agricultural use on agricultural land and there is a demand for farmworker and informal housing. 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 3.15 below.

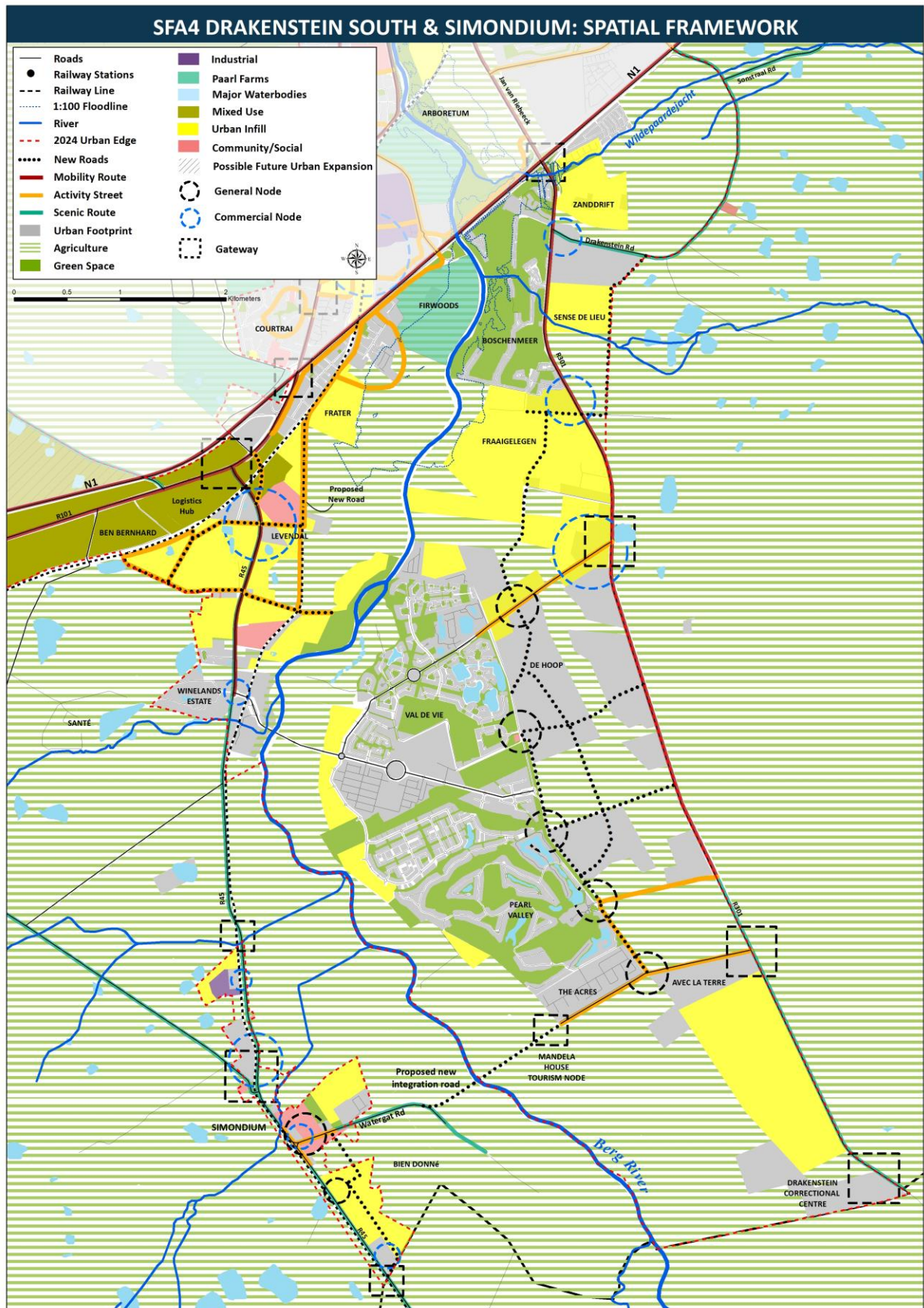
The development focus for the SFA should, however, be on maintaining its natural, scenic and agricultural assets by setting back urban development from scenic routes and implementing a wide buffer of cultivated land between the road and the development.

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.

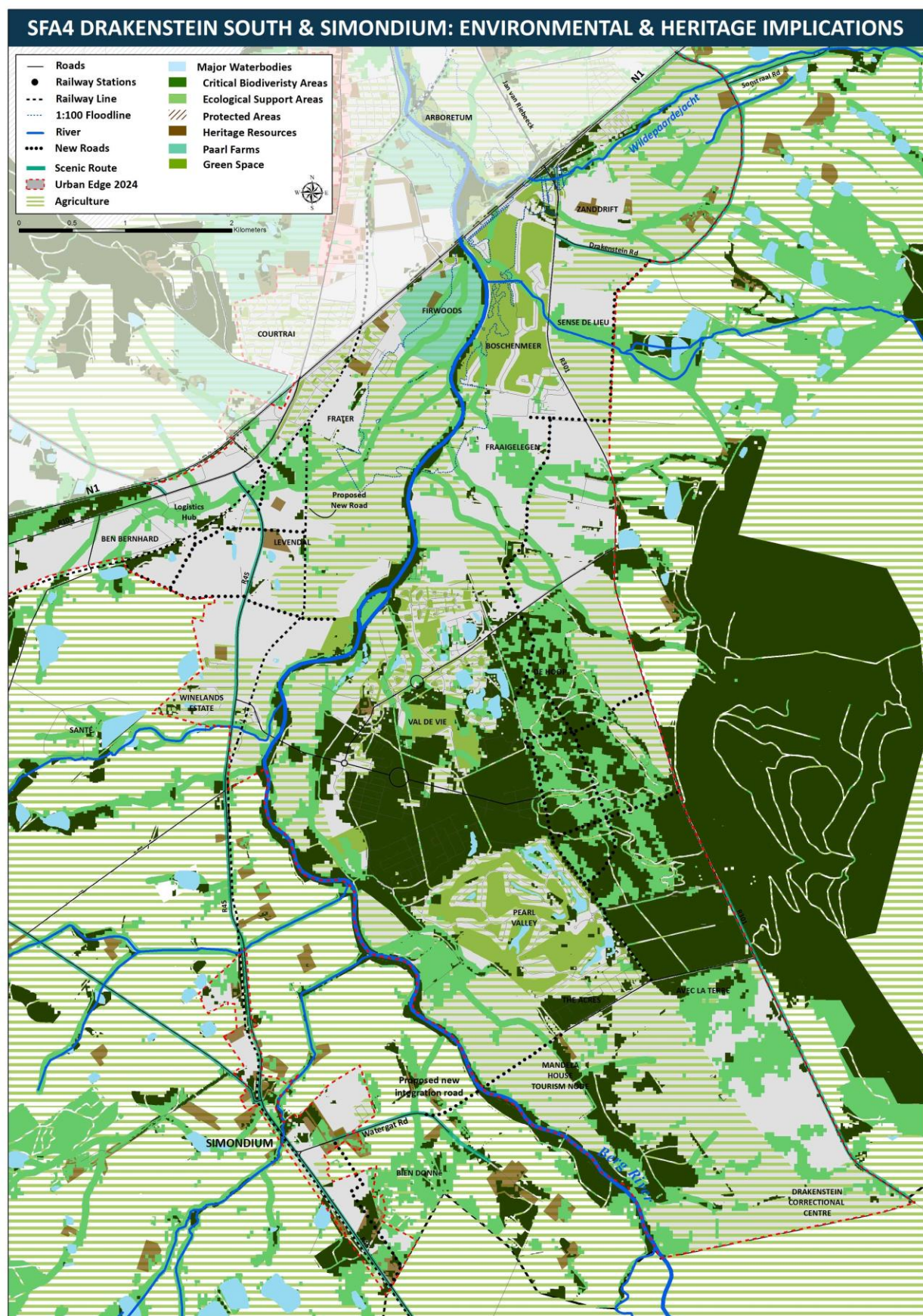
The close proximity of Simondium and Groot Drakenstein either side of the Drakenstein and Stellenbosch municipal boundary requires co-ordination of their respective municipal urban upgrading programmes in order to ensure the following:

- 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.

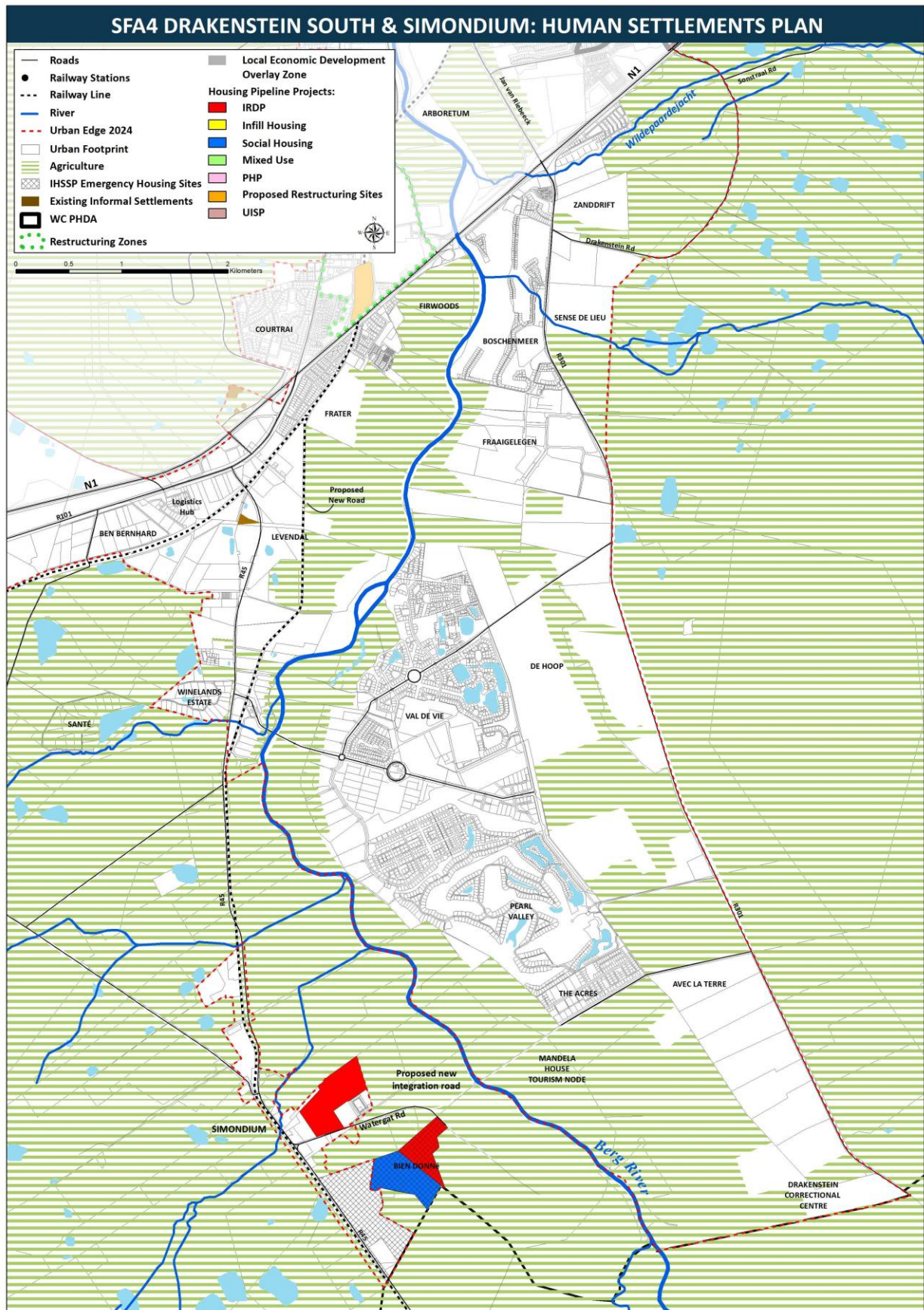
In lieu of the above, achieving co-ordination between the two urban upgrade programmes and management of non-urban land between the two settlements requires inter-municipal planning engagements.



Map 3.15: Spatial Focus Area Map - SFA4 Drakenstein South and Simondium.



Map 3.15(a): Environmental and Heritage Implications – SFA4 Drakenstein South and Simondium.



Map 3.15(b): Humans Settlements Projects Map – SFA4 Drakenstein South and Simondium.

Table 3.13: Spatial Interventions - SFA4 Drakenstein South.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
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"> • Restrict up-slope development on Wemmershoek and Simonsberg Mountains.
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"> • Extend the river setback in order to retain an agricultural buffer along the Berg River.
3	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"> • 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. • Safeguard the visual and scenic quality of the area.
4	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).
5	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.
6	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 eastern and western sides of the Berg River. • All new road developments must cater for NMT as well as the existing R45 and R301.
7	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 community/social facilities together with commercial, transport, informal sector and other activities, at key strategic nodes as identified on Map 3.15.
8	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.

9	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 commercial nodes and community/social facilities in a well-connected area, which should include connections to the R45 and R301 Roads. • Corridor development (appropriate densification) along the R45 and R301 Roads.
10	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, commercial and logistical hub at Ben Bernhard (Old Paarl Road and R45 intersection). This will, however, be discussed in more detail under the Ben Bernhard Spatial Focus Area.
11	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.
12	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"> • 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 upgrade and development Class 3 Road west of R301 to serve developments.
13	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.

Table 3.14: Projects - SFA4 Drakenstein South.

Serial 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	Develop a Road Access Management Plan for the R45	DM and DI	X	
Social and Economic Infrastructure				
4	Implement the River Improvement Projects	DM	X	
Renewal / Upgrade Infrastructure				
5	Creation of the Watergat/Schuurmansfontein Integration Road	DM and DI		X
6	Upgrading of the R301 and R45 roads	DM, DI and PPP	X	X

Table 3.15: Spatial Interventions – SFA4 Simondium.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
1	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Extend river setback to retain an agricultural buffer along the river that runs through the SFA.
2	Agricultural Land	<ul style="list-style-type: none"> • PDO 28: Land Use and Properties. • PDO 29: Spatial Planning. 	<ul style="list-style-type: none"> • Accommodate farmworkers in housing projects, together with household, school and community gardens, to address food security.
3	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"> • Retain the hamlet character of the area. • Minimise the visual impact of future developments.
5	Informal 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"> • There is one informal settlement in Simondium. Planning is ongoing to accommodate the residents in the Simondium IRDP housing project on Portion 1 of Farm 1222 and Erf 941/4 and Erf 115. • Implementation of housing consumer education and awareness campaigns (lack of education and awareness on roles and responsibilities as recipients of houses).
6	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.
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"> • The current road system is not pedestrian-friendly. Design and planning of new roads should provide for appropriate NMT movement. • 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 (refer to SFA Map 3.15).
8	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"> • Encourage multiple use of new community facility. • Ensure that community sports facilities are included in new human settlement projects. • Maintain and upgrade all community/social and public facilities. • Upgrade soup kitchens and containerized night shelters.

9	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).
10	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.
11	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.

Table 3.16: Projects – SFA4 Simondium.

Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Simondium Precinct Plan	DM	X	
2	Floodline study to determine appropriate floodlines along the Berg River Corridor	DM	X	
3	Develop a Road Access Management Plan for the R45	DM	X	
Social and Economic Infrastructure				
4	Implementation of Human Settlement Projects	DM and DoHS	X	X
5	Implement the River Improvement Projects	DM	X	
Renewal / Upgrade Infrastructure				
6	Creation of the Watergat/Schuurmansfontein Integration Road	DM and DI	X	X
7	Upgrading of the R301 and R45 roads	DM, DI and PPP	X	X

3.10.5 Spatial Focus Area 5: Ben Bernhard, Drakenstein West and Klapmuts North

Ben Bernhard is a mixed use corridor along the Old Paarl Road (R101) and N1. Ben Bernhard corridor also includes the area to the west along the N1 to the municipal boundary of Drakenstein Municipality. The node is well-located, from a transport and logistical point of view, and offers good access to the rest of the region. The corridor has experienced some pressure for industrial development and new development for the area is envisioned for the medium to long-term. However, this is hampered due to the lack of bulk basic infrastructure to the west of the current logistics node.

It is proposed to extend the urban edge of this SFA to include a triangular shaped land portion between the R44 to the west, the Suider-Agter Paarl Route to the east, and the N1 to the south measuring $\pm 1\,600$ hectares in extent. This area will be referred to as '*Drakenstein West*' due to its proximity to the western municipal boundary and City of Cape Town. The reference is used in order to correlate and be consistent with naming the urban area south of the N1, as '*Drakenstein South*', which stretches to the southern municipal boundary with Stellenbosch Municipality. The motivation of the '*Drakenstein West*' urban edge extension is to accommodate the future spatial growth demands of Drakenstein Municipality but also the wider Cape Winelands District and abutting City of Cape Town over the next 25 years. This medium to long-term spatial intervention, will serve to, amongst others, address a projected long-term Drakenstein municipal growth of the approximately 52 000 households over the next 20 to 25 years. This should be seen in context of the future proposed Klapmuts Industrial and Logistics Hub Node, which would form part of the triangular shaped land of this area, which is included inside the urban edge.

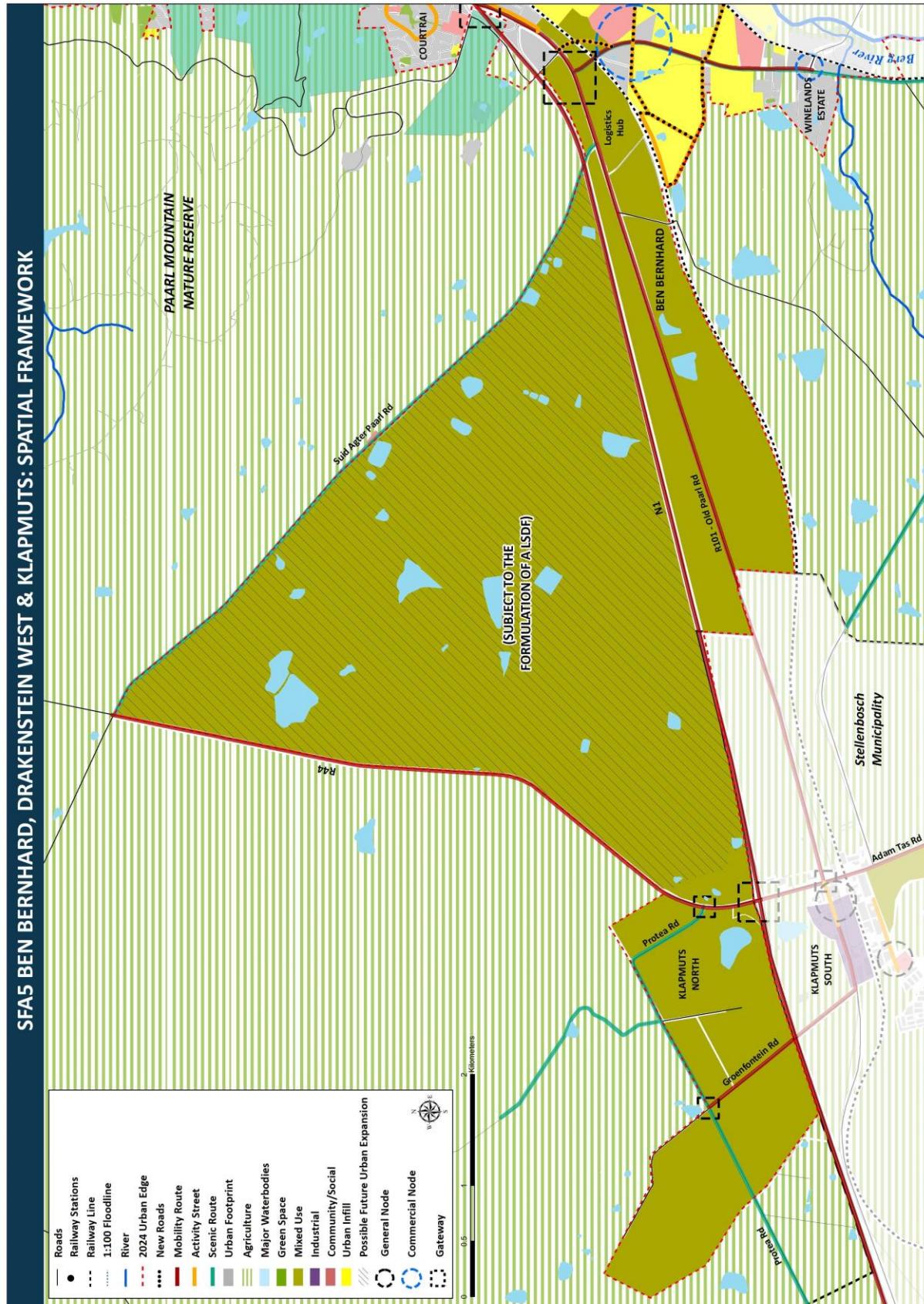
The portion of Klapmuts north (hereinafter referred to as '*Klapmuts North*') of the N1 falls within the jurisdiction of Drakenstein Municipality, and the area south of the N1 is located within the Stellenbosch Municipality. This SFA is predominantly characterised by agricultural land, small-holdings 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 mixed use 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. Heineken has made the decision to consolidate its operations and relocate to Farm RE/736 (municipal property), 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 Heineken operations would only comprise approximately 53ha of the site. The proposed development will provide opportunities for other businesses, suppliers and industries to co-locate to the area. 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.

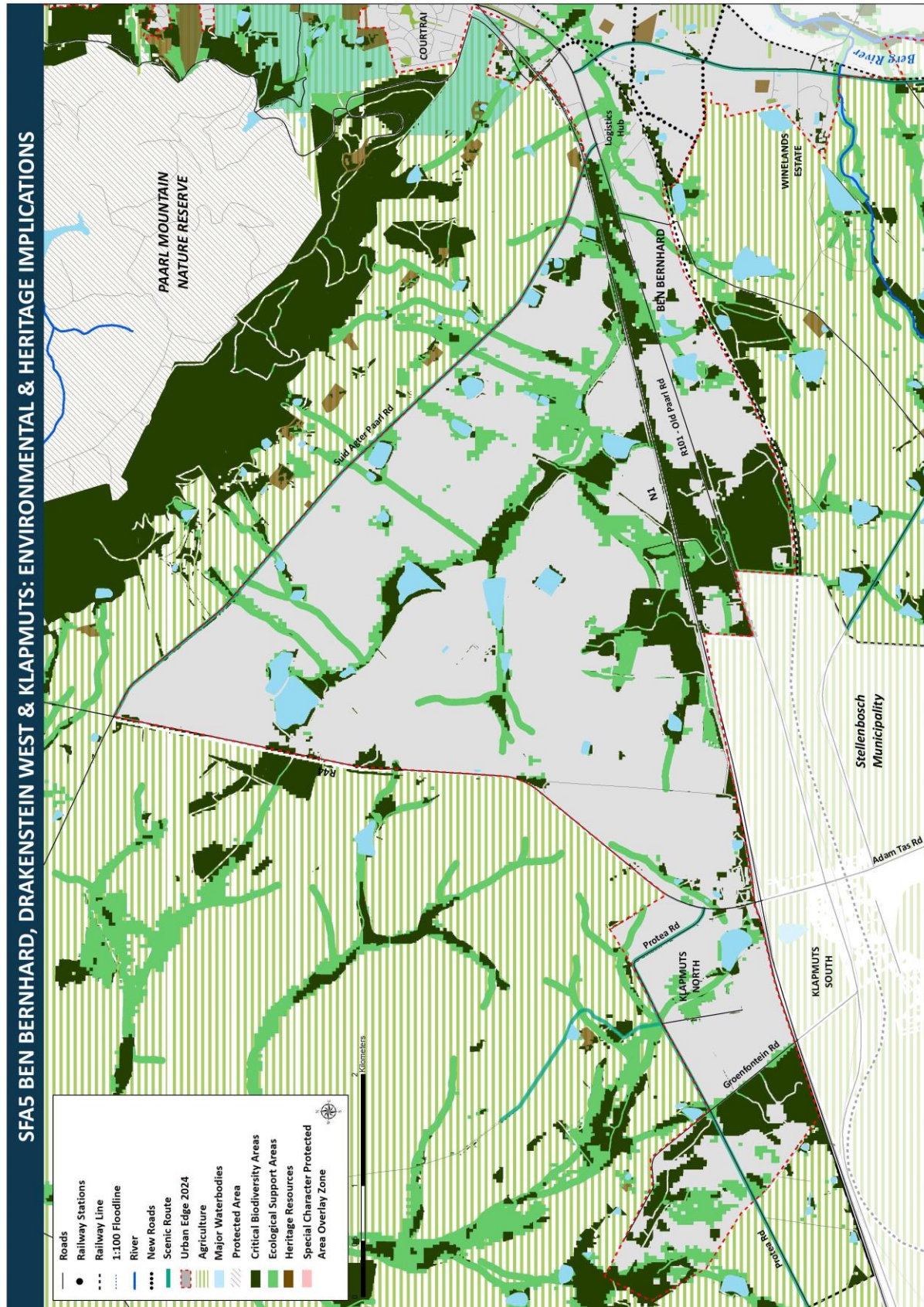
This SFA is currently listed as a secondary growth node but, in the medium to long-term, will become a regional growth node for the region. Future development for this SFA should be focused on investing in the necessary bulk infrastructure required to accommodate the proposed regional node. This will 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.

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 Klappmuts North and Klappmuts 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.

The Klappmuts North urban edge is extended to the east encompassing an area that measures ± 44.31 hectares in extent. The properties in question are all zoned as Agriculture Zone. In addition, the Klappmuts North eastern expansion of the urban edge will connect with the Drakenstein West (i.e. triangular area north of the N1) as proposed for SFA5: Ben Bernhard, Drakenstein West and Klappmuts North. This will make Klappmuts North and Drakenstein West one continuous area along the northern boundary of the N1.



Map 3.16: Spatial Focus Area Map – SFA5 Ben Bernhard, Drakenstein West and Klapmuts North.



Map 3.16(a): Environmental and Heritage Implications – SFA5 Ben Bernhard, Drakenstein West and Klapmuts North.

Table 3.17: Spatial Interventions – SFA5 Ben Bernhard and Drakenstein West.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
1	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. • Extend river setback to retain an agricultural buffer along the river that runs through the SFA.
2	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.
3	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"> • Minimise the impact of future proposed development. • Protect the scenic/visual experience of the significant areas from the N1.
4	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, commercial and logistics hub, with mixed land uses. Which includes the Ben Bernhard corridor to the west up to the municipal boundary with Stellenbosch Municipality. • Promote and support development of Drakenstein West with mixed land uses.
5	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.
6	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.
7	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.
8	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"> • 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.
9	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, commercial and logistics business hub at R45/N1/Old Paarl Road/Main railway line.

10	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"> • Ensure that future residential developments facilitate a range of housing typologies and promote high-density residential developments.
11	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.
12	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 (including Ben Bernard corridor), Drakenstein West and Klappmuts North SFA is earmarked for mixed use land uses.

Table 3.18: Projects – SFA5 Ben Bernhard and Drakenstein West.

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

Table 3.19: Spatial Interventions – SFA5 Klapmuts North.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
1	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.
2	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"> • Protect the visual/scenic experience of the significant areas from the N1
3	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.
4	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.
5	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.
6	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.
7	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 Heineken Development – Klapmuts North is a mixed use node that has the potential to grow into a sub-regional growth node in the medium to long-term.
8	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. The provision of bulk infrastructure will mainly be provided by the private sector.
9	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. • Social facilities should be clustered together, and located on the main public transport corridors and regional accessibility networks.

Table 3.20: Projects – SFA5 Klapmuts North.

Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Implement integrated mixed use hub at Klapmuts North.	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
New Service Infrastructure				
3	Klapmuts North Bulk Sanitation Infrastructure (New WWTW and Pump Station).	DM, Stellenbosch Municipality (SM) and DI		X
4	Klapmuts North Bulk Water Infrastructure.	DM		X
5	No developed road network currently exists in Klapmuts North, however, the Klapmuts North LSDF has proposed a movement network.	DM, SM and DI		X
Renewal / Upgrade Infrastructure				
6	Eskom intends to upgrade its substation in Klapmuts South to 40MVA, so there will be a need for another 132/11KV stepping down station.	DM and Eskom		X

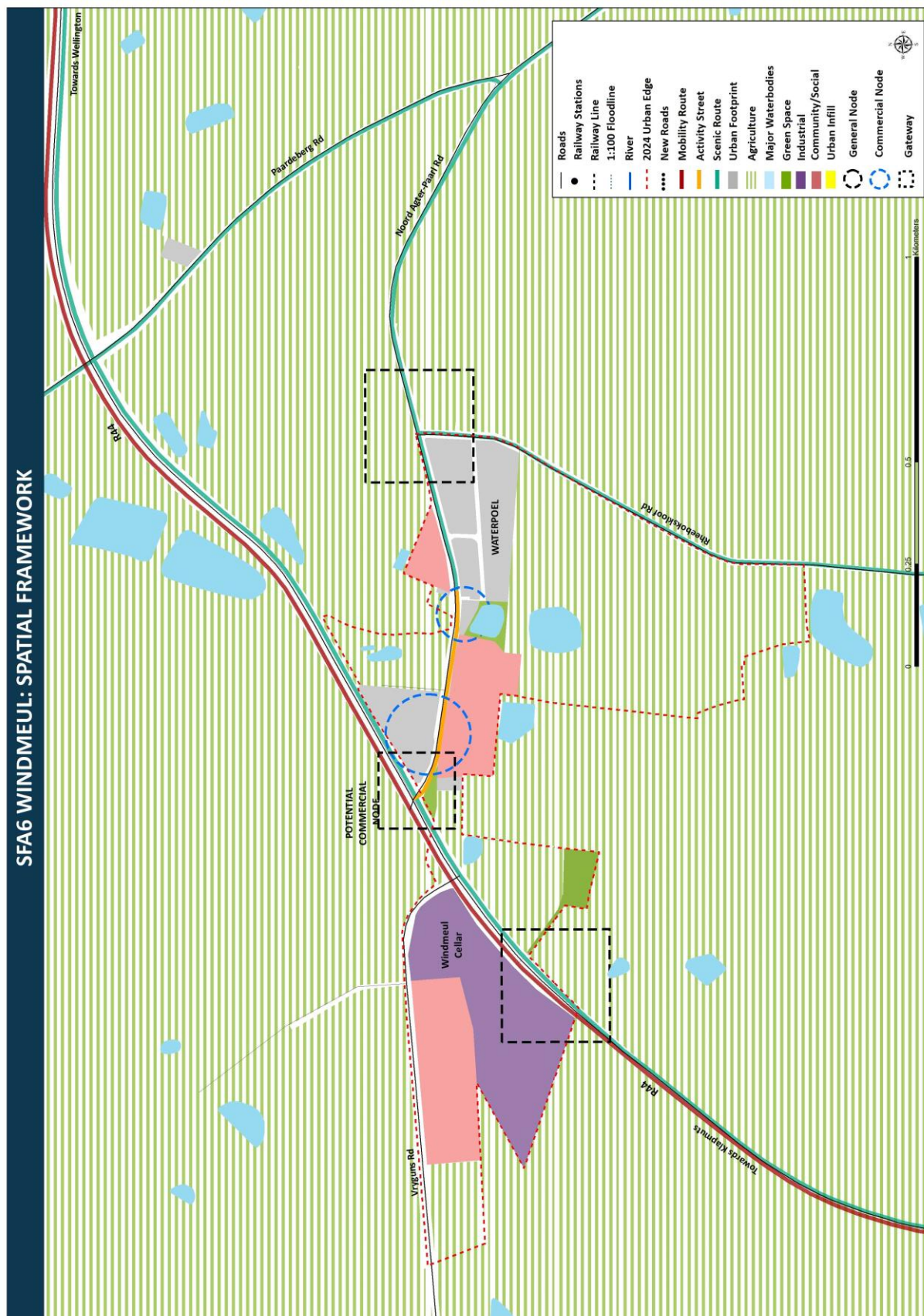
3.10.6 Spatial Focus Area 6: Windmeul

Windmeul is a small hamlet, strategically-located at the intersection of the R44 and MR281 (Noord Agter-Paarl Road), close to the northwest corner of the Paarl Mountain.

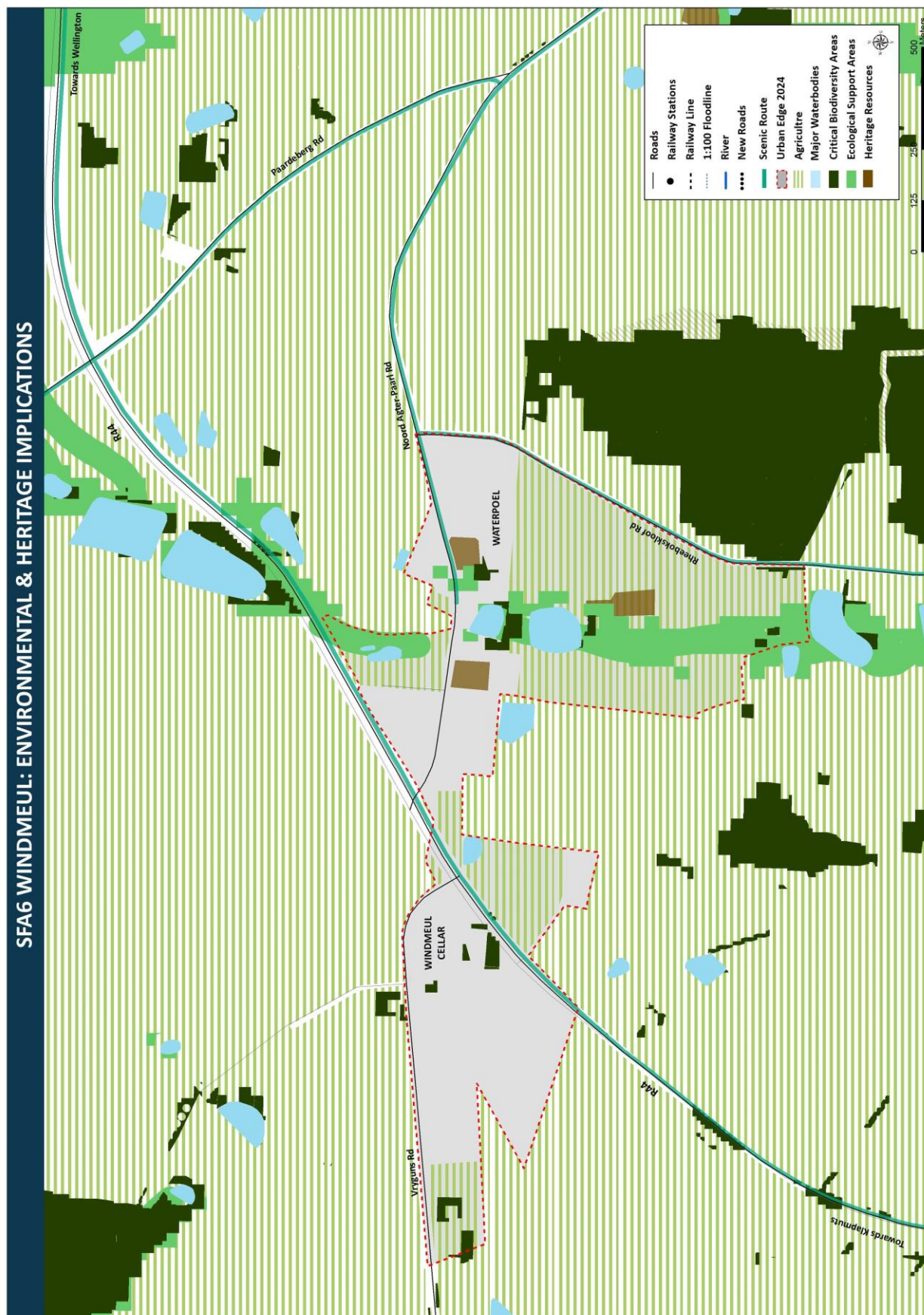
The hamlet has a limited economic base and serves the surrounding intensive farming areas, where the produce is mainly wine (at the Windmeul Cooperative Centre) and table grapes.

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. The expansion of the hamlet with off-grid residential development can be allowed, subject to design being sensitive to the context of the current urban environment, rural and agricultural landscapes, and enhances the local sense of place.

The development focus for the SFA should be to contain and enhance the rural and agricultural character, maintain the distinct and unique sense of place of the namely, and protect its heritage and environmental resources. In order to preserve the agricultural-rural character of Windmeul, the urban edge is tight to contain urban sprawl and conserve the heritage, rural and agricultural land and character in the area.



Map 3.17: Spatial Focus Area Map – SFA6 Windmeul.



Map 3.17(a): Environmental and Heritage Implications – SFA6 Windmeul.

Table 3.21: Spatial Interventions – SFA6 Windmeul.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
1	Agricultural Land	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Promote and allow appropriate and limited agro-processing at Windmeul and on the surrounding farms. • 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.
2	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"> • Retain the hamlet character of the area. • Retain the rural and natural character of the area especially within rural landscapes and rural-urban interfaces.
3	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, as far as possible.
4	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"> • Divert heavy vehicles away from the MR281 (Noord Agter-Paarl Road) by using appropriate traffic calming measures. • Upgrade the bulk water and sewer reticulation systems.
5	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"> • Promote Windmeul as an outdoor tourism destination and support eco-tourism initiatives.
6	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.
7	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 community/social facilities.
8	Economic Growth and Business Development	<ul style="list-style-type: none"> • PDO 27: Economic Development and Tourism 	<ul style="list-style-type: none"> • Small-scale and appropriate businesses/shops at commercial nodes are proposed to support the local community's needs.

Table 3.22: Projects – SFA6 Windmeul.

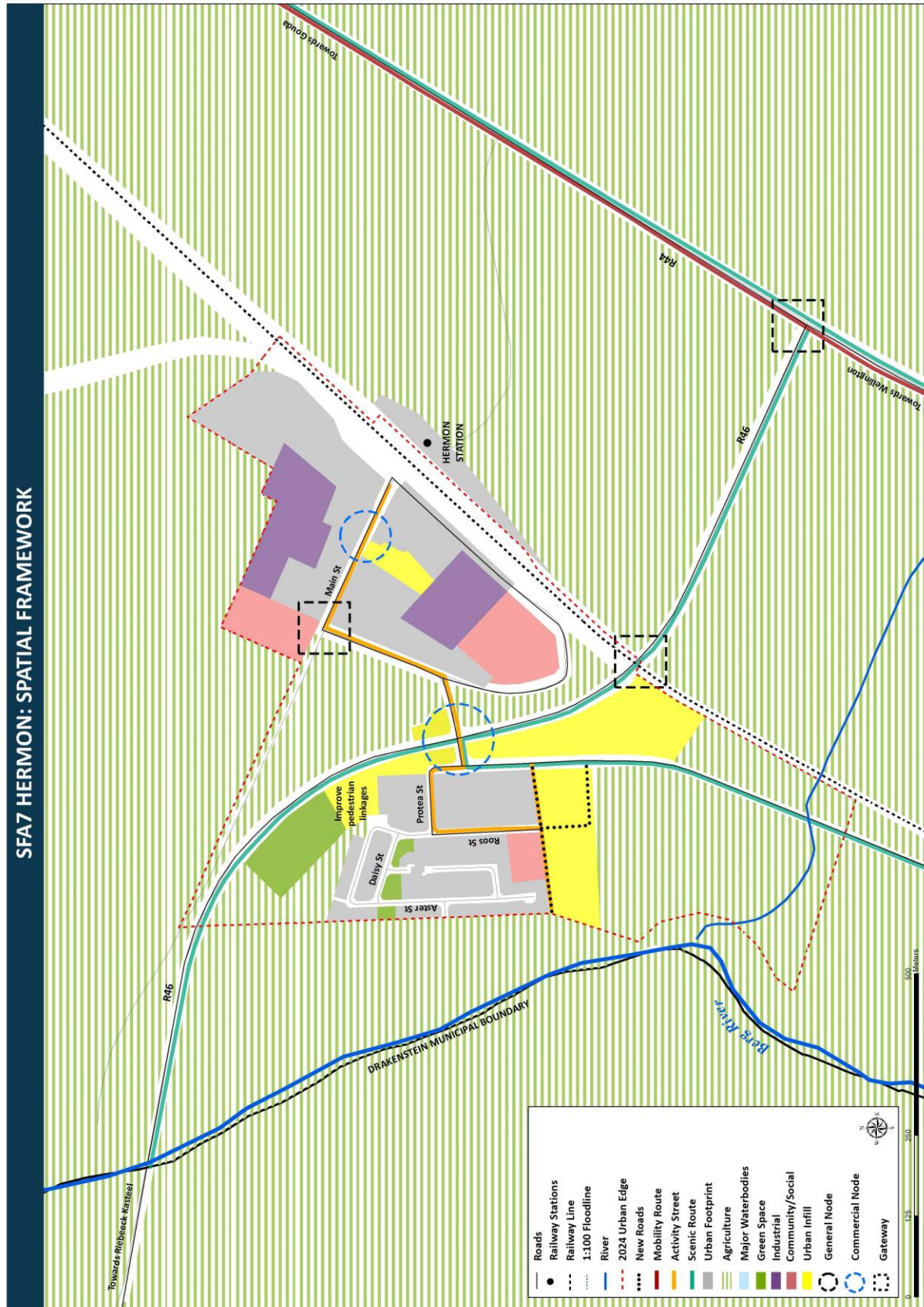
Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Windmeul, Local Spatial Development Framework (Precinct Plan) or Urban Design Framework.	DM		X
Social and Economic Infrastructure				
New Service Infrastructure				
2	Windmeul Bulk Water Pipeline, Booster Pump Station, 2MI Reservoir.	DM		X
Renewal / Upgrade Infrastructure				
3	Bulk water and sewer upgrades are required.	DM		X

3.10.7 Spatial Focus Area 7: Hermon

Hermon is situated on the western side of the R44/R46 intersection towards Riebeeck Kasteel.

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).



Map 3.18: Spatial Focus Area Map – SFA7 Hermon.



Map 3.18(a): Environmental and Heritage Implications – SFA7 Hermon.

Table 3.23: Spatial Interventions – SFA7 Hermon.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
1	Watercourses	<ul style="list-style-type: none"> • PDO 24: Water and Wastewater. • PDO 30: Environment and Natural Resources. 	<ul style="list-style-type: none"> • Buffer areas around wetlands, Critical Biodiversity Areas (CBAs) and Ecological Support Areas (ESAs). • Extend river setback to retain an agricultural buffer along the river that runs through the SFA.
2	Agricultural Land	<ul style="list-style-type: none"> • 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.
3	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"> • Retain the hamlet character of the area. • Retain the rural and natural character of the area especially within rural landscapes and rural-urban interfaces.
4	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.
5	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.
6	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.
7	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.

Table 3.24: Projects – SFA7 Hermon.

Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Commissioning of the Hermon Local Spatial Development Framework or 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	Create improved public transport linkages for commuting to school/social services in main urban centres.	DM and DI		X

3.10.8 Spatial Focus Area 8: Gouda

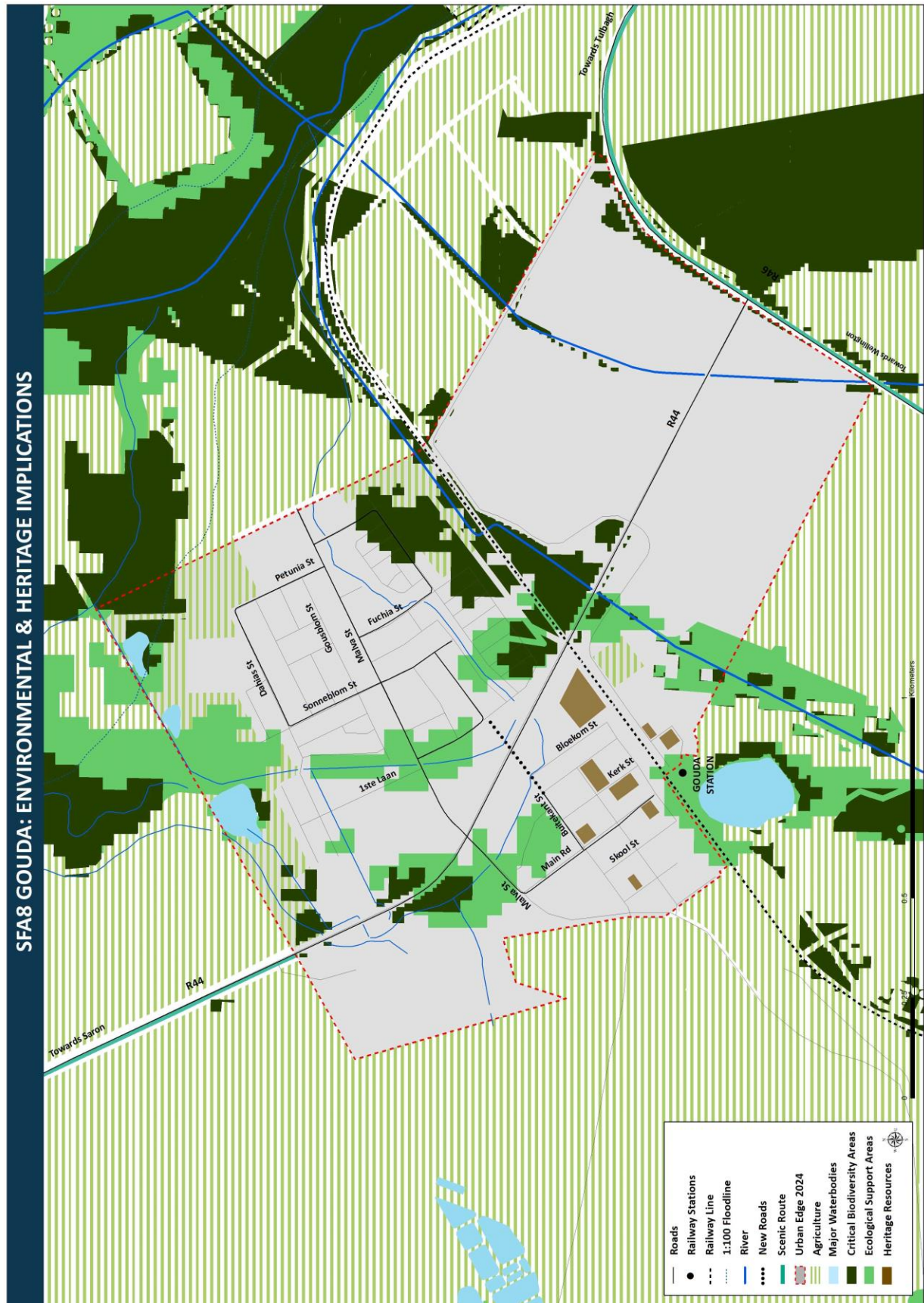
Gouda is predominantly a residential rural town, established in support of the agricultural activities in the surrounding area. The town is strategically-located at the intersection of the R46 to Tulbagh and the R44 to Saron and Porterville. The town is split by the R44 road. Due to its strategic location,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

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).

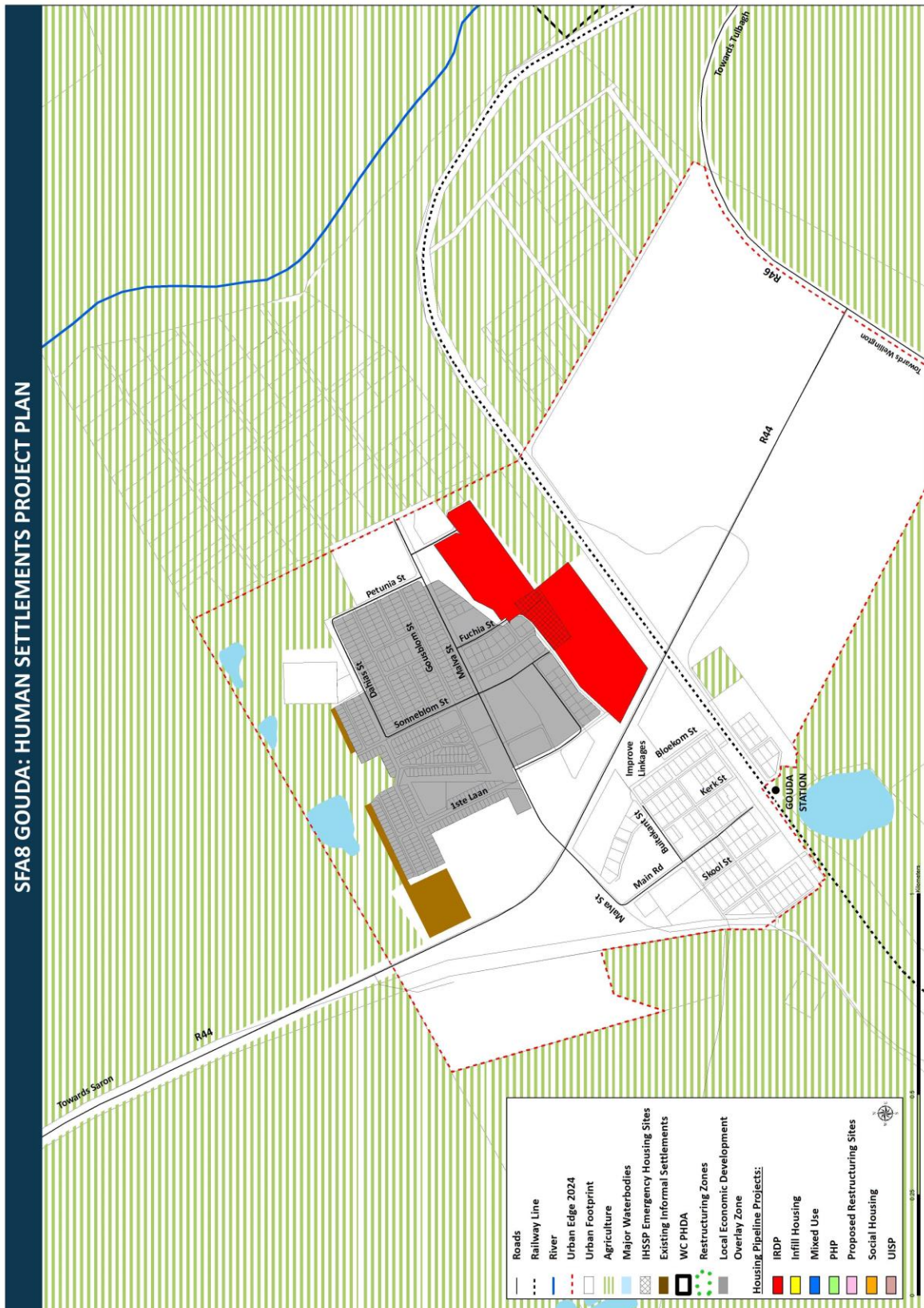
The urban edge therefore includes the areas along the R44, east and west of, and up to the intersection with the R46. The area within the urban edge, between the R45 and the railway line, is designated for 'Mixed Use' purposes. This is to possibly accommodate a regional/national sized truck stop hub with related ancillary land uses.



Map 3.21: Spatial Focus Area Map – SFA8 Gouda.



Map 3.21(a): Environmental and Heritage Implications – SFA8 Gouda.



Map 3.21(b): Humans Settlements Projects Map – SFA8 Gouda.

Table 3.25: Spatial Interventions – SFA8 Gouda.

Serial No.	Type of Intervention	IDP PDO	Spatial Proposal
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.
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"> • 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.
5	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 (315 dwelling units) to ensure adequate access to basic services. Relocation to the Gouda IRDP project has been proposed.
6	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. A potential regional/national sized logistics (freight and transport) hub and mixed use development is proposed for the area between the R46 and railway line.
7	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. • Gouda, as nodal link to Witzenberg Municipality, should capitalise on linkages to Ceres. • Develop two formalized 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.
8	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"> • Development, improvement and maintenance of Gouda Sports facilities.
9	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"> • 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.

Table 3.26: Projects – SFA8 Gouda

Serial No.	Projects	Funded	Year 1 – 5	Year 5 - 10
Land and Planning				
1	Gouda CBD: Small Business Development Upgrade Centres.	DM		X
2	Relocation and in-situ formalization of Gouda informal settlement.	DM	X	
Social and Economic Infrastructure				
3	Upgrade of Gouda Community Hall	DM	X	
4	Gouda Sport Field			
5	Replace/upgrade of bulk water pipelines within Gouda. Installation of pre-paid water meters. Upgrade and rehabilitation of sewer systems in Gouda.	DM		X
Renewal / Upgrade Infrastructure				
6	Upgrading of gravel to paved roads.	DM and DI		X

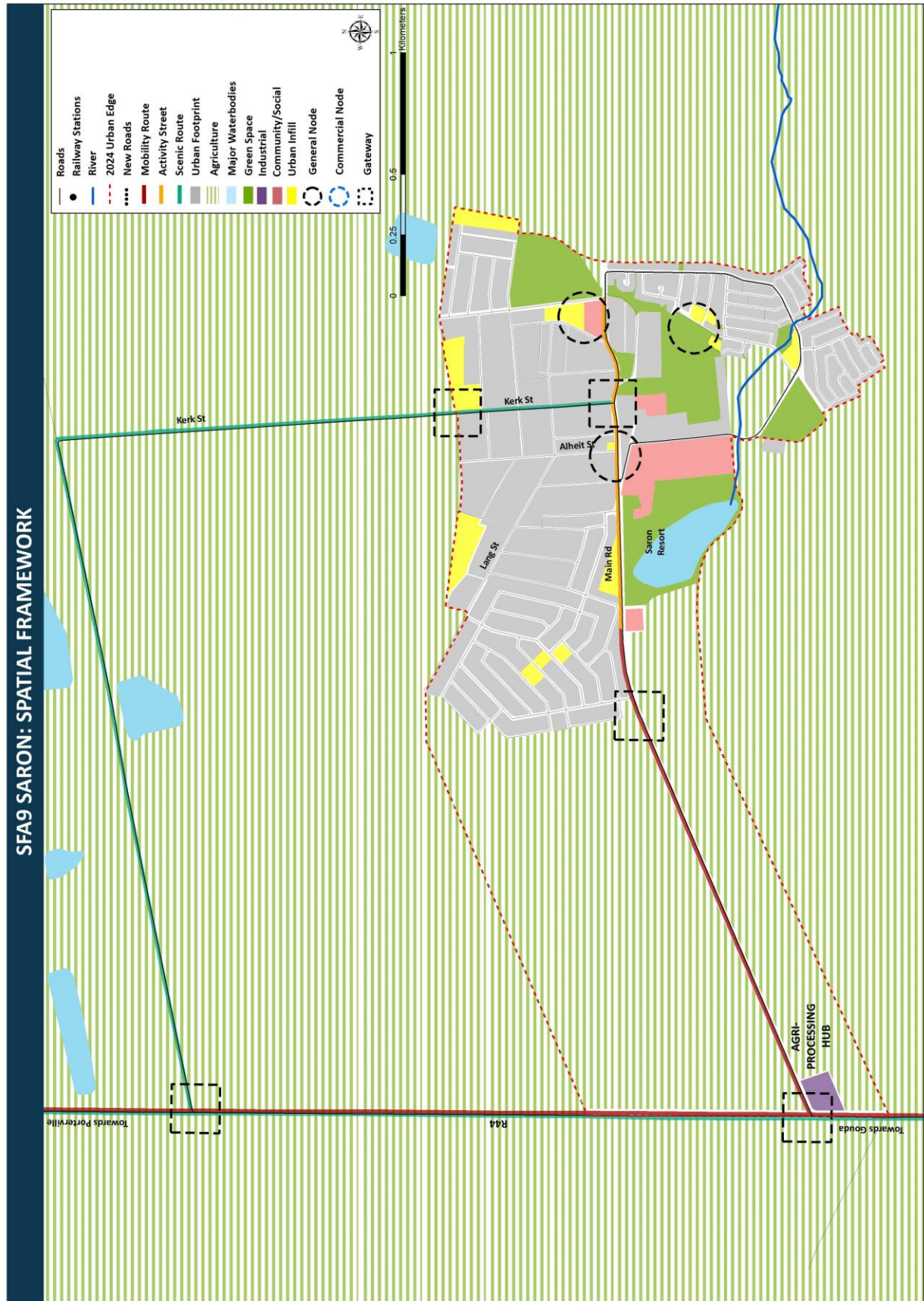
3.10.11 Spatial Focus Area 11: Saron

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.

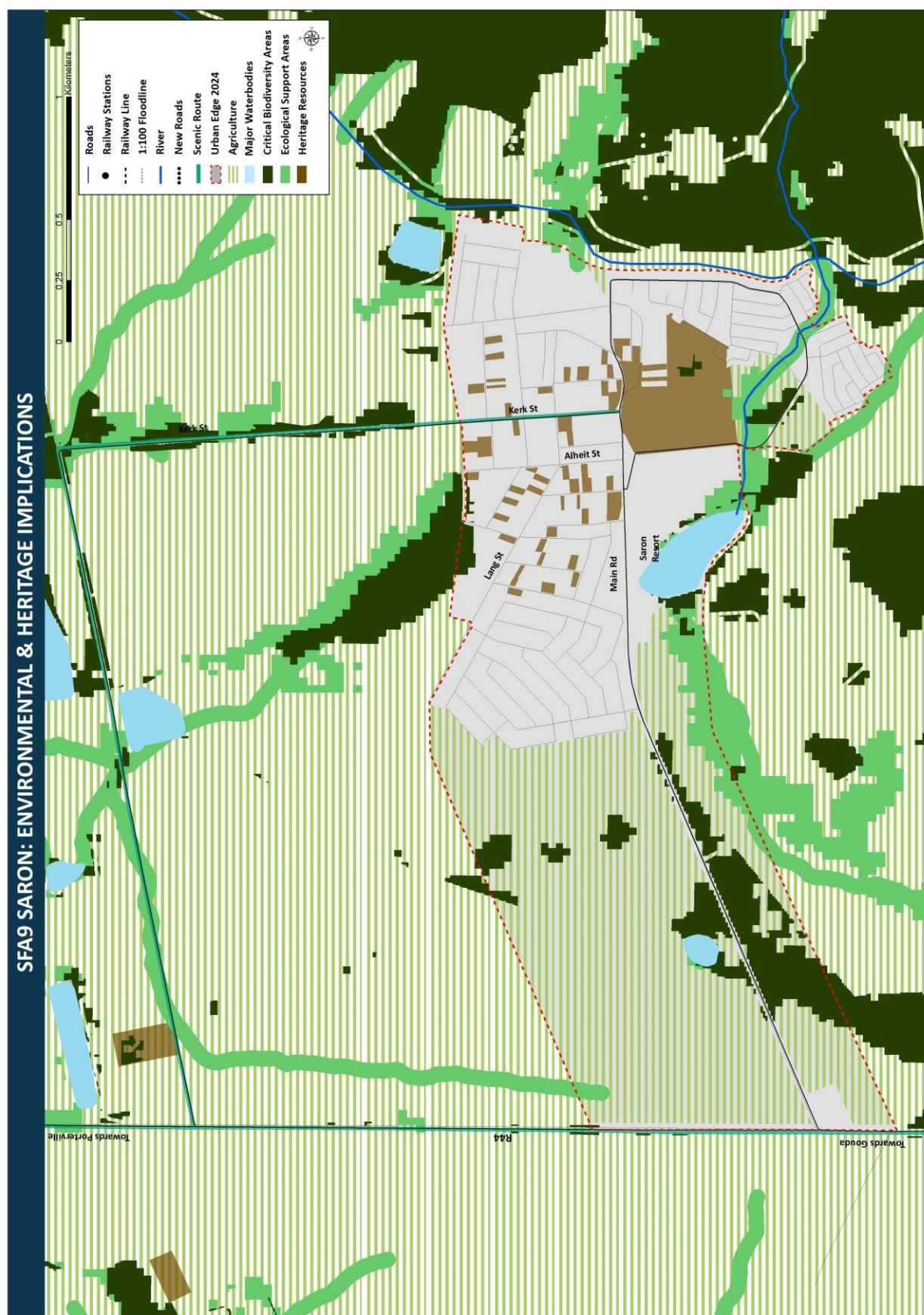
DISCLAIMER: Saron has been identified as a rural area that falls under the protection of the Transformation of Certain Rural Areas Act, 1998 (Act 94 of 1998) (TRANCRAA) because the land is held on a communal basis by the residents. Therefore, any development proposed in Saron is subject to the conditions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

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.

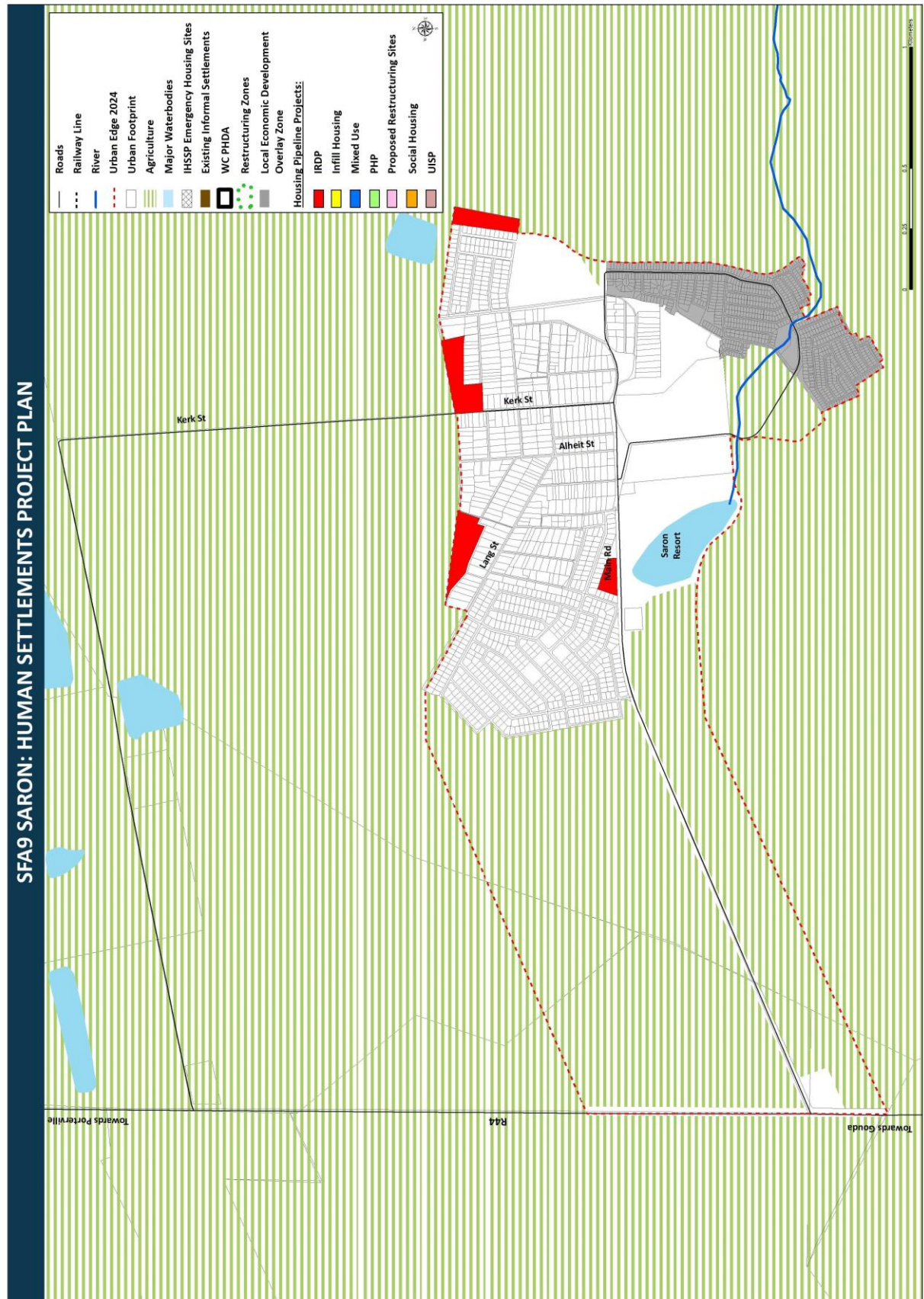
According to the Cape Winelands District Rural Development Plan (2017), Saron has been identified for the proposed implementation of a local-scale Farmer Production Support Unit (FPSU). Where relevant, investment planning to support the establishment of a FPSU should be aligned.



Map 3.22: Spatial Focus Area Map – SFA9 Saron.



Map 3.22(a): Environmental and Heritage Implications – SFA9 Saron.



Map 3.22(b): Humans Settlements Projects Map – SFA9 Saron.

Table 3.27: Spatial Interventions – SFA9 Saron.

Serial No.	Type of Intervention	IDP PDO	Spatial Interventions
1	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). • 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.
2	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"> • Retain the town, rural and natural character of the area especially within rural landscapes and rural-urban interfaces. • Upgrade the "leiwat" system and protect the heritage core and the old commonage land from insensitive development.
3	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.
4	Mobility and Access	<ul style="list-style-type: none"> • PDO 22: Electricity and Energy. • 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. • Implement new bulk infrastructure to accommodate the proposed agri-processing hub.
5	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"> • Developing of enabling infrastructure: Saron Community Higher voltage usage for the Hall.
6	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.
7	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 (Leiwat Festival). • The Draft Drakenstein Tourism Plan (2019) propose the development of Rural Tourism products for Saron.
8	New 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. • New housing developments to be located on vacant land within the urban edge.

9	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.
10	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 constructed community centre. • Maintain/upgrade all community-public facilities. • Developing of enabling infrastructure: Saron Community Hall – higher voltage usage for the Hall.

Table 3.28: Projects – SFA9 Saron.

Serial 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 Local Spatial Development Framework, Precinct Plan or Urban Design Framework.	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	

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	<p>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:</p> <ol style="list-style-type: none"> About 50% of which activities should be within walking distance of where people live. The extent of mixed use development should therefore be expanded. 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. 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. <p>The strategy proposes the following mechanisms for achieving densification:</p> <ol style="list-style-type: none"> Demolition and redevelopment; Infill; Subdivision, second dwellings and sectional title; Greenfield development; and Brownfield development.
5	Environmental Management Framework (EMF), 2022	<p>The EMF is aimed at providing information that can be used by the authorities to support decision-making that will take development in the ‘right direction’. Similarly, applicants can use the EMF to inform their development proposals. The EMF should be used to inform the SDF since environmental resources are fundamental to development planning or determining how land should be used. The EMF recognizes:</p> <ol style="list-style-type: none"> That there are important natural resources that need to be retained in order to provide for the needs and ensure the health and well-being of citizens in the Municipality over the long-term. That citizens value an area based on its important cultural and social resources. These contribute to the ‘sense of place’ and ‘sense of community’. They may also play an important role in the local economy (e.g., tourism attractions).
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 (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).	
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>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><u>General Guidelines:</u></p> <ul style="list-style-type: none"> 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. 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). 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><u>Specific Guidelines:</u></p> <ul style="list-style-type: none"> 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. 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).

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"> Are adequate for the protection of the ecosystem from the pressures identified above; Maintain the ecosystem in a desired or attainable ecological condition; and 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)	<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)

Spatial Priority Areas are based and correspond to the five Catalytic Zones as identified in the Vision 2032 (refer to Chapter 3.2 above). However, Spatial Priority Areas are areas focused on the existing urban areas of Drakenstein Municipality and therefore confined by the urban edge. Projects and initiatives earmarked for a Catalytic Zone has reference to a Spatial Priority Area, especially when it is located within the urban edge.

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).

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).

It must be noted that the abovementioned Spatial Priority Areas directly correlates 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 and Local SDFs have been identified/recommended for development:

Table 4.4: Recommended Precinct Plans and Local SDFs.

Serial No.	Proposed Plan	Short term (0-5 Years)	Medium term (5-10 Years)
1	Newton, Roggeland and Vlakkeland Local SDF	X	
2	Gouda Local SDF	X	
3	Ben Bernhard, Drakenstein West and Klapmuts North Local SDF	X	
4	Simondium Precinct Plan	X	
5	Boland Park 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: National and Provincial Infrastructure Investment.

National and Provincial Infrastructure Investment Projects and Programmes							
No.	Sector	Project Name	Total Project Cost	Expenditure in previous years	2024/25	2025/26	2026/27
Col. Ref	A	B	C	D	E	F	G
1	Transport	C1102.1 Dual MR201 N1 to Kliprug Rd	270,000,000	55,866,000	0	2,000,000	0
2	Transport	C1102.1 Dual MR201 N1	105,000,000	33,194,000	65,000,000	0	0
3	Transport	C1105 Du Toit's Kloof Pass	115,000,000	7,488,000	90,700,000	2,000,000	0
4	Transport	C1142 Rehab Simondium Reseal	560,000,000	0	83,942,000	6,000,000	0
5	Transport	C1142 PRMG Rehab Simondium Reseal	130,000,000	0	109,558,000	0	0
6	Transport	C1145 Voor Paardeberg Road	60,000,000	0	50,000,000	0	0
7	Transport	C1145 PRMG Voor Paardeberg Road	184,000,000	3,418,000	20,000,000	1,000,000	0
8	Transport	C1297 Gouda - Porterville	20,000,000	0	0	0	20,000,000
9	Transport	C749.2 Paarl - Franschhoek	700,000,000	0	98,103,750	178,701,750	67,572,000
10	Transport	C749.2 PRMG Paarl - Franschhoek	500,000,000	0	51,896,250	119,298,250	82,428,000
11	Transport	DR1385 Keerweder DM Drakenstein Surface	22,000,000	0	0	13,000,000	0
13	Education	Dal Josaphat PS	86,550,000	36,243,000	12,000,000	25,000,000	0
14	Health	Paarl – Paarl CDC – HT - New	10,200,000	1,298,936	0	4,775,000	4,126,000
15	Health	Paarl – Windmeul Clinic – HT – Upgrade and Additions (Alpha)	1,321,000	0	321,000	1,000,000	0
16	Health	Paarl – Dalvale Clinic – HT – General maintenance (Alpha)	2,353,000	1,416,821	936,000	1,000	0
17	Health	Paarl – Paarl Ambulance Station – HT – Upgrade and additions incl. wash bay	1,500,000	0	0	0	700,000
18	Health	Gouda – Gouda Clinic - Replacement	23,713,000	25,638,678	85,000	0	0
19	Health	Paarl – Paarl CDC – New	85,588,750	7,262,167	1,298,000	16,474,000	24,578,000
20	Health	Paarl – Paarl CDC – Enabling work incl. fencing to secure new site	11,113,000	10,968,400	259,000	0	0
21	Health	Paarl – Windmeul Clinic – Upgrade and Additions (Alpha)	7,940,000	492,614	1,148,000	2,113,000	176,000
22	Health	Paarl – Paarl Ambulance Station – Upgrade and additions incl. wash bay	5,000,000	0	168,000	132,000	130,000

23	Health	Paarl – Paarl Hospital – New Obstetric Treater in Maternity Unit	10,429,000	1,750,931	4,254,000	220,000	0
24	Health	Paarl – Paarl Hospital – Fire compliance (Alpha)	30,000,000	0	367,000	471,000	98,000
25	Health	Paarl – Paarl CDC – OD QA – New	267,000	166,337	0	0	130,000
26	Health	Paarl – Sonstraal Hospital – HT – Upgrade and Additions (Alpha)	8,000,000	0	0	4,000,000	
27	Health	Paarl – Paarl Hospital – HT – Refurbishment 2026-27	10,000,000	0	0	0	1,300,000
28	Health	Paarl – Paarl Hospital – HT – Refurbishment 2024-25	1,400,000	0	1,400,000	0	0
29	Health	Paarl – Paarl Hospital – Rooftop Chiller replacement	2,500,000	5,581,756	42,000	0	0
30	Health	Paarl – Sonstraal Hospital – Upgrade and Additions (Alpha)	30,000,000	0	350,000	480,000	9,600,000
31	Human Settlements	Paarl Vlakkeland (Ph1) Transfers	0	0	3,253,000	0	0
32	Human Settlements	Paarl Vlakkeland (Ph1.1 218 sites/217 units)	200,000	0	200,000	0	0
33	Human Settlements	Paarl Vlakkeland (Ph1.3 236 sites/228 units)	1,000,000	0	1,000,000	0	0
34	Human Settlements	Paarl – Vlakkeland (Ph1.4 188/187)MV	1,500,000	0	1,500,000	0	0
35	Human Settlements	Paarl Vlakkeland Professional Fees	6,000,000	0	6,000,000	0	0
36	Human Settlements	ISSP Chester Williams (139 sites) UISP	37,389,054	0	1,000,000	5,060,000	5,060,000
37	Human Settlements	ISSP Lover's Lane (168 sites) UISP	47,406,506	2,615,231	1,000,000	5,600,000	5,600,000
38	Human Settlements	ISSP Paarl Dignified Informal Settlements 9 x areas	9,000,000	0	500,000	3,725,000	3,725,000
39	Human Settlements	Mbekweni	7,400,000	689,646	1,780,000	0	0
40	Human Settlements	Paarl East	90,000,000	0	0	15,000,000	29,000,000
41	Human Settlements	Simondium	80,000,000	3,000,000	43,000,000	22,500,000	10,500,000
42	Human Settlements	Siyahlala (20) Transfers	200,000	0	108,000	0	0

From a transport sector perspective, a total of R569,200,000 will be invested in the Municipality during the 2024/2025 financial year through the various projects, as identified in table 4.5. Furthermore, over the 2024/2027 period, a total of R1,061,200,000 will be invested in the Municipality.

From an education sector perspective, a total of R12,000,000 will be invested in the Municipality during the 2024/2025 financial year through the various projects, as identified in table 4.5. Furthermore, over the 2024/2027 period, a total of R37,000,000 will be invested in the Municipality.

From a health sector perspective, a total of R10,628,000 will be invested in the Municipality during the 2024/2025 financial year through the various projects, as identified in table 4.5. Furthermore, over the 2024/2027 period, a total of R81,132,000 will be invested in the Municipality.

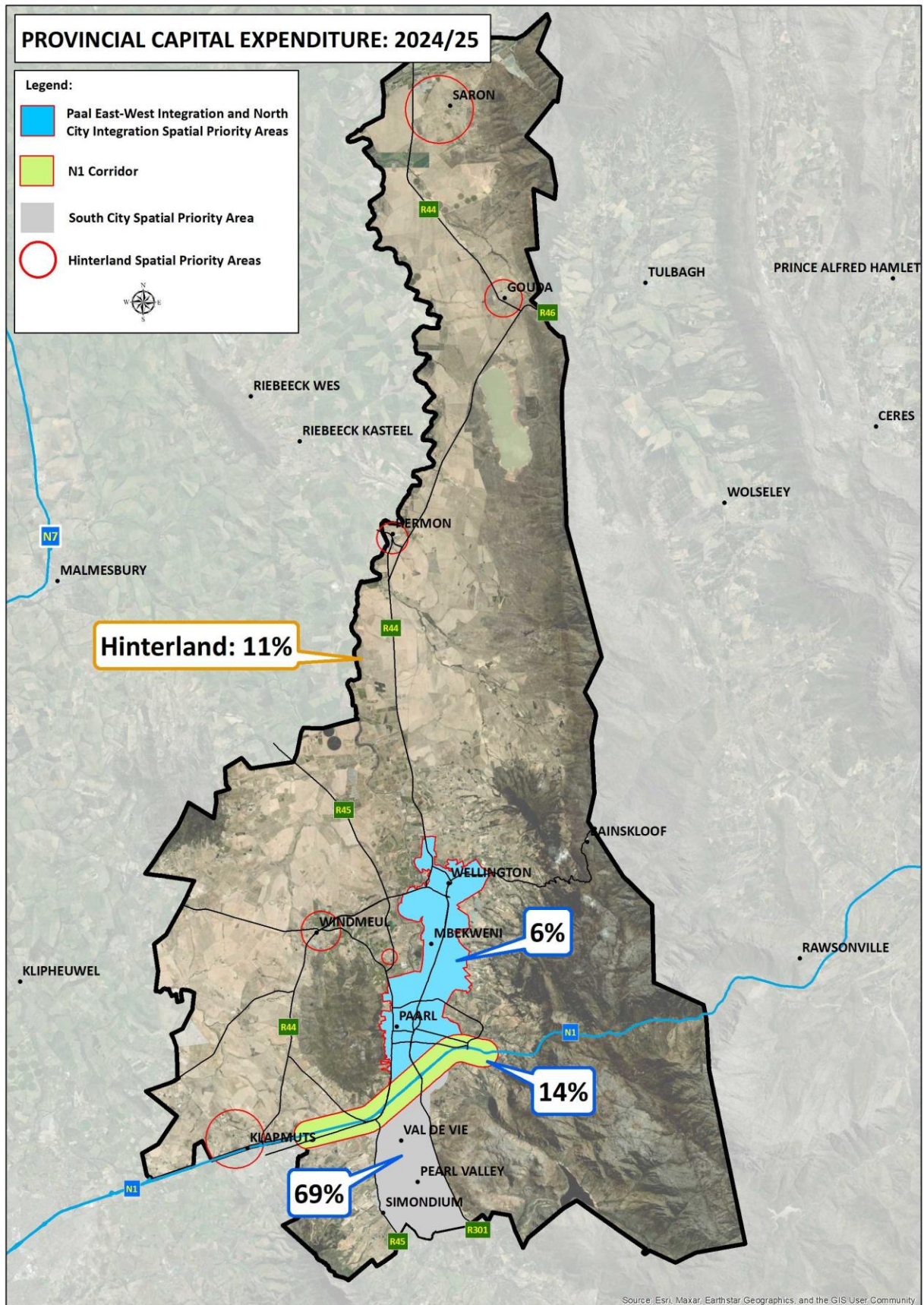
From a human settlements sector perspective, a total of R59,341,000 will be invested in the Municipality during the 2024/2025 financial year through the various projects, as identified in table 4.5. Furthermore, over the 2024/2027 period, a total of R165,111,000 will be invested in the Municipality. The provincial departments of Transport and Public Works, Human Settlements, Health, and Education will be investing a total of R651,169,000 within the Municipality during the 2024/2025 financial year. Furthermore, R428,551,000 and R264,723,000 will be invested by the aforementioned provincial departments within the Municipality in the 2025/2026 and 2026/2027 financial years, respectively.

Within the South City Spatial Priority Area a total of R451,500,000 will be invested over the 2024/2025 financial year. The aforementioned represents 69% of the total investment in the Municipality over the 2024/2025 financial year. Over the 2024/2027 period a total of R940,500,000 will be invested in the South City Spatial Priority Area. The aforementioned represents 70% of the total investment in the Municipality over the 2024/2027 period.

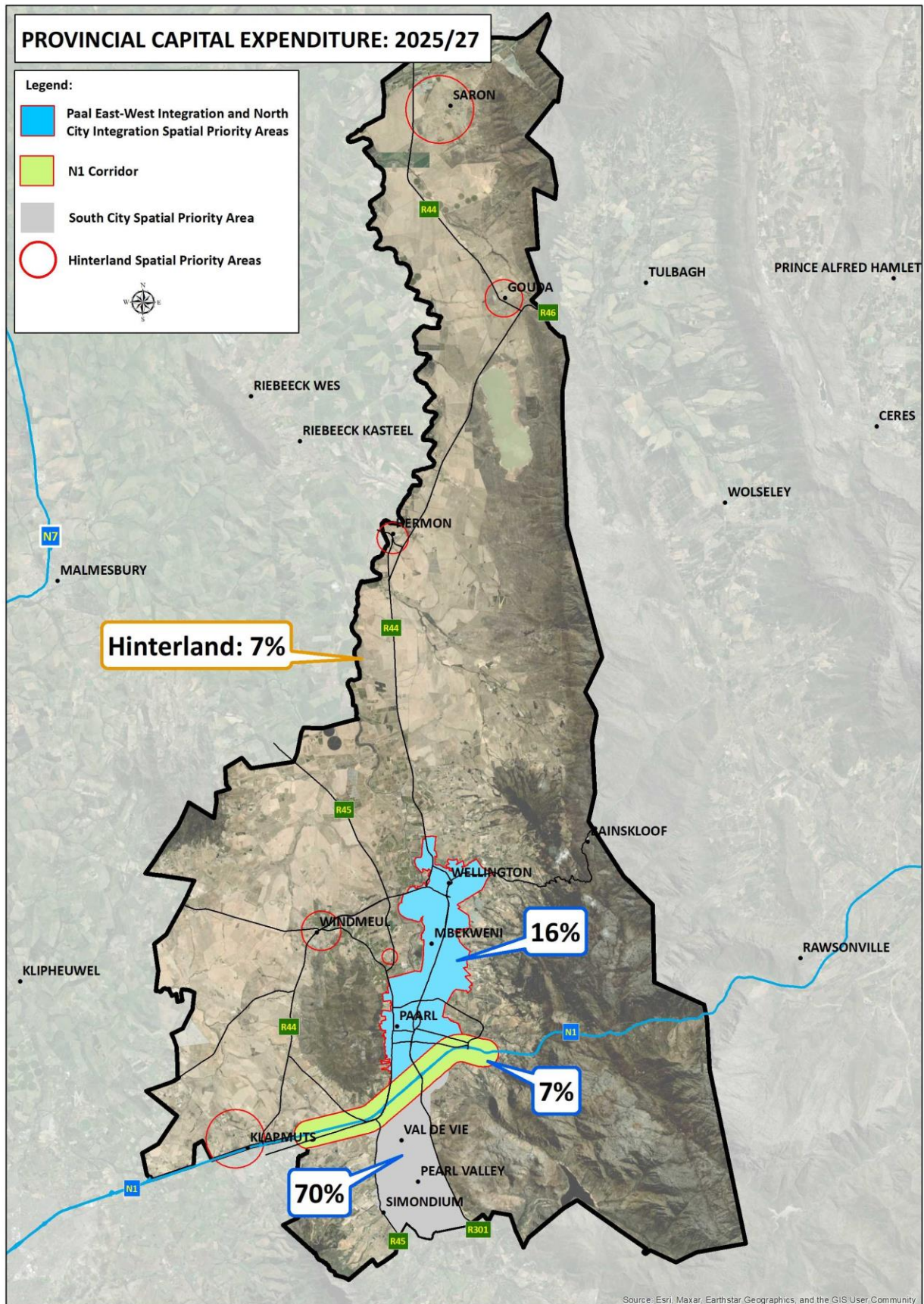
Within the Hinterland Spatial Priority Area a total of R71,554,000 will be invested over the 2024/2025 financial year. The aforementioned represents 11% of the total investment in the Municipality over the 2024/2025 financial year. Over the 2024/2027 period a total of R95,843,000 will be invested in the Hinterland Spatial Priority Area. The aforementioned represents 7% of the total investment in the Municipality over the 2024/2027 period.

Within the East-West Integration and North City Integration Spatial Priority Areas a total of R37,415,000 will be invested in over the 2024/2025 financial year. The aforementioned represents 6% of the total investment in the Municipality over the 2024/2025 financial year. Over the 2024/2027 period a total of R215,400,000 will be invested in the East-West Integration and North City Integration Spatial Priority Areas. The aforementioned represents 16% of the total investment in the Municipality over the 2024/2027 period.

Within the N1 Corridor Spatial Priority Area a total of R90,700,000 will be invested over the 2024/2025 financial year. The aforementioned represents 14% of the total investment in the Municipality over the 2024/2025 financial year. Over the 2024/2027 period a total of R92,700,000 will be invested in the N1 Corridor Spatial Priority Area. The aforementioned represents 7% of the total investment in the Municipality over the 2024/2027 period. Taking the aforementioned into consideration, it can be concluded that the majority of the capital investment over the 2024/2027 financial period will occur in the South City Spatial Priority Area. It can also be deduced that several transport projects, which are located within the South City Spatial Priority Area, will significantly contribute towards unlocking the development potential of the N1 Corridor Spatial Priority Area. Maps 4.1 and 4.2 illustrates the distribution of the provincial capital budget between the different SPAs over the 2024/2025 financial year and the 2024/2027 financial period.



Map 4.1: Provincial Capital Expenditure: 2024/25.



Map 4.2: Provincial Capital Expenditure: 2025/27.

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 (refer to Table 4.6 below).

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. Due to the restructuring of the loans no debt will be taken up during the period 2024/25 until 2028/29, but will once again be considered from 2029/30 to 2033/34.

Furthermore, in order to strengthen the municipality's financial position quicker, a decision to limit capital funding from own funds to R69.7 million per year until 2033/34 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 R290.3 million in 2023/24, R600 million in 2024/25 and R490 million in 2025/26 to upgrade sanitation infrastructure through the Regional Bulk Infrastructure Grant.

According to the Drakenstein Municipality Long Term Financial Plan the capital replacement reserve to the amount of R382.9 million will contribute 20.8% of the total capital budget of R1.844 billion over the 2024/2029 MTREF. Grants will contribute R1.461 billion or 79.2% of the total capital budget.

Over the 2024/2034 long term revenue and expenditure framework (LTREF) period, grants will contribute 43% of the total capital budget, capital replacement reserves 23% and external loans 34% of the capital budget (refer to Table 4.7 below).

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

Available Capital per Funding Source											
Serial No.	Infrastructure Type	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	2033/34 R'000
Col. Ref	A	B	C	D	E	F	G	H	I	J	K
1	Capital Replacement Reserve	101,786	71,890	69,700	69,700	69,900	135,000	120,000	133,000	118,750	75,000
2	Exeternal Loans	-	-	-	-	-	270,000	285,000	285,000	285,000	300,000
3	Grants	664,439	505,708	69,919	112,058	109,087	45,000	45,000	57,000	71,250	125,000
4	TOTAL	766,225	577,598	139,619	181,758	178,987	450,000	450,000	475,000	475,000	500,000

4.4.2.1 Prioritisation of Capital Asset Investment

Drakenstein developed a Prioritisation Model 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 2024/25 will receive 92,4% of the total capital budget. Over the MTREF basic services infrastructure will receive 90.8% (2025/26), 67.1% (2026/27), 69.5% (2027/28) and 67% (2028/29) of the total capital budget. The allocation towards Basic service infrastructure is skewed, due to the special R1.4 billion allocated over the MTREF through the Budget Facility for Infrastructure

Operational infrastructure in 2024/25 will receive 5.5% of the total capital budget. Over the MTREF operational infrastructure will receive 7.3% (2025/26), 23% (2026/27), 22.8% (2027/28) and 24.5% (2028/29) of the total capital budget. Social and economic infrastructure will receive 2.1% of the total capital budget. Over the MTREF social and economic infrastructure will receive 1.9% (2025/26), 9.9% (2026/27), 7.7% (2027/28) and 8.4% (2028/29) of the total capital budget.

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

Table 4.8: 2024/2029 MTREF High Level Capital Budget Expenditure per Infrastructure Type.

2023/2027 MTREF High Level Capital Budget Expenditure Per Infrastructure Type And Funding											
Serial No.	Infrastructure Type / Funding Source	2024/25 R'000	Distribution %	2025/26 R'000	Distribution %	2026/27 R'000	Distribution %	2027/28 R'000	Distribution %	2028/29 R'000	Distribution %
Col. Ref.	A	B	C	D	E	F	G	H	I	J	K
1	Basic Services and Road Infrastructure	708,178,730	92.4%	524,318,043	90.8%	93,676,867	67.1%	126,290,452	69.5%	119,988,270	67%
2	Grants	663,180,977	86.6%	501,775,543	86.9%	69,919,133	50.1%	104,572,033	57.5%	98,586,533	55.1%
3	Prioritised Funds	44,997,753	5.9%	22,542,500	3.9%	23,757,734	17%	21,718,419	11.9%	21,401,737	12%
4	Operational Infrastructure	42,296,744	5.5%	42,305,221	7.3%	32,167,266	23%	41,517,301	22.8%	43,898,263	24.5%
5	Grants	1,258,153	0.2%	3,932,721	0.7%	-	0%	7,485,720	4.1%	10,500,000	5.9%
6	Prioritised Funds	41,038,591	5.4%	38,372,500	6.6%	32,167,266	23%	34,031,581	18.7%	33,398,263	18.7%
7	Social & Economical Infrastructure	15,750,000	2.1%	10,975,000	1.9%	13,775,000	9.9%	13,950,000	7.7%	15,100,000	8.4%
8	Grants	-	0%	-	0%	-	0%	-	0%	-	0%
9	Prioritised Funds	15,750,000	2.1%	10,975,000	1.9%	13,775,000	9.9%	13,950,000	7.7%	15,100,000	8.4%
10	Grand Total	766,225,474	100%	577,598,264	100%	139,619,133	100%	181,757,753	100%	178,986,533	100%

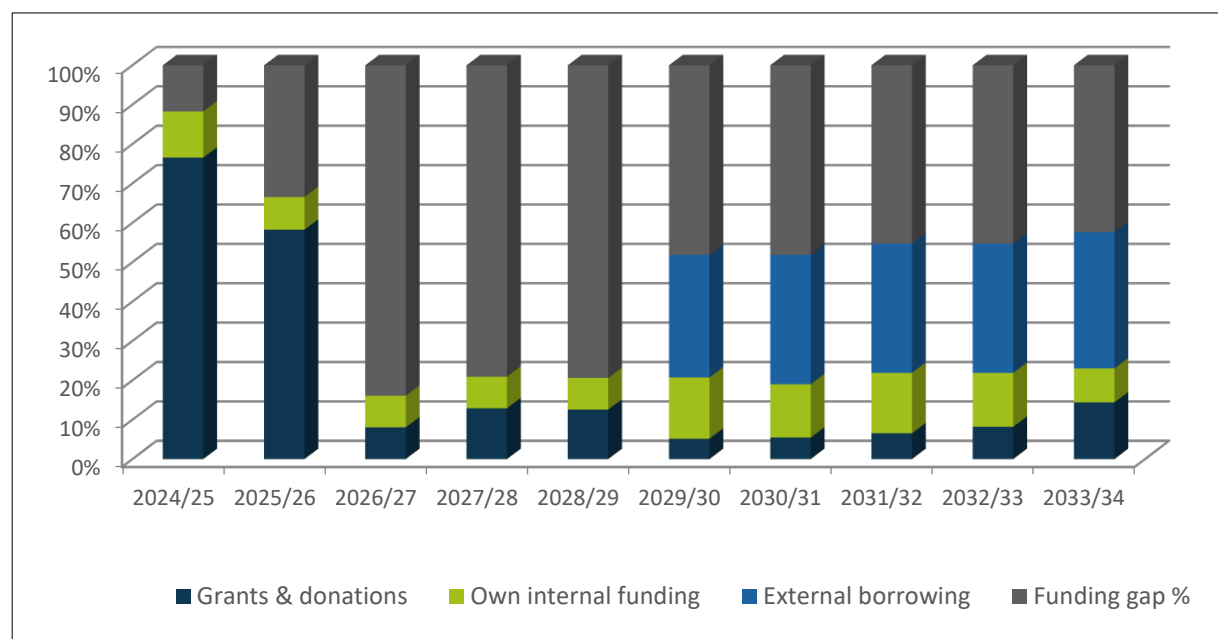
4.4.2.2 10 Year Capital Expenditure Framework (Affordability)

According to Drakenstein Municipality's Capital Expenditure Framework and Long Term Financial Plan (2024/2034), Drakenstein Municipality's total capital programme needs is estimated to be R8,679 billion. As illustrated in Table 4.7, a total of R1,844 billion will be available over the five year MTREF period to address the total capital programme needs. The R1,844 billion represents 21.2% of the total capital programme needs.

Over the ten year Long Term Financial Plan, a total of R4,194 billion will be available to address the total capital needs. The R4,194 billion represents 48.3% of the total capital needs. Taking the above into consideration, it is clear that a funding gap to the total of R4,485 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 2028/29, it is barely over the minimum spend required to remain sustainable and has left a major funding gap. From year one (2024/25) to five (2028/29), between 16%-88% of the required capital needs can be addressed, while from year six (2029/30) to ten (2033/34) between 52% to 58% 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 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 94.5% of the total available capital during the 2024/2025 period. Furthermore, the aforementioned infrastructure types will receive 92.7% (2025/2026), 77% (2026/2027), 77.2% (2027/2028) and 75.4% (2028/2029) allocations.

The aforementioned 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	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029
Column Reference	A	B	C	D	E	F
1	Community and Social Services	4,000,000	225,000	5,000,000	7,275,000	-
2	Energy Sources	3,504,348	11,478,261	10,368,696	10,368,696	10,368,696
3	Finance and Administration	350,000	1,325,000	2,500,000	1,350,000	2,500,000
4	Housing	1,000,000	2,950,000	1,325,000	-	-
5	Road Transport	39,478,261	23,478,262	11,773,914	-	-
6	Sport and Recreation	9,900,000	5,000,000	2,000,000	1,000,000	8,275,000
7	Waste Management	5,730,000	-	-	-	-
8	Waste Water Management	491,898,730	431,021,885	4,318,841	4,627,137	4,627,137
9	TOTAL	555,861,339	475,478,408	37,286,451	24,620,833	25,770,833

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	2024/2025 R'000	2025/2026 R'000	2026/2027 R'000	2027/2028 R'000	2028/2029 R'000
Column Reference	A	B	C	D	E	F
1	Housing	63,000,000	-	-	-	-
2	Waste Water Management	39,800,000	-	-	-	-
3	TOTAL	102,800,000	-	-	-	-

Table 4.11: Hinterland Spatial Priority Area (Windmeul, Hermon, Gouda and Saron)

Hinterland Spatial Priority Areas MTREF Capital Expenditure Framework						
Serial Number	Infrastructure Type	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029
Column Reference	A	B	C	D	E	F
1	Energy Sources	1,000,000	-	-	-	-
2	Road Transport	150,000	-	-	-	-
3	TOTAL	1,150,000	-	-	-	-

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 five year period.

The spatial attributes aforementioned capital programmes are not available at this stage. These programmes are identified in Tables 4.12 and 4.13 below.

Table 4.12: Municipal wide projects.

Municipal Wide and Operational Projects MTREF Capital Expenditure Framework						
Serial Number	Infrastructure Type	2024/2025 R'000	2025/2026 R'000	2026/2027 R'000	2027/2028 R'000	2028/2029 R'000
Column Reference	A	B	C	D	E	F
1	Sport and Recreation	1,200,000	3,000,000	3,500,000	3,500,000	3,500,000
2	Community and Social Services	300,000	725,000	775,000	825,000	825,000
3	Water Management	12,827,536	7,672,500	9,398,375	13,428,131	13,462,351
4	Energy Sources	24,452,536	22,406,540	28,227,345	52,617,867	46,519,033
5	Road Transport	23,037,319	19,523,261	21,575,345	38,661,667	38,628,333
6	Waste Water Management	2,300,000	6,337,334	7,217,855	7,236,954	7,082,720
7	TOTAL	64,117,391	59,664,635	70,693,920	116,269,619	110,017,437

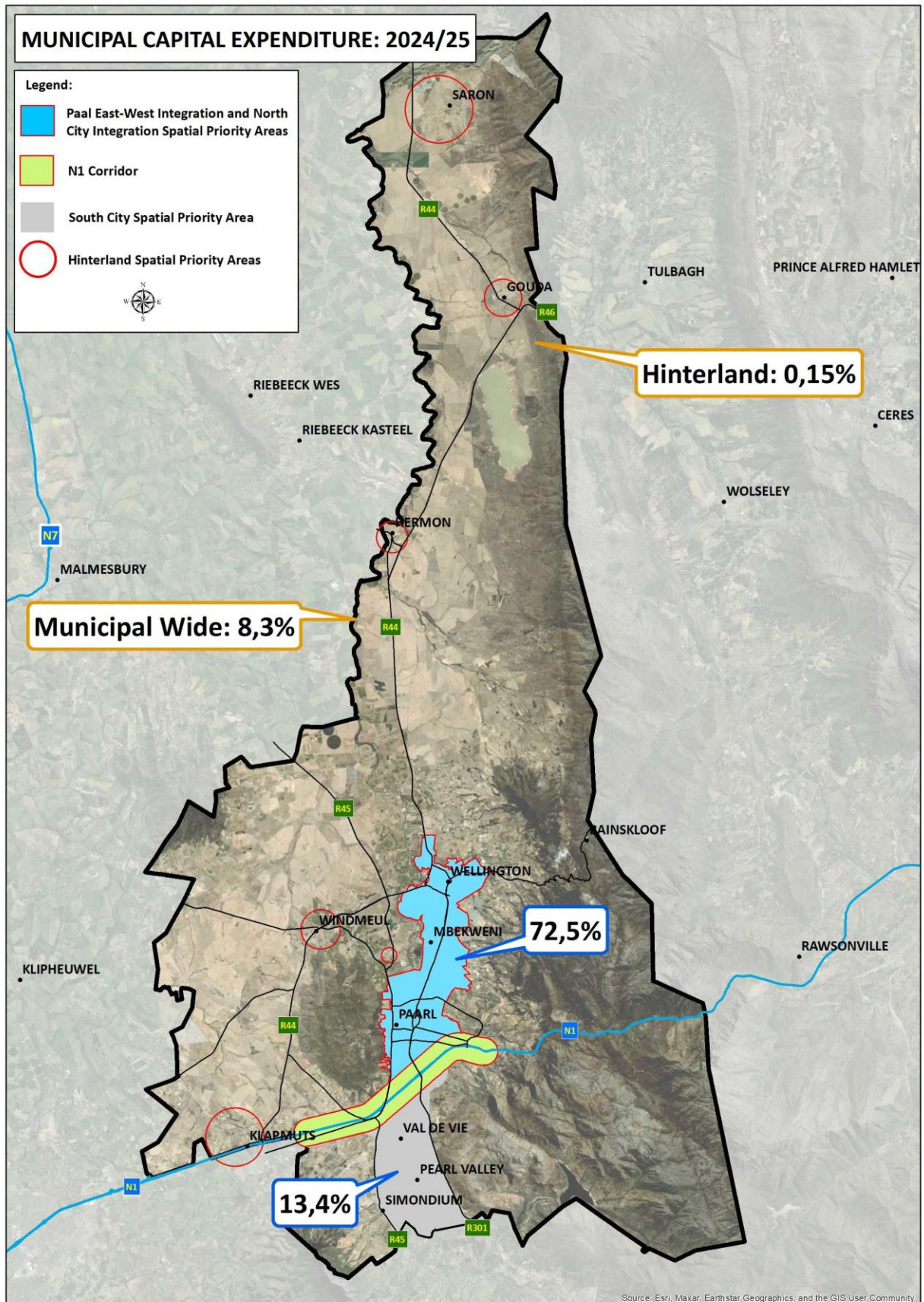
Table 4.13: Operational infrastructure.

Municipal Wide and Operational Projects MTREF Capital Expenditure Framework						
Serial Number	Infrastructure Type	2024/2025 R'000	2025/2026 R'000	2026/2027 R'000	2027/2028 R'000	2028/2029 R'000
Column Reference	A	B	C	D	E	F
1	Planning and Development	301,000				
2	Energy Sources	6,805,000	5,116,721	1,348,000	8,905,720	12,000,000
3	Executive and Council	11,500,000				
4	Finance and Administration	23,213,844	27,070,000	20,650,487	22,265,000	23,415,000
5	Public Safety	8,500,000	7,000,000	7,000,000	7,000,000	7,000,000
6	Road Transport	500,000				
7	Sport and Recreation	400,000				
8	Waste Management	2,000,000	2,000,000	2,000,000	2,000,000	
9	Waste Water Management	105,000	65,000	70,000	50,000	55,000
10	Water Management	460,400	503,500	570,275	646,581	728,263
11	TOTAL	53,785,244	41,755,221	31,638,762	40,867,301	43,198,263

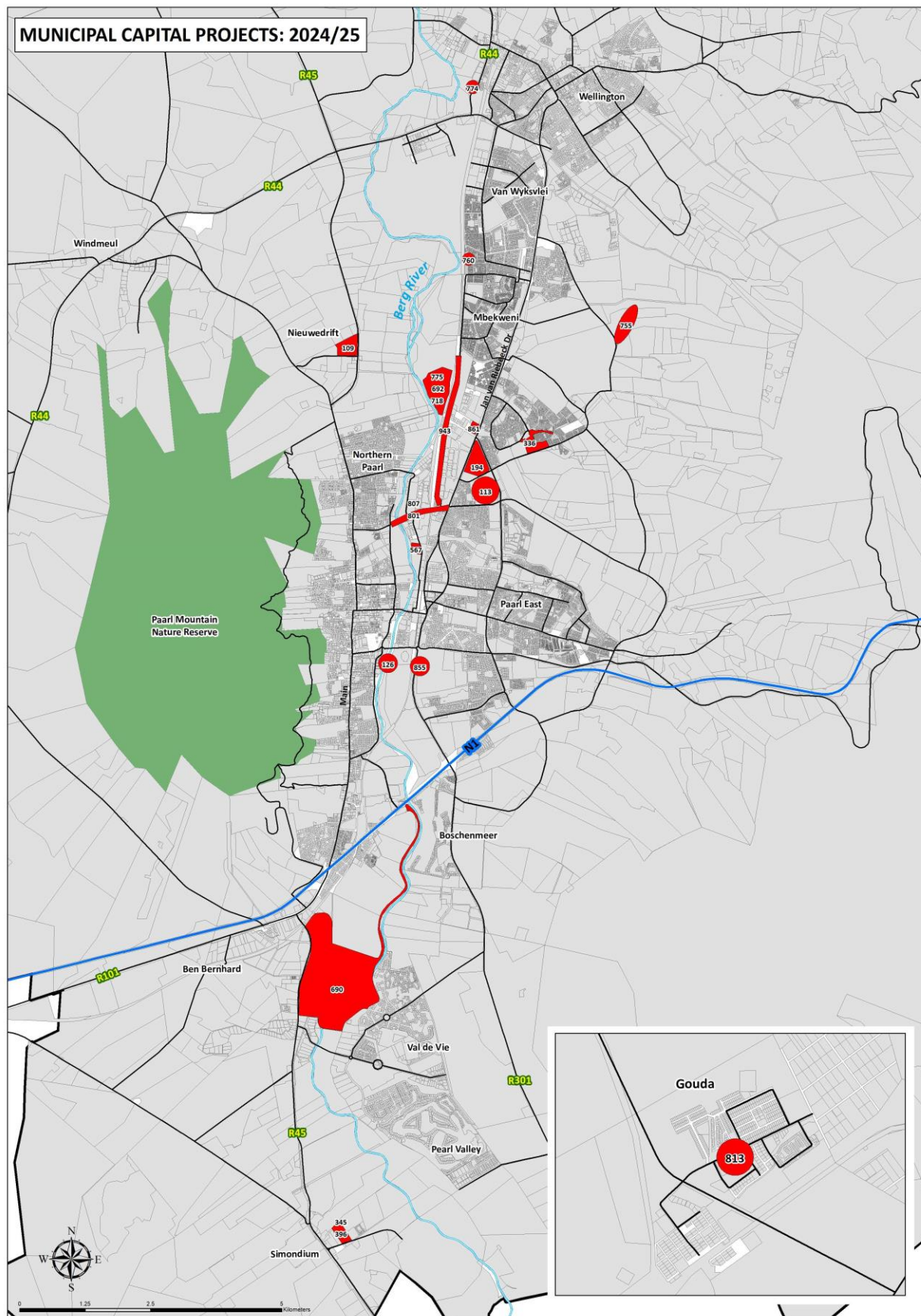
Taking the abovementioned expected expenditure into consideration, the following conclusions can be drawn:

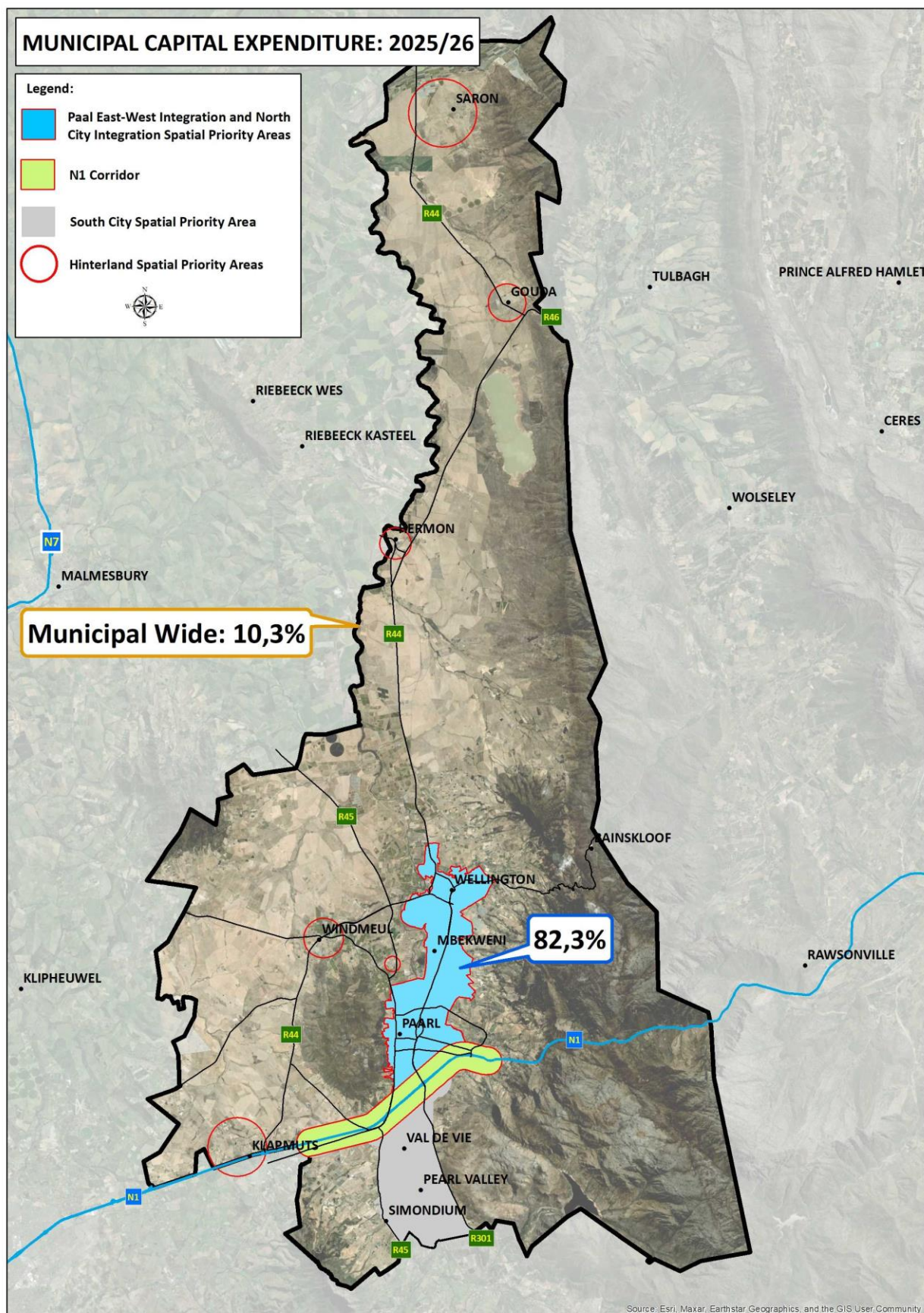
- The conurbation of the Paarl East-West Integration Corridor and the North City Corridor will receive the majority of the capital funding through the next five years;
- During the next two years the overwhelming majority of the capital funding will be dedicated to waste water management. This is due to the Regional Bulk Infrastructure Grant funding that was acquired;
- Capital projects that will impact on the entire municipal area will utilise 16.6% of the entire capital budget over the next five years.
- Although no capital funding is dedicated solely to the N1 Corridor, numerous waste water infrastructure investment will be undertaken in the Paarl East-West Integration and North City Integration SPAs which will assist in unlocking the N1 Corridor;
- The capital funding allocated to the South City Region is required to enable the human settlements development project at Simondium
- During the 2025/2029 period no capital investment by the Municipality, which is solely dedicated to the South City Region SPA is foreseen.

Maps 4.3 – 4.7 below illustrates the distribution of the capital budget between the different SPAs during the next five years. The aforementioned maps consists of two different maps: (a) Spatial representation of capital expenditure map, and (b) Municipal capital projects map. On the municipal capital projects maps, the budget serial number is indicated.

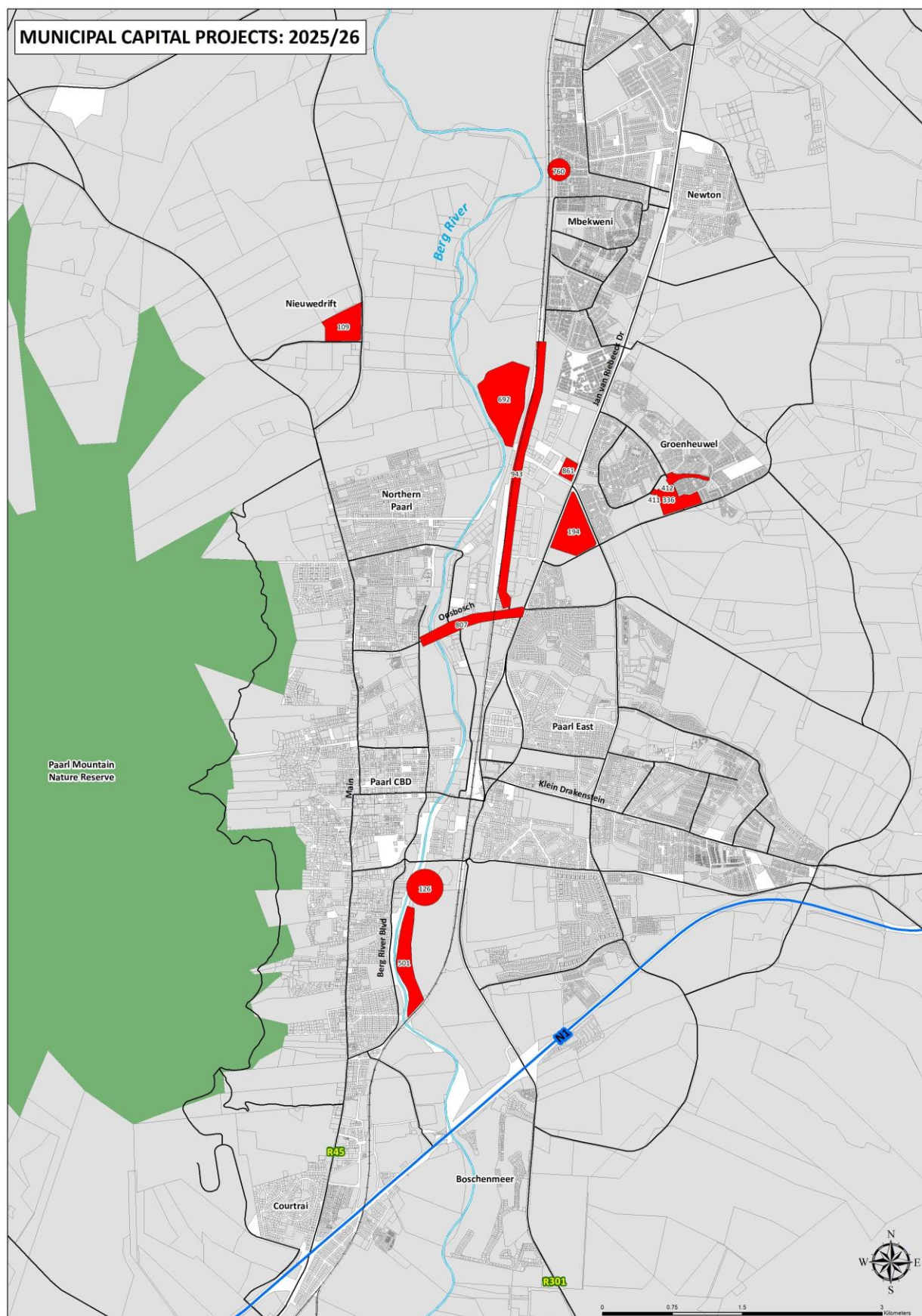


Map 4.3(a): Spatial Representation of Capital Expenditure: 2024/25.

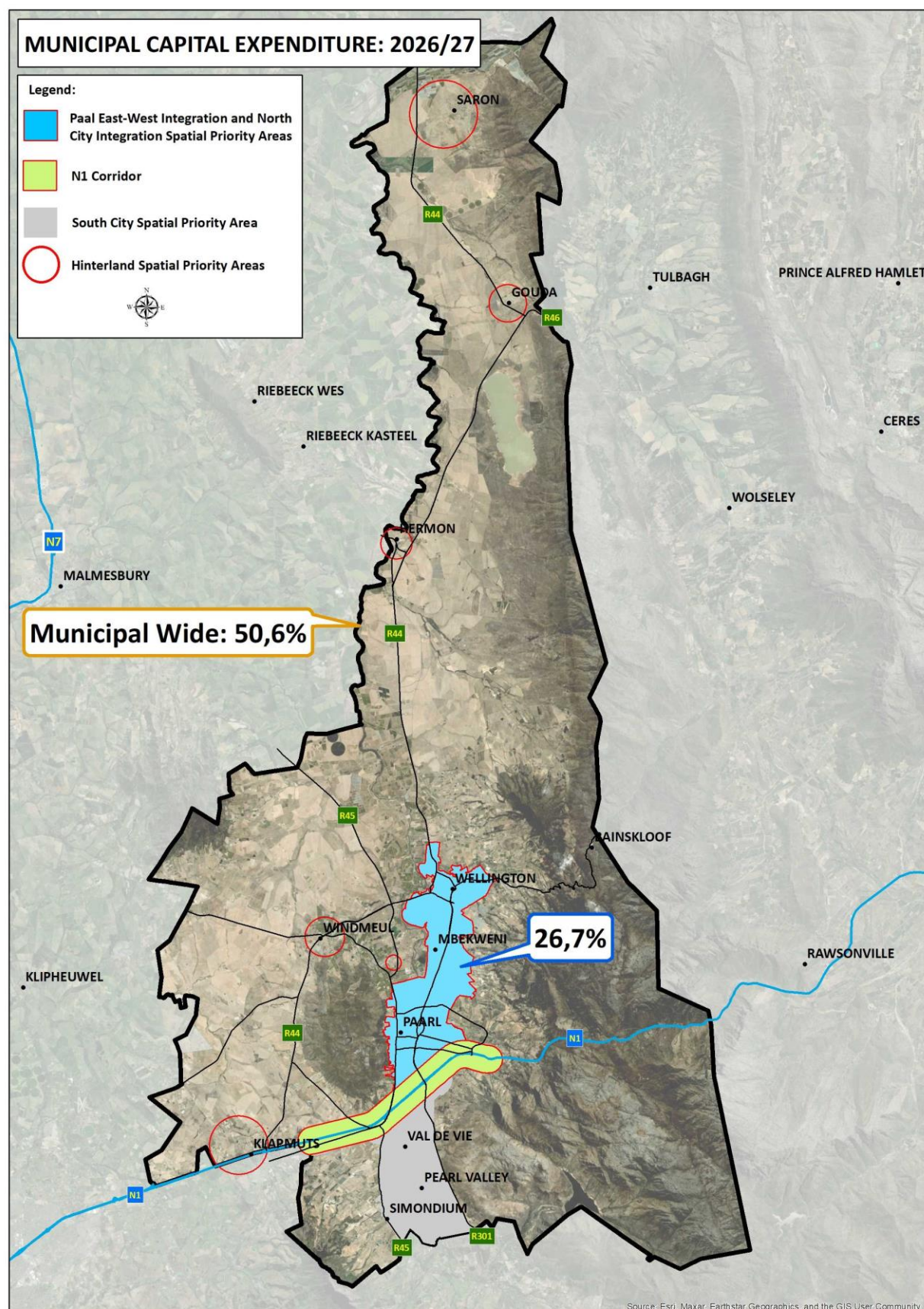




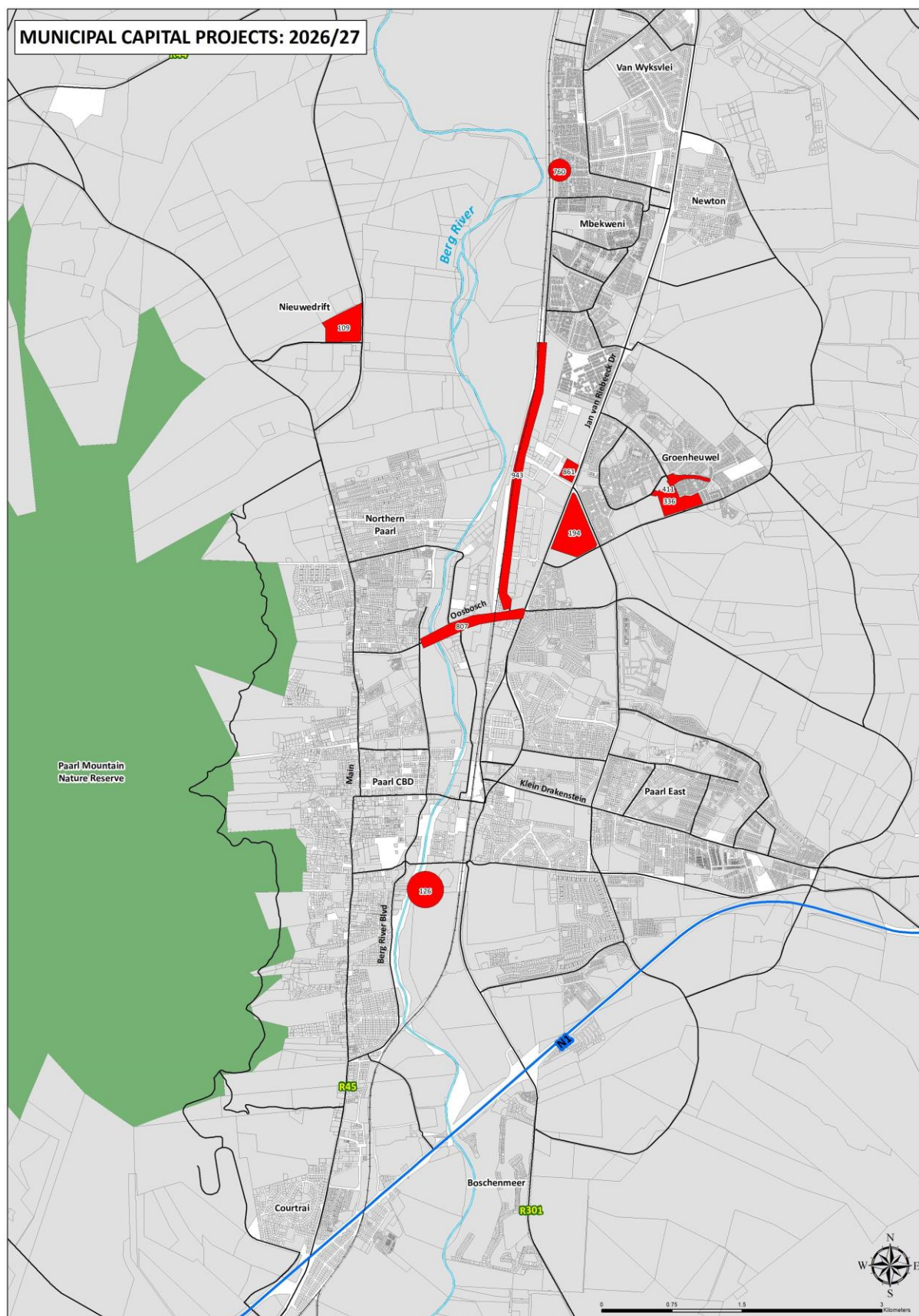
Map 4.4(a): Spatial Representation of Capital Expenditure: 2025/26.



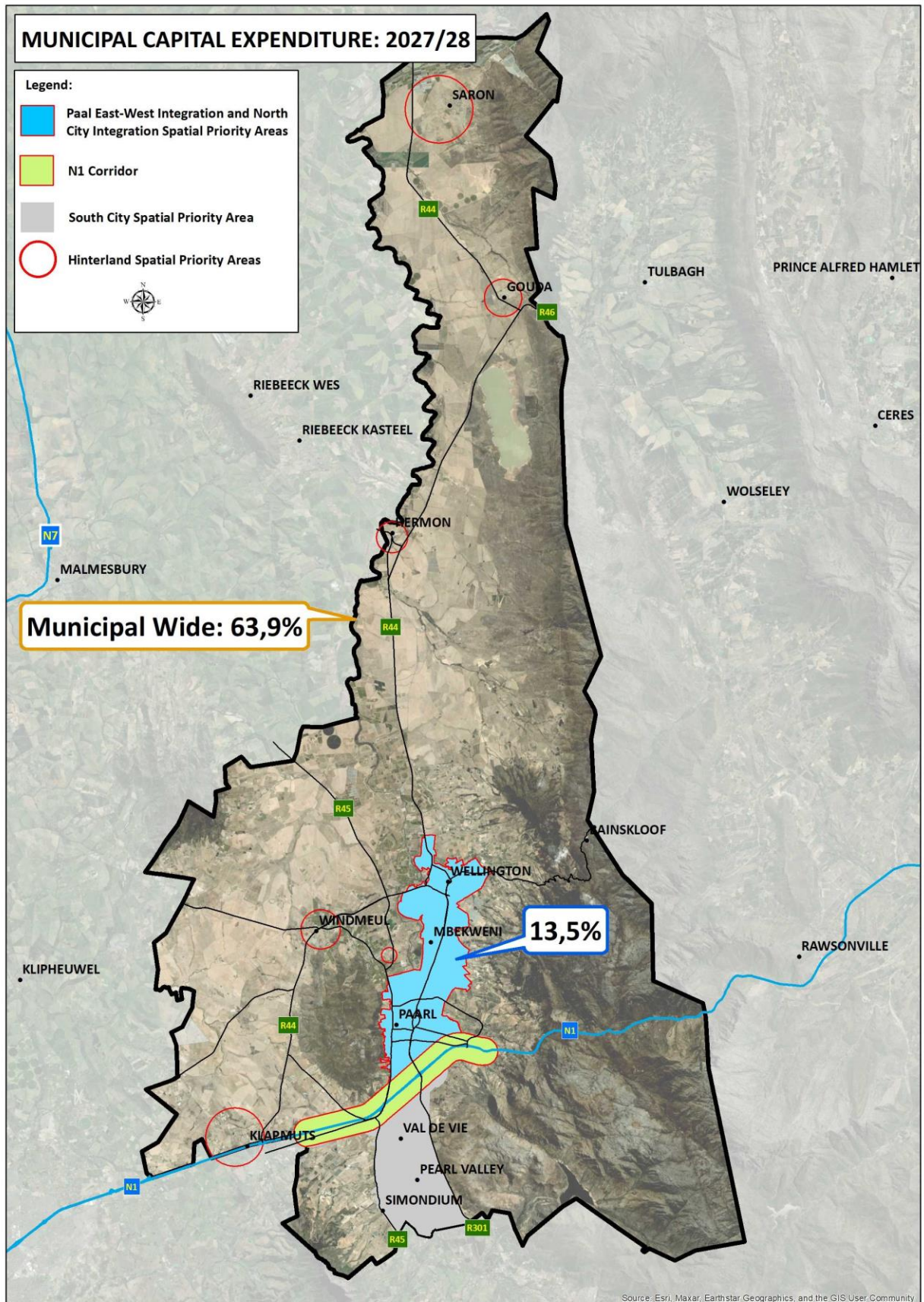
Map 4.4(b): Municipal Capital Projects: 2025/26.



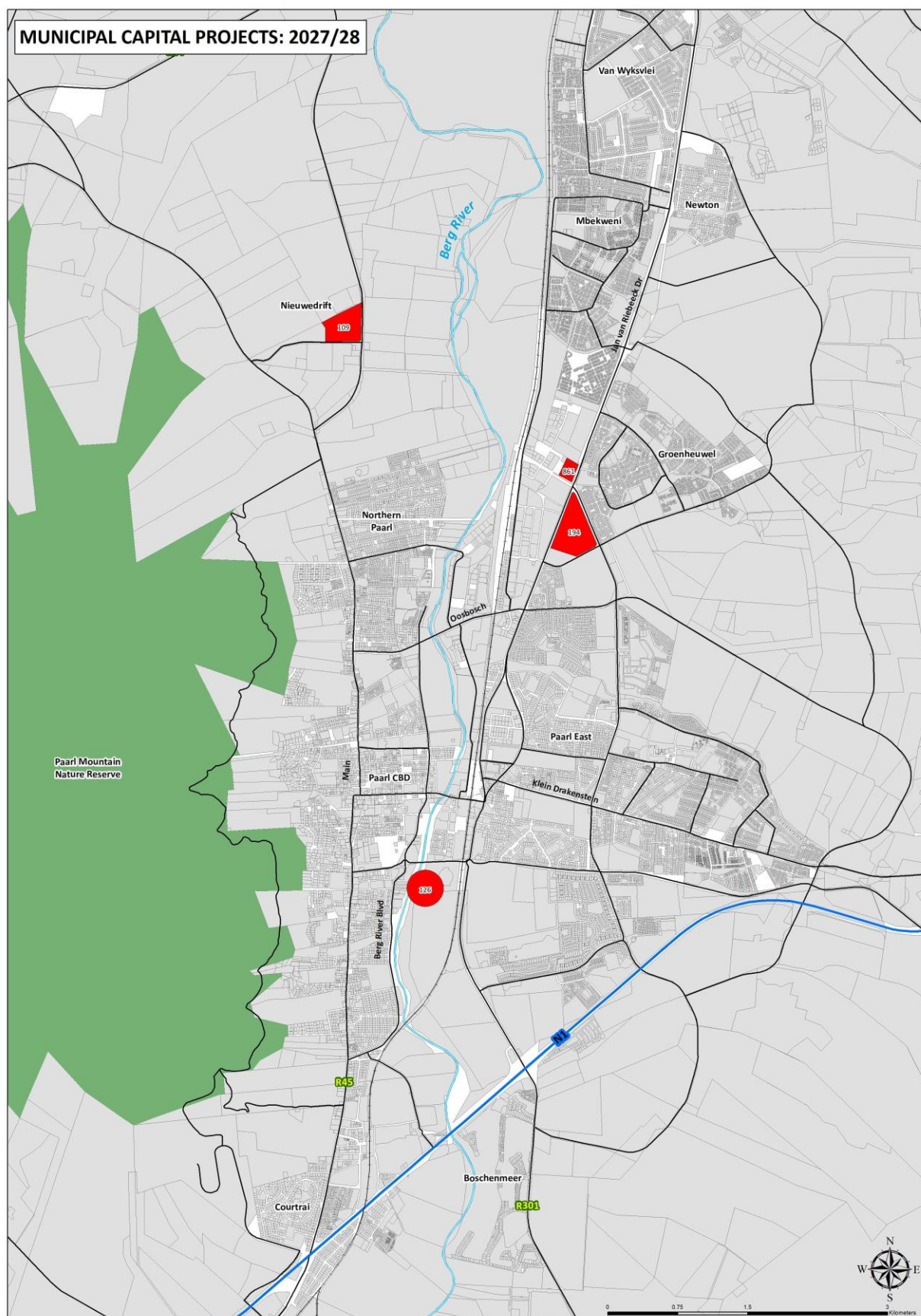
Map 4.5(a): Spatial Representation of Capital Expenditure: 2026/27.



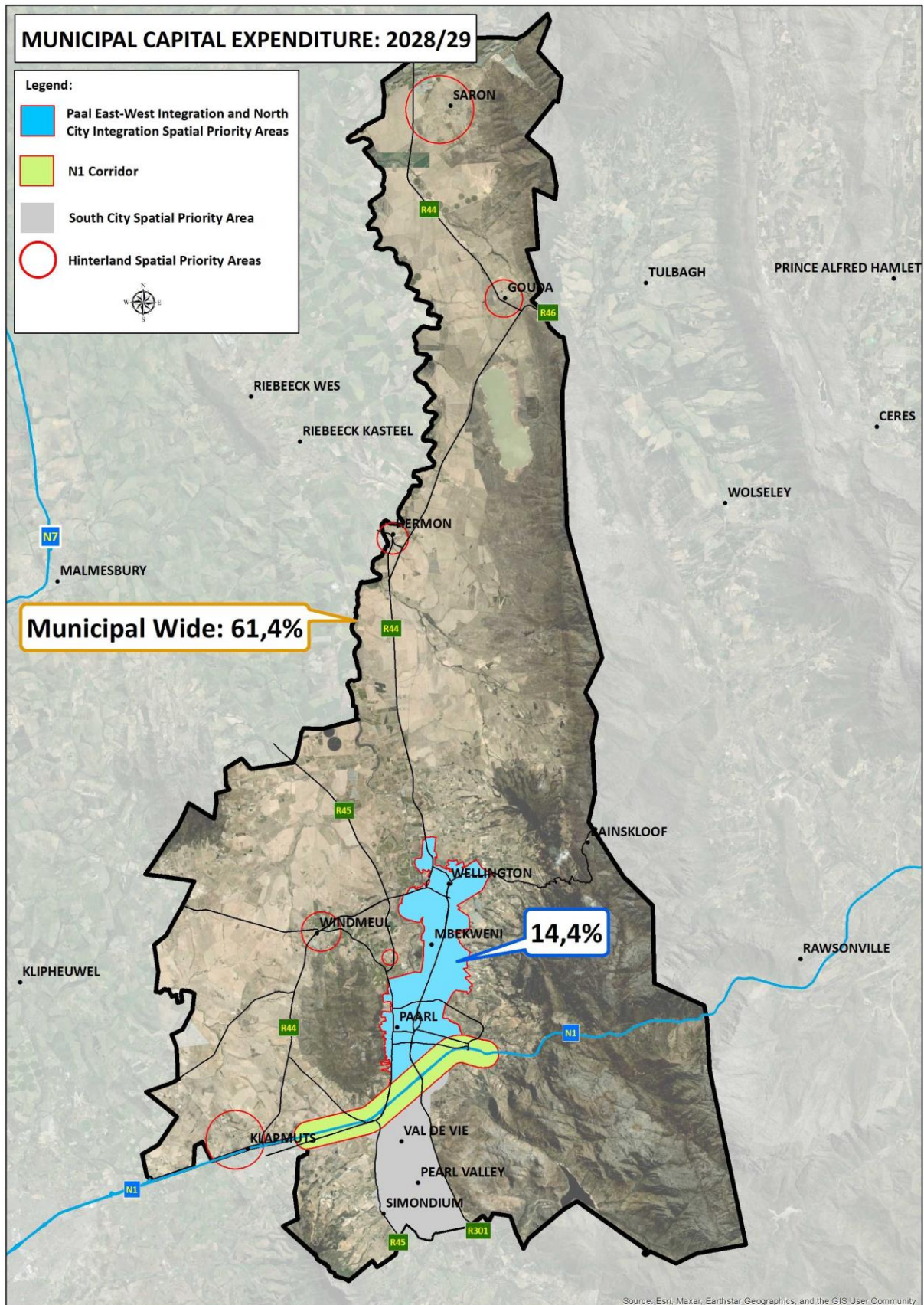
Map 4.5(b): Municipal Capital Projects: 2026/27.



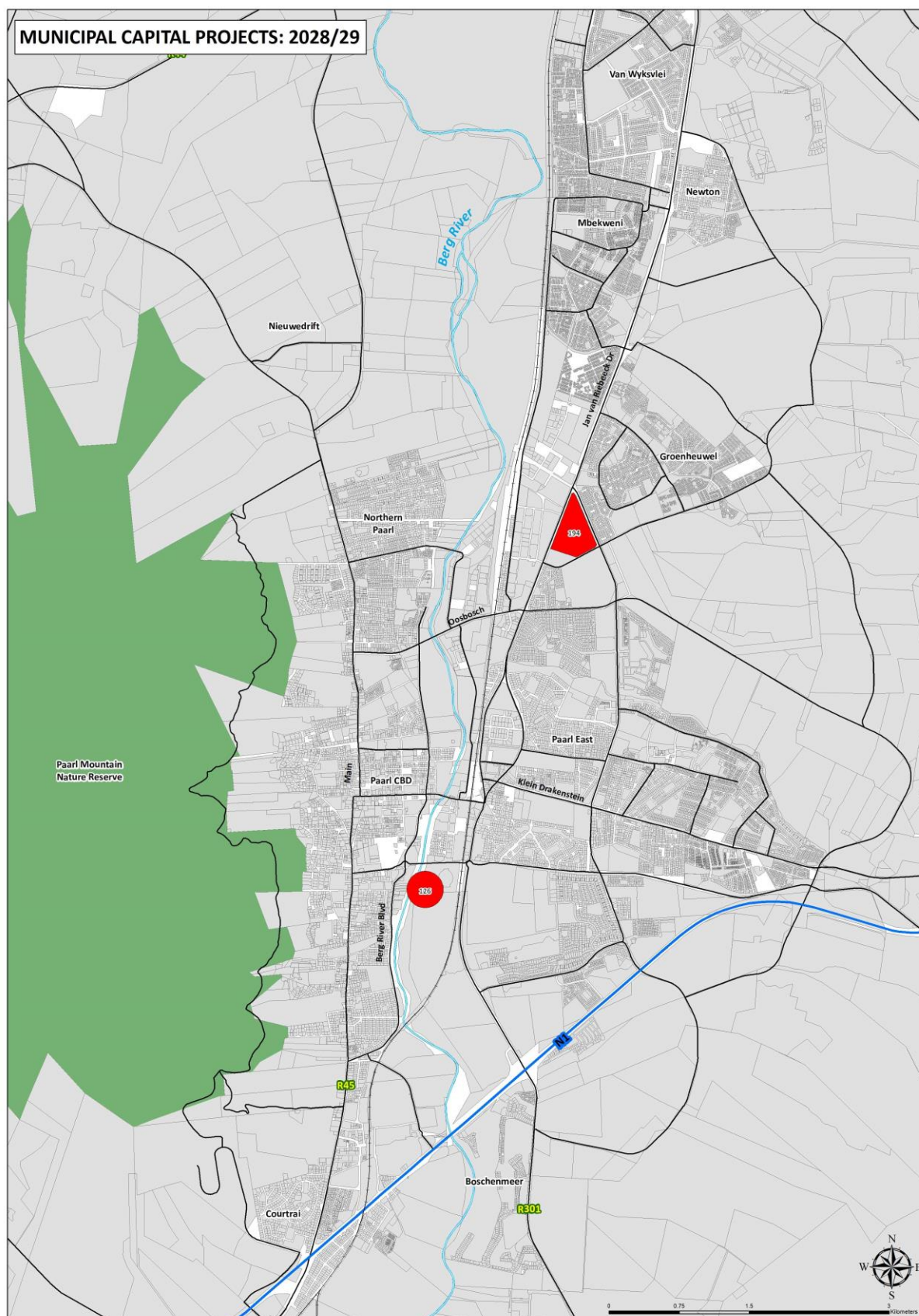
Map 4.6(a): Spatial Representation of Capital Expenditure: 2027/28.



Map 4.6(b): Municipal Capital Projects: 2027/28.



Map 4.7(a): Spatial Representation of Capital Investment: 2028/29.



Map 4:7(b) Municipal Capital Projects: 2028/29.

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 amending 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 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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Verified List of Housing Projects in Drakenstein Municipality 2019									
Name of project/settlement	Main town/area and location	Type of project/Subsidy Mechanism	Opportunities	Implementation time frames			Status of project	Council Approval	Updated Comment
				0-3 years	3-5 years	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 (dwellings), 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

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	5 years +		
Drommedaris 1407	Erf 1325 & Erf 584 (Mbekweni)	People's Housing Project (PHP)	1588	On Hold	✓			Yes	Discussions in process to implement.
Paarl - New Syazama	Mbekweni	People's Housing Project (PHP)	6	Construction of 6 outstanding houses near completion	✓			No	Existing project.
Silvertown 1 (Lobola Street)	Mbekweni	Upgrading of Informal Settlement Project (UISP)	93 (dwellings), 404 (residents)	Planning Phase	✓			Yes	Dignified site. Informal settlement included in the Enumeration and GIS Mapping study
Silvertown 2 (Diniso Street)	Mbekweni	Upgrading of Informal Settlement Project (UISP)	35 (dwellings), 109 (residents)	Planning Phase	✓			Yes	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	51 (dwellings), 140 (residents)	Under Consideration		✓		No	There is no strategy for this settlement. Settlement was not part of any enumeration study.
Langabuya (Floods)	Erf 557 (Future Ring Road) (Mbekweni)	No project planned		No planned project				N/A	Relocation is needed based on NJSP Categorisation. Currently there is no strategy for this settlement. Informal settlement included in the Enumeration and GIS Mapping study.
Next to Sportground	Erf 557 (Mbekweni)	No project planned	116 (dwellings), 172 (residents)	No planned project		✓		Yes	Project initiation document submitted to DHS during 2018. Awaiting approval.
Erf 557	Erf 557 & Erf 2316 (Mbekweni)	Integrated Residential Development Project (IRDP)/Social Housing Pilot Project	541	Funding Application submitted to Provincial Human Settlements. Upon approval, planning to commence.		✓			
Ntshamba Street	Road reserve (Mbekweni) or Erf 1172 (Wellington)	No project planned	115 (dwellings), 388 (residents)	No planned project			✓	No	Settlement was not part of any enumeration study. Decanting space required.
Unathi	Mbekweni	No project planned	N/A	No planned project			✓	No	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			✓	N/A	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 (rail reserve). 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.
Thembani 2 (Phokeng Street)	Erf 557 (Mbekweni)	No project planned	197 (dwellings), 289 (residents)	No planned project			✓	N/A	Settlement has basic interim services (electricity). Decanting site required. Informal settlement included in the Enumeration and GIS Mapping study
B & C Block (Hostels)(Backyarders)	Erf 4593 & 4623 (Mbekweni)	Rectification	26 (dwellings), 78 (residents)	No planned project			✓	Yes	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

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	5 years +		
Viakkeland	Erf 8378 & Erf 8379 (Paarl)	Integrated Residential Development Project (BNIG/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 (FLISP)/Social Housing/GAP	2078	Construction in progress	✓			No	Purchasing of seven underways, 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 (BNIG/Emergency Housing)	347	Construction in progress	✓			Yes	Project is a combination of emergency housing and JEDP. 347 opportunities will be provided and 175 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 (BNIG/GAP)	530	Planning Phase for mix typology (BNIG/GAP) housing project	✓			Yes	Project feasibility report submitted to DHS on 31 March 2019.
Syahhala Phase 1	Erf 28279 & Erf 28280 (Paarl)	People's Housing Project (PHP)	50	Planning phase (on hold)	✓			Yes	Formal township establishment in process. Project cannot continue until structures are removed or shifted. 44 units outstanding.
Syahhala Phase 2	Erf 28275 & Erf 28276 (Paarl)	People's Housing Project (PHP)	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 (Bio-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 obtaining.
Bosbok Flats	Erf 10274 (Paarl)	Upgrading of Informal Settlement Project (UISP)	62	Planning Phase	✓			Yes	Draft layouts concluded. Development rights in process of obtaining.
Jarviskaal Street	Erf 13465 (Paarl)	Upgrading of Informal Settlement Project (UISP)	38	Planning Phase	✓			Yes	Draft layouts concluded. Development rights in process of obtaining.
Kamp Fresh	Erf 13463 (Paarl)	Upgrading of Informal Settlement Project (UISP)	39	Planning Phase	✓			Yes	Draft layouts concluded. Development rights in process of obtaining.
Kudu Street	Erf 10194 (Paarl)	Upgrading of Informal Settlement Project (UISP)	130	Planning Phase	✓			Yes	Layout plan complete. Development rights in process.
7 de Laan	Erf 10552 (Paarl)	Upgrading of Informal Settlement Project (UISP)	37	Planning Phase	✓			Yes	Draft layouts concluded. Development rights in process of obtaining.
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 obtaining.
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 9599 & Erf 10595 (Paarl)	Upgrading of Informal Settlement Project (UISP)	84	Project implemented. 61 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)	156	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 10197 & 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
Langehenhoven	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
Roggevald Rd	Farm 544, Farm 545, Farm 550, Farm 548 and Farm 1947 (Groenheuwel)	Emergency Housing	TBD	Under Consideration		✓			Future Settling of Evictees and Emergency Housing, including Farm Worker Housing

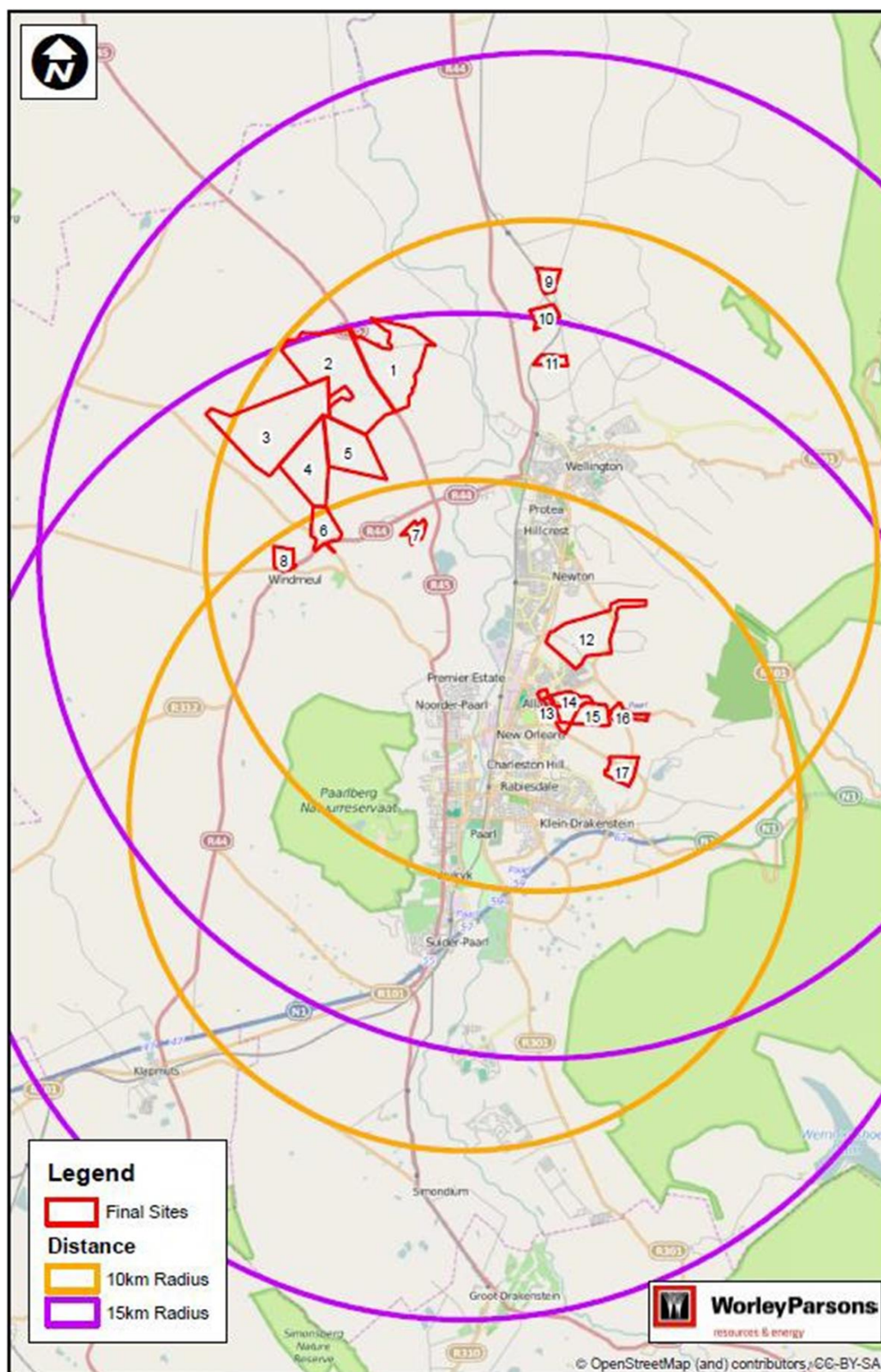
Annexure A: Wellington Housing Project Pipeline

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	Updated Comment
					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.
Dakney 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.
Soetendal (Farm Residents Dietman Str)	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.
Swarberg Street (O.R)	Erven 1167, 11556 & 11644 (Wellington)	No project planned	127 (dwellings), 223 (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
Malan Stasie	Farm 1461 (Wellington)	Emergency Housing	TBD	Under Consideration		✓			Future Settling of Evictees and Emergency Housing, including Farm Worker Housing
New Rust (Bhekele)	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.
Mournebo Street (O.R)	Erf 11569 (Mbekweni)	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.
Ntambanani Street (OR Tambo)	Wellington	No project planned	50	No planned project			✓	N/A	
Wetvrede Sports Node	Erf 7916 (Wellington)	Emergency Housing	110	Engagement with administrative and political structures			✓	No	Report submitted to MAYCO in September 2017. Initially considered to 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 Utspan	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.
Paniedorp (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 Ruijterdel	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



ANNEXURE C: LAND USE BUDGET

LAND USE BUDGET	Period	North City			South City			All Rural/Farm Areas			M Corridor			Municipal Total		
		Paarl	Mbikweni	Wellington	Simondium	Southern Paarl	Simondium	Gouda	Saron	Herman	Other Rural/Farm Areas	Kaaimus North	Ben Bernhardt	Total Land Area (ha)	Total Land Area (ha)	Total Land Area (ha)
EXISTING RESIDENTIAL AREAS	Existing	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)
	Existing	987.3	-	-	-	150.08	149.22	23.84	123.00	10.41	13.96	-	-	-	-	1 173.44
RESIDENTIAL AREAS REQUIREMENTS	Existing	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)
	Existing	987.3	-	-	-	150.08	149.22	23.84	123.00	10.41	13.96	-	-	-	-	1 173.44
Low Income (350duha)	Short Term: 2020 to 2025	44.31	11.32	18.95	0.10	7.50	4.22	0.37	0.95	0.09	2.81	-	-	-	-	56.12
	Medium Term: 2020 to 2030	94.10	46.76	24.03	0.20	16.52	8.63	0.76	1.97	0.18	5.73	-	-	-	-	119.55
Middle Income (60duha)	Short Term: 2020 to 2025	215.95	34.39	32.93	0.43	34.46	18.19	1.62	4.19	0.36	15.96	-	-	-	-	266.34
	Medium Term: 2020 to 2030	81.56	46.83	27.83	0.19	23.77	6.58	0.58	1.49	0.14	4.38	-	-	-	-	112.69
High Income (16duha)	Short Term: 2020 to 2025	173.27	99.40	14.45	0.39	52.68	13.47	1.19	3.07	0.28	8.93	-	-	-	-	239.80
	Medium Term: 2020 to 2030	392.31	224.65	135.00	0.02	110.50	20.24	2.53	6.54	0.60	18.57	-	-	-	-	531.67
TOTAL RESIDENTIAL AREA REQUIREMENTS	Short Term: 2020 to 2025	41.20	25.81	14.51	0.08	25.46	2.48	0.22	0.56	0.05	1.66	-	-	-	-	69.25
	Medium Term: 2020 to 2030	87.53	54.78	36.83	0.17	56.47	10.68	0.45	1.18	0.11	3.38	-	-	-	-	149.27
TOTAL RESIDENTIAL AREA REQUIREMENTS	Long Term: 2020 to 2040	156.20	123.80	77.18	0.36	118.46	10.68	0.96	2.47	0.23	7.82	-	-	-	-	327.69
	Long Term: 2020 to 2040	156.20	123.80	77.18	0.36	118.46	10.68	0.96	2.47	0.23	7.82	-	-	-	-	327.69
TOTAL RESIDENTIAL AREA REQUIREMENTS	Short Term: 2020 to 2025	167.07	94.67	18.01	0.37	56.74	13.28	1.16	3.00	0.27	8.85	-	-	-	-	237.48
	Medium Term: 2020 to 2030	354.91	200.94	40.35	0.76	125.77	27.19	2.40	6.19	0.56	18.03	-	-	-	-	500.62
TOTAL RESIDENTIAL AREA REQUIREMENTS	Long Term: 2020 to 2040	803.46	454.15	91.20	1.61	283.92	57.01	5.12	13.21	1.20	37.48	-	-	-	-	1 125.81

LAND USE BUDGET		Period	North City		Paarl, Miskweni & Wellington				Wellington				Southern Paarl & Simondium				Simondium				All Rural/Farm Areas				M Corridor				Klapmuts North		Ben Bernhard		Municipal Total
			Land Area (ha)	Facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Total Land Area (ha)		
EXISTING SOCIAL AND COMMUNITY SERVICES AREAS	Community Use Zone	Existing			371.40	-	-	-	-	-	-	-	-	127.33	101.25	26.07	344.43	7.88	19.37	2.36	325.33	-	-	-	-	-	-	-	-	883.06			
	Open Space Zone	Existing			3,413.37	-	-	-	-	-	-	-	-	313.89	303.78	8.11	346.11	3.34	9.21	0.26	338.30	187.95	187.02	0.53	-	-	-	-	4,278.92				
SOCIAL AND COMMUNITY SERVICES REQUIREMENTS	Primary School	Short Term: 2020 to 2025	2.00	4.80	1.00	2.40	-	-	1.00	2.40	1.00	2.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.20			
		Medium Term: 2020 to 2030	9.00	12.00	3.00	7.20	1.00	2.40	2.00	4.80	2.00	4.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.80				
		Long Term: 2020 to 2040	12.00	28.80	6.00	14.40	2.00	4.80	3.00	7.20	4.00	9.60	4.00	9.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36.00				
		Start Term: 2030 to 2035	1.00	2.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.80				
	Secondary School	Short Term: 2020 to 2025	3.00	19.80	1.00	4.80	-	-	-	1.00	4.80	1.00	4.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19.80				
		Medium Term: 2020 to 2030	9.00	59.40	3.00	14.40	-	-	-	3.00	14.40	3.00	14.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59.40				
	Long Term: 2030 to 2040	8.00	27.60	3.00	13.80	1.00	4.80	1.00	4.80	2.00	9.60	2.00	9.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36.80					
	Hospital	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		Long Term: 2030 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	Primary health clinic/health centre	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Medium Term: 2020 to 2030		1.00	0.50	1.00	0.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50					
Long Term: 2030 to 2040		3.00	1.50	2.00	1.00	-	-	1.00	0.50	1.00	0.50	1.00	0.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.00					
Police station	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Fire station	Short Term: 2020 to 2025	1.00	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00				
	Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Long Term: 2030 to 2040	1.00	1.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Community Hall (small/medium) - Fringe Areas	Short Term: 2020 to 2025	1.00	0.50	1.00	0.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50				
	Medium Term: 2020 to 2030	2.00	1.00	3.00	1.50	-	-	-	-	1.00	0.50	1.00	0.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.00				
	Long Term: 2030 to 2040	5.00	2.50	3.00	1.50	1.00	0.50	1.00	0.50	2.00	1.00	2.00	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.00				
	Medium Term: 2020 to 2030	1.00	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03				
Library	Short Term: 2020 to 2025	2.00	0.06	1.00	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.06				
	Medium Term: 2020 to 2030	4.00	0.12	2.00	0.06	-	-	1.00	0.03	1.00	0.03	1.00	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.15				
	Long Term: 2030 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Social Services (SASSA) - Pay Point	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Medium Term: 2020 to 2030	1.00	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.01				
	Long Term: 2030 to 2040	2.00	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.02				
Home Affairs office	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Medium Term: 2020 to 2030	1.00	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.01				

LAND USE BUDGET	Period	North City				South City				All Rural/Farm Areas				NI Corridor				Municipal Total			
		Pretoria/Midweek & Wellington		Mabokweni		Wellington		Southern Part		Simondium		Gouda		Saron		Hemon		Kajmuts North		Ben Bernhard	
TOTAL SOCIAL AND COMMUNITY SERVICES REQUIREMENTS		No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	No of facilities to be provided	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Total Land Area (ha)
		GLFA (m2)	Land Area (ha)	GLFA (m2)	Land Area (ha)	GLFA (m2)	Land Area (ha)	GLFA (m2)	Land Area (ha)	GLFA (m2)	Land Area (ha)	GLFA (m2)	Land Area (ha)	GLFA (m2)	Land Area (ha)	GLFA (m2)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Land Area (ha)	Total Land Area (ha)
EXISTING BUSINESS/RETAIL AREAS	Short Term: 2020 to 2025	8,54	3,60	-	-	-	2,40	-	2,40	-	-	-	-	-	-	-	-	-	-	-	10,54
	Medium Term: 2020 to 2030	23,628	7,51	2,40	3,20	2,40	8,50	-	8,50	-	-	-	-	-	-	-	-	-	-	-	31,028
	Long Term: 2020 to 2040	50,886	16,34	27,771	12,24	10,14	16,74	-	16,74	-	-	-	-	-	-	-	-	-	-	-	79,721
	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0,721
BUSINESS/RETAIL REQUIREMENTS	Short Term: 2020 to 2025	11,299	3,75	6,244	2,08	1,798	0,90	3,216	1,07	-	-	-	-	-	-	-	-	-	-	-	11,299
	Medium Term: 2020 to 2030	23,628	7,51	12,964	4,33	3,742	1,25	6,693	2,23	-	-	-	-	-	-	-	-	-	-	-	37,511
	Long Term: 2020 to 2040	50,886	16,34	28,175	9,39	8,114	2,70	14,514	4,84	-	-	-	-	-	-	-	-	-	-	-	79,721
	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0,000
LOCAL CONVENIENCE CENTRE OR CORNER SHOP	Short Term: 2020 to 2025	7,506	2,50	4,168	1,39	1,199	0,40	2,144	0,71	-	-	-	-	-	-	-	-	-	-	-	7,506
	Medium Term: 2020 to 2030	15,012	5,01	8,663	2,89	2,494	0,83	4,462	1,49	-	-	-	-	-	-	-	-	-	-	-	15,012
	Long Term: 2020 to 2040	39,971	11,25	18,785	6,20	5,409	1,80	9,676	3,23	-	-	-	-	-	-	-	-	-	-	-	39,971
	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0,000
TOTAL BUSINESS/RETAIL REQUIREMENTS	Short Term: 2020 to 2025	30,022	10,01	16,651	5,55	4,795	1,60	8,576	2,86	-	-	-	-	-	-	-	-	-	-	-	30,022
	Medium Term: 2020 to 2030	62,028	20,03	34,380	11,91	10,686	3,61	19,649	6,46	-	-	-	-	-	-	-	-	-	-	-	62,028
	Long Term: 2020 to 2040	135,483	45,16	75,142	25,05	21,633	7,21	39,703	12,80	-	-	-	-	-	-	-	-	-	-	-	135,483
	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0,000
EXISTING MIXED-USE AREAS	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Term: 2020 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL MIXED-USE REQUIREMENTS	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Term: 2020 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EXISTING INDUSTRIAL USE AREAS	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Term: 2020 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL INDUSTRIAL USE REQUIREMENTS	Short Term: 2020 to 2025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Medium Term: 2020 to 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Long Term: 2020 to 2040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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)
									Short-term: 2018 - 2020 (1-3 Yrs)	Medium-term: 2021 - 2026 (4-9 Yrs)	Long-term: 2027 - 2032 (10-15 Yrs)	
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; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events DM - to develop infrastructure and facilitate product development	DLTA - Digital media (Website updates; content mgmt. web hosting; social media; blog, mobile app; e-newsletters); DLTA - Shows and Exhibitions (JHB Getaway show; Beeld holiday; Cycle challenge Exhibit; Cpt 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 - Develop infrastructure and facilitate product development.		✓	To be determined	
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; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - 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; DLTA - Shows and exhibitions; DLTA - Marketing collateral; DLTA - PR and Advertising; DLTA - Seasonal Campaigns and events DM - to upgrade infrastructure	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								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 - Pearl 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, SME 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, SME 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 mngt; 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; PaarlandWellington 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 Proj Allocated An (In Rand)
									Short-term: 2018 - 2020 (1-3 Yrs)	Medium-term: 2021 - 2026 (4-9 Yrs)	Long-term: 2027 - 2032 (10-15 Yrs)	
15	Winelands North Gateway Project: Develop the link between Agter Paarl and KWV/De Poort through route development.	A: B	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 DM - Development of Mbekweni; 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; Cpt Getaway show; WTM Africa; Tourism Indaba) DLTA - Marketing collateral (Brochures;Paarl andWellington 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 Mbekweni Cultural precinct, Paarl East Heritage and Central Paarl (Ou Turm) Route : This project focuses route development to promote community tourism.	A;	North City Corridor , Paarl East+West Corridor	Skills Development, SMME 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 support and SMME support	DLTA - See above, DM- Collaborate with DEDAT and Wesgro			✓	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				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 Wesgro	✓			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	DM to collaborate with Wesgro	✓			R350 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_Functio n	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

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2024/2025

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	EXTENSION 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) 2024/2025

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 ARENDSNESS	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	EXTENSION 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 Administration	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 Administration	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

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 + DALJOSAPHAT 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

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

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 SIMONDUIIM ARE (WATER) (IPS)	-	-	-	South City SPA	Simondium	Water Management	Basic Services and Road Infrastructure
244	BULK SERVICES SIMONDUIIM ARE (WATER) (IPSA)	3 365 000	-	3 365 000	South City SPA	Simondium	Water Management	Basic Services and Road Infrastructure
245	BULK SERVICES SIMONDUIIM 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 INFORMAL S	-	-	-	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 & ATTENDANCE 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 Administratio n	Operational Equipment
269	C/O OFFICE FURNITURE	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	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 Administratio n	Operational Equipment
281	C/O VEHICLES & EQUIPMENT: ADDITIONAL	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
282	C/O VEHICLES & EQUIPMENT: REPLACEMENTS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	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 Administratio n	Social and Economical Infrastructure
285	C/O W22/P :OUTDOOR GYM EQUIP - 4 PARKS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Social and Economical Infrastructure
286	C/O W28 - CONTAINERS - ECD SONOP / RONWE	-	-	-	South City SPA & Hinterland SPA	Drakenstein South	Finance and Administratio n	Social and Economical Infrastructure
287	C/O W3/P :OUTDOOR GYM EQUIPMENT - FOXGLO	-	-	-	Hinterland SPA	Windmeul	Finance and Administratio n	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 Administratio n	Operational Equipment
292	CARPORTS	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Finance and Administratio n	Operational Equipment
293	CATT SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	Operational Equipment
294	CATT SYSTEM	-	-	-	Various/ Municipal Wide	Various	Finance and Administratio n	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/WELLIN GTON 700MM	-	-	-	Various/ Municipal Wide	Various	Water Management	Basic Services and Road Infrastructure
353	DESIGN OF LELIEFONTEIN/WELLIN GTON 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 Economic 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 Economic Infrastructure
360	DONOR FUNDS ARBORETUM CLIMATE PARK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economic Infrastructure
361	DONOR FUNDS ARBORETUM CLIMATE PARK	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economic 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 Economic 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

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 MBEKWENI	-	-	-	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

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

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

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 & ATTENDANCE 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 EQUIPMENTCOMMUNIC NETWORK(OPTIC	-	-	-	Various/ Municipal Wide	Various	Finance and Administration	Operational Equipment
526	ICT EQUIPMENTCOMMUNIC 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

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	LANGHEOVEN 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

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

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	TransformerS\11kV\30 0kVA							
610	Medium Voltage - REPLACE 53 Ground Mounted TransformerS\11kV\30 0kVA	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

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 OUTUIN/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 VOLTTOOI	3 000 000	-	3 000 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
674	NEWTON SUBSTASIE MOET RINGE VOLTTOOI	-	-	-	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

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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	ONVERWAGHT RING VOLTOOI	2 600 000	-	2 600 000	North City Integration SPA	Wellington	Energy Sources	Basic Services and Road Infrastructure
707	ONVERWAGHT 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 VOLTTOOI (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 VOLTTOOI (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) DALIOSAPHAT STADI	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Basic Services and Road Infrastructure
728	PARKING AREA (PHASE 1) DALIOSAPHAT STADIUM	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Social and Economical Infrastructure
729	PARKING AREA (PHASE 2) DALIOSAPHAT STADI	-	-	-	Paarl East-West Integration Corridor SPA	Paarl	Sport and Recreation	Basic Services and Road Infrastructure
730	PARKING AREA (PHASE 2) DALIOSAPHAT 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

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 & Simondium s	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 PERDESKOEN T	-	-	-	North City Integration SPA	Wellington	Water Management	Basic Services and Road Infrastructure
827	REPLACE BULK WATER PIPELINE PERDESKOEN 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

	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	SIMONDUM: 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 Economic Infrastructure
892	SPORTGRONDE BELIGTING	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 Economic 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 Economic Infrastructure
896	SPT/REC OUTDOOR F	-	-	-	Various/ Municipal Wide	Various	Sport and Recreation	Social and Economic 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 EXTENSIONS (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

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

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 SPIEËL 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 BERGPYP/IE/ 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 SYPAADJIES 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	W²RAP 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

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 AFRIE (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 132/66/11KVV	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

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2024/2025

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	5ML 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 EXTENTIONS: 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	DWARSRIVIER 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 ELECTRICITY 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 SETTL	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

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2024/2025

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

DRAKENSTEIN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2024/2025

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 MUNIC 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 SS	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 ARENDSNES 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 Economic 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 Administratio n	Operational Equipment
1323	OPERATIONAL INFRASTRUCTURE ALLOCATIO	1 100 000	-	1 100 000	Various/ Municipal Wide	Various		Social and Economic Infrastructure
1324	OTHER ASSETS - REVAL: ACQUISITION	1 020 000	-	1 020 000	Various/ Municipal Wide	Various		Social and Economic 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 Economic 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 Administratio n	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 Administratio n	Operational Equipment
1332	COMMUNITY HALL - SAFMARINE	900 000	-	900 000	North City Integration SPA	Wellington		Social and Economic 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: SIMONDUI	500 000	-	500 000	Hinterland SPA	Simondium		Social and Economic 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 AREDSNESS	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 RETICULATION 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 (CWDMM)	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 EXTENSION OF BASIC SERVICES: INFORM	1 000 000	1 000 000	-	Various/ Municipal Wide	Various		Basic Services and Road Infrastructure
1441	COMPUTER EQUIPMENT (CWDWM)	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

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/SIYAH LALA 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