



CITY OF CAPE TOWN
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Frequently Asked Questions

Proposed public participation process to
release a portion of City-owned land in
Stikland, Bellville

July 2025

What is the City's Mayoral Committee recommending?

The City Council has approved a public participation process to release a portion of City-owned land in Stikland, Bellville, for the development of a long-distance bus terminus (LDBT) and a supporting mixed-use development.

The site concerned is a 2.2-hectare portion of Erf 13601 in Stikland, Bellville. The property has direct access to the R300 Freeway via Strand and Bottelary Roads, and is bordered by Stikland Industria to the north, the Access City retail complex to the South, and Stikland Cemetery across La Belle Road to the west, positioning the site strategically for long distance bus transport.

Why is there a proposal for a LDBT?

Cape Town has three major hubs for long-distance bus activity – Cape Town CBD, Philippi and Bellville – each catering for approximately a third of the annual bulk demand for some 50,000 long-distance bus trips according to the City of Cape Town's Comprehensive Integrated Transport Plan, 2023-2028.

Bellville is the only one of the three destinations that does not currently have a permanent LDBT.

Why is the site not being used for housing?

In terms of the legislation and policies that governs the management of public land, it has been determined that the property is not needed for municipal basic services such as housing.

According to a spatial planning land assessment conducted by the City, the location of the site makes it ideal for business growth.

A bus terminus is considered a necessary public service and a supporting commercial component would expand economic opportunities.

The Human Settlements department has a number of projects in the pipeline to deliver affordable housing across the metro and close to places of economic opportunities.

Over the past two years, the City has released land parcels offering more than 4,000 residential opportunities now available for affordable development. There are also around 5,000 completed Social Housing units in well-located areas across the metro, with 6,500 more in the pipeline.

In addition, approximately 12,000 affordable rental housing opportunities are in the pipeline in urban centres across Cape Town.

What is the proposal for the mixed-use development?

The proposal is also for the development of a mix of retail and commercial opportunities to be alongside the LDBT. This will unlock new employment and business opportunities for residents.

How will this benefit Capetonians?

Bellville does not currently have a permanent long-distance bus terminus to accommodate some of Cape Town's approximately 50,000 annual long-distance bus trips.

The proposed new terminus would accommodate multiple bus holding bays, along with on-site facilities to improve the travel experience.

This, together with the proposed retail and commercial mixed-use facility, will mean further economic development for Capetonians.

What is the next step in terms of the public participation period?

The City Council's approval for the public participation process merely marks the start of a process to enable the site for development and eventual disposal (meaning either a sale or long-term lease) to the private sector via competitive process.

At this stage it is envisaged to take a minimum of 3 years to conduct the required development viability studies, to package the site with an appropriate basket of rights for the proposed opportunity, to test the market through a competitive process and to undertake the property disposal process.

The City's Economic Growth Directorate will undertake intensive stakeholder engagement to determine a responsible course of action for the disposal of the site. It is envisaged that public participation will take place during the first half of 2026.

This includes engagement with current informal vehicle traders on the site, who were allowed to trade on the site on a temporary basis at the enjoyment of the City in terms of a resolution which was passed by the then City of Tygerberg in September 1999.

Since the City now requires the site for this important community need, it will be necessary for the site to be vacated in time. The City will undertake a stakeholder audit to determine the extent of public informal traders currently operating on the site as per the provisions of the original resolution, and to ensure that everyone is included in the process.

As part of the process, the City will also submit a comprehensive land-use application to secure a basket of mixed-use development rights to unlock the full potential of the site. Development rights will be offered to the market through an open and competitive process.

What specialist studies are required?

This project was born out of an idea to develop a permanent LDBT in Bellville.

Urban Mobility conducted the initial site suitability study which identified the preferred site while Economic Growth conducted a technical prefeasibility investigation into the viability of the site.

However, the last survey of the long-distance bus sector analysis was done in 2020 during the Covid pandemic. Therefore, while we understand that there is demand for this facility, an updated market demand study needs to be conducted to determine the extent of such demand and how much can be captured at the proposed site.

Furthermore, considering the important mobility function of the site, it will be vital to conduct the required transport impact and geometric design assessments to inform necessary road infrastructure upgrades and associated operational requirements.

The above market studies and technical assessments will determine the carrying capacity of the site for long-distance bus operations, which will inform the design and land use approvals to be submitted.