



REPORT TO COUNCIL

DATE

1. ITEM NUMBER:

2. SUBJECT

AUTHORITY TO COMMENCE WITH A PUBLIC PARTICIPATION PROCESS IN RESPECT OF THE PROPOSED TRANSFER OF A PORTION OF REMAINDER OF ERF 13601, STIKLAND, BELLVILLE.

ONDERWERP

MAGTIGING OM TE BEGIN MET 'N OPENBAREDEELNAMEPROSES TEN OPSIGTE VAN DIE VOORGESTELDE OORDRAG VAN 'N GEDEELTE VAN RESTANT VAN ERF 13601, STIKLAND, BELLVILLE

ISIHLOKO

IGUNYA LOKUQALISA INKQUBO YENTATHONXAXHEBA YOLUNTU NGOKUJOLISWE KWISIPHAKAMISO SOKUTSHINTSHELWA KWESIQEPHU SENTSALELA YESIZA 13601, STIKLAND, EBELLVILLE

[LSU: S0017]

3. DELEGATED AUTHORITY

☒ For decision by Council

- i. In terms of Regulations 5(3)(a) of the MATR, only the municipal council may authorize the accounting officer (i.e., City Manager) to conduct a public participation process for the proposed transfer of a high value capital asset referred to in regulation 5(2).

It is confirmed the capital asset to be transferred is a high value asset, having an estimated desktop market value of R55 100 000 (excluding VAT) (i.e., over R50 million).

4. EXECUTIVE SUMMARY

PURPOSE OF REPORT	i) To obtain authority from Council to commence with a public participation process with respect to the proposed transfer of a portion of Remainder of Erf 13601, Stikland, Bellville for the purposes of a long-distance bus terminus and supportive mixed-use commercial and retail development.				
PROPERTY DESCRIPTION	The portion of Remainder of Erf 13601, Stikland, Bellville is a high value under-utilised City-owned capital asset, comprising largely vacant undeveloped land and accommodating a range of infrastructure services.				
PROPERTY LOCATION	Portion of Remainder of Erf 13601, Stikland, Bellville Measuring approximately 22 031m ² / 2.2 Ha - portion identified for potential transfer illustrated in the attached disposal Plan LIS3230v1 (Annexure A)				
AREA	4	SUBCOUNCIL	6	WARD	3
PROPERTY EXTENT	± 97 300m ² / 9,73 Ha (full extent of the property) (Annexure B – SG Diagram)				
VIABLE	YES	X	NO		
CURRENT ZONING	Open Space 2 (Annexure C)				
CURRENT USAGE	The majority of the 9,7-hectare site to the north and east is earmarked for the extension of the Stikland Cemetery and necessary stormwater attenuation facilities. However, only the 2,2-hectare portion in the southern part of Remainder of Erf 13601 (the site) has been made available for potential transfer and is the subject of this report. The site is predominantly used as a temporary informal vehicle trading area of 1,4 hectares in extent, located south of Lavender Lane. The remainder of the site is undeveloped. Certain parts of the site are affected by existing utilities services.				
PROPOSED USAGE	Long distance bus terminus and supportive mixed-use development				

5. DISCUSSION/CONTENT

5.1. BACKGROUND

Long distance bus terminus (LDBT) operations in Bellville have been problematic for a long time. The initial LDBT was located in Mispel Street, Tygervally (~2007-2011). A privatised LDBT was then constructed at the current operation located at Erf 41253 in Meath Street, Oakdale. According to the Comprehensive Integrated Transport Plan (2023-2028), the last long distance bus survey conducted in December 2020 revealed that long distance bus in Bellville accounted for approximately a 30%

market share of the long-distance bus sector and is a critical long distance transport function. The current facility in Oakdale, Bellville has temporary land use rights for a maximum of 4 bus holding areas (2 bays per bus company) which will cease when the Robert Sobukwe Road future northern alignment is to be implemented.

Despite it's important role, the current long-distance bus terminus site has been the subject of local management challenges and complaints from neighbouring property owners due to noise and air pollution as well as congestion. Additionally, long-distance bus operations are capped at the current location due to space and facility limitations, which prevent growth and ultimately stink economic benefits to the Cape Town economy. These complaints were received by Subcouncil 6 and escalated to the Mayor's Office.

In response to these challenges the Urban Mobility: Transport Planning & Network Management (TP&NM) Department carried out a site suitability assessment from July to September 2024 to identify preferred alternative sites that would be suitable for permanent establishment of long-distance bus facilities. In short, there are very few City-owned sites located in proximity of Bellville CBD that can permanently accommodate long distance bus operations in the short term. This assessment identified Remainder of Erf 13601, Bellville (the "Stikland Triangle" site) as the preferred site for the permanent location of long-distance bus in Bellville.

The Economic Growth: Property Development Department acted on the recommendations of the above site suitability assessment to determine the disposal potential of the Stikland triangle site by investigating the feasibility of development and whether the site is surplus to municipal service requirements.

The project was presented to the Consolidated Land Pipeline Immovable Property Asset Plenary (IPAP) in October 2024 and again in February 2025, where it received endorsement to commence detailed studies in support of the site's development (see extract of minutes in Annexure D).

According to the City of Cape Town Comprehensive Integrated Transport Plan (CITP, 2023-2028), as at December 2020, long-distance bus trips from Bellville makes up 11 243 trips annually or 30% of the market share in Cape Town. It is also stated that there was a 52% departure utilisation rate across all five of Cape Town's ranks. It is expected that this underutilisation accounts for travel limitations resulting from the Covid-19 lockdown. Therefore, demand for long-distance bus travel is underrepresented.

The realisation of the proposed mixed-use LDBT development opportunity will be dependent on the full 2-hectare extent of land made available to test the market through a competitive disposal process. At this early stage, given the current space limitations of the site, the preliminary land use proposal makes provision for the following land use opportunities:

- a LDBT of approximately 12 000m² / 1,2Ha which could potentially accommodate up to 10 bus holding bays and supporting amenities such as ablutions, on-site pick-up and drop-off bays, and sheltered passenger waiting areas. A new facility of this scale would result in a 250% increase in capacity when compared with the existing facility in Bellville, but could be expanded further in a more efficient design should there be higher demand.
- The remaining 8 000m² extent could accommodate supportive retail/commercial space of minimum 4 000 / 5 000m² GLA together with open space, circulation and parking and servitude space.

It is envisaged for the site to be packaged and released to the market via competitive process. At this stage, considering the significant capital investment required, the opportunity may be better suited to a transfer process based on a long-term development lease option to cushion against the high land cost. Although an outright sale has not been ruled out at this early stage.

5.2. LOCATION AND SITE CHARACTERISTICS

The site identified for potential transfer is a 2,2-hectare portion of Remainder of Erf 13601, Stikland, Bellville (refer to Annexure A) and is located at 21 La Belle Road, Stikland Industria. It is bordered by a privately-leased golf driving range to the north, the Access City retail complex to the South, and Stikland Cemetery across La Belle Road to the west. The site benefits from high visual exposure from Strand Street intersection as well as high foot traffic on account of neighbouring retail activities. Primary access to the site is gained from La Belle Road via Lavender Lane. This access point is approximately 240m from The Strand Road intersection, meaning that Lavender Lane cannot be signalised in its current location.

The site, approx. 3,5km from Bellville Station and 1km from Stikland Station, could be argued that the site is somewhat dislocated from the public transport network and thus having limited accessibility for a sizable proportion of the long-distance target market. That said, the site is located on Strand/Voortrekker Road, a road-based public transport corridor linked to Bellville CBD public transport interchange. Furthermore, as can be observed at Cape Town LBDT, a substantial proportion of long distance travellers use e-hailing services to access the facility.

The site enjoys favourable regional access to the R300 Freeway via two interchanges: the Strand/Van Riebeeck and Bottelary Roads. The site is served by La Belle Road (class 2) Major Arterial, which is planned to be extended southwards to link up Robert Sobukwe E-W Drive. The Tienie Meyer Bypass link to Bottelary Road is another long-term road infrastructure scheme that would improve accessibility in the vicinity of the site.

The site is zoned Open Space 2 and is mostly undeveloped but used for an array of open space uses. Current uses of the site include a golf driving range and pistol club (both under active leases), and the Stikland informal vehicle trading area. An application to remove the title deed restriction prohibiting the sale, exchange, donation or lease of the outspan was approved in 2007. This was done as part of the process to subdivide the areas south of Strand Street (now the residential areas of Marinda Park and Sirocco's) from the remaining portion of the original outspan.

The site also accommodates extensive infrastructure across the site, including an above-ground electrical servitude as well as stormwater services. An electrical servitude accommodating electricity pylons exists parallel to Lavender Lane and will be a fix for any development proposal to respond to.

The use of the site for informal vehicle trading originated from the City of Tygerberg Council decision in September 1999 to centralise informal vehicle trading in public areas and sidewalks in the Greater Bellville area. The decision states that: "a portion of Erf 13601, Bellville, be utilised on a temporary basis at the pleasure of Council, for the carrying on of business of street vendors, pedlars or hawkers". (Refer to **Annexure E**)

Since the current resolution grants the right to use the property "*on a temporary basis at the pleasure of Council*", nothing prevents the City from submitting a new application for the use of the property to Council. Considering the business need outlined above, this application is submitted to Council for Authority to Advertise in terms of the MATR, Regulation 5(3)(a) to initiate a property transfer process.

5.3. CONSULTATION WITH INTERNAL DEPARTMENTS AND EXTERNAL STAKEHOLDERS

The relevant internal departments and external stakeholders were consulted, and confirmation has been obtained that the property is surplus to municipal requirements. No objections to the disposal or transfer of long-term rights of the property have been received. None of the consulted departments have expressed a requirement to reserve the property for the municipality's own purpose or future use.

Comments received as part of the consultation process will inform the planning and packaging of the site and will ultimately serve as part of the conditions of sale or lease, where applicable. The comment technical control sheet is attached as Annexure F while the Land assessment protocol (LAP)

sheet is attached as Annexure G. Amongst others, noteworthy comments are summarized below:

Utility services

The site accommodates a combination of open and closed stormwater channels which drain the broader Stikland area towards the Kuils River Catchment to the east of the site. Considering the stormwater function of the site, the Road Infrastructure Management Department have applied to reserve approximately 2 hectares of the site to construct stormwater attenuation facilities to better manage stormwater drainage and water quality in the receiving area. The area identified for transfer, which is the subject of this report, is not affected by the footprint of the proposed stormwater attenuation facility.

Recreation & Parks: Cemetery Planning

In addition to maintaining the integrity of existing infrastructure on the site, the majority of the site is being planned for the extension of the Stikland Cemetery into the site. Specialist studies commissioned by Recreation & Parks revealed that certain low-lying parts of the site were not suitable for cemetery purposes due to potential contamination risk to the Kuils River catchment area.

On the basis of the above findings, the department confirmed that the remaining portion of approximately 2 hectares, comprising of vacant land that is unsuitable for cemetery purposes ($\pm 6\,000\text{m}^2$) together with the informal vehicle sales area ($\pm 14\,000\text{m}^2$), can be investigated for development for a potential long distance bus terminal together with a supportive mix of commercial and industrial development.

5.4. CONSTITUTIONAL AND POLICY IMPLICATIONS

- i. The transfer of municipal capital assets is governed by Chapter 2 of the Municipal Asset Transfer Regulations, 2008 (MATR).
- ii. Chapter B of Council's policy relating to the Management of Certain of the City of Cape Town's Immovable Property, as approved by Council on 26 August 2010 (C 54/08/10), permits the transfer of ownership in immovable property.

5.5. FINANCIAL IMPLICATIONS

All costs involved in this transaction will be for the Purchaser's account.

5.6. SUSTAINABILITY IMPLICATIONS

Does the activity in this report have any sustainability implications for the

City? No ☒ Yes ☐

5.7. LEGAL COMPLIANCE

Proposed Transfer of municipal capital assets

The sale of municipal capital assets is governed by Chapter 2 of the Municipal Asset Transfer Regulations, 2008 (MATR).

Council may, in terms of Reg 5(1)(b) of the MATR, transfer or dispose of non-exempted capital assets after it has, in a meeting open to the public, made the determinations required by section 14(2)(a) and

(b) of the MFMA which are namely:

- i. The erf (asset) is not needed for provision basic municipal services.
- ii. Considered the fair market value of the asset and the economic and community value to be received in exchange for the asset.

MATR Regulation 5(3)(a) states that only Council may authorize the public participation process to facilitate the determinations a municipal council must make in terms of section 14(2)(a) and (b) of the MFMA.

MATR Regulation 5(3)(b) requires that a request to Council for the authorization of a public participation process must be accompanied by an information statement (**see Annexure H**) stating:

- i. *The valuation of the capital asset to be transferred or disposed of and the method of valuation used to determine that valuation.*

The City's Professional Valuers conducted a desktop valuation of the subject property on 30 January 2025, where it was estimated that the highest and best fair market value of the subject property is in the order of R55 100 000 (excluding VAT).

- ii. *The reasons for the proposal to transfer or dispose of the capital asset.*

The proposed transfer or disposal of the site serves both an urban mobility objective as well as an economic growth imperative. Based on the information provided by the Urban Mobility Directorate it has been confirmed that the targeted portion of the asset to be disposed of or transferred, identified in Disposal Plan LIS3230v1, is the preferred location for a permanent long-distance bus terminus to serve the greater Bellville area.

It has also been confirmed that this portion of the asset is underutilized and will not be required for the municipality's own use at a later date since Recreation & Parks Department cannot use this portion for cemetery purposes.

- iii. *Any expected benefits to the municipality that may result from the transfer or disposal.*

- The proposal for a mixed-use LDBT will facilitate more efficient use of the capital asset by maximizing the land use potential and intensity of the site according to highest and best use, while also be catalyzing further economic growth targeting the long-distance passenger transport sector. Given Cape Town's geographical location, it is of vital importance to improve transport connectivity with the rest of Southern Africa. The objective of supporting safe and affordable domestic and international travel directly contributes to economic growth by enabling people to travel and access a wider range of opportunities, such as jobs, education and essential services, thereby realizing the IDP objective 1 to increase jobs and investment in the Cape Town Economy.
- The potential release of this site responds to IDP Programme 1.5 – The consolidated land pipeline and release programme, whereby high-impact and high value land is identified and leveraged to support economic growth and job creation. This is facilitated by accelerated land release of these parcels of land to test the market for a variety of mixed-use development opportunities over the next 2-10 years. The site has been valued as a high value capital asset and thus fits the profile for inclusion in this programme.
- Revenue generation potential – In a context of dwindling financial resources, it is imperative that the City maximises all available opportunities to promote fiscal sustainability in order to deliver services and infrastructure to Capetonians. In this regard the proposed transfer or disposal will generate potential sales or rental income where currently no income from the current activity is being generated at all.

- The proposed transfer of the site for a mixed-use LDBT contributes to Cape Town's regional economic infrastructure demands and facilitates the spatial transformation and integration of the city's urban structure according to the spatial vision of the 2023 MSDF and District Spatial Development Frameworks.
- iv. *Any expected proceeds to be received by the municipality resulting from the transfer or disposal.*

The City could expect to receive the fair market value in exchange for the transfer of the capital asset with an accompanying 'basket of rights' to allow for the development of a long-distance bus terminus and supportive mixed-use development.

- v. *Any expected gain or loss that will be realized or incurred by the municipality arising from the transfer or disposal.*

The opportunity cost of not leveraging this under-utilised strategic asset will result in long term losses to the City of Cape Town due to land sales and on-going rates revenue foregone.

The City stands to gain substantial infrastructure upgrades through the payment of development charges if the development proceeds and on-going utility sales to the end users of the development.

The normal costs related to advertisements will be incurred by Council. The purchaser will be responsible for the professional fees and development costs of the capital asset.

5.8. PROTECTION OF PERSONAL INFORMATION ACT (POPIA) COMPLIANCE

Has the report been checked and considered for POPIA compliance?

No ☐ Yes ☒

It is confirmed that this report has been checked and considered for POPIA compliance.

5.9. STAFF IMPLICATIONS

Does your report impact on staff resources, budget, grading, remuneration, allowances, designation, job description, location or your organisational structure?

No ☒ Yes ☐

6. RECOMMENDATIONS

For decision by Council

It is recommended that:

- a) In terms of Regulation 5(3)(a) of the Municipal Asset Transfer Regulations, R.878 promulgated on 22 August 2008, Council authorises a public participation process for the proposed transfer of a high value capital asset being a portion of Remainder of Erf 13601, Stikland, Bellville as depicted on LIS3230v1;

AANBEVELINGS [S0017]

Vir besluitneming deur die Raad

Daar word aanbeveel dat:

- a) Ingevolge regulasie 5(3)(a) van die regulasies oor die oordrag van munisipale bates (MATR), R.878, afgekondig op 22 Augustus 2008, die Raad 'n openbaredeelnameproses vir die voorgestelde oordrag van 'n hoërwaarde-kapitaalbate, naamlik 'n gedeelte van restant van erf 13601, Stikland, Bellville, soos aangetoon in vervreemdingsplan LIS3230v1

IZINDULULO [S0017]

Isigqibo seseBhunga

Kundululwe ukuba:

- a) NgokoMgaqo 5(3)(a) weMigaqo engokuTshintshelwa kweeMpahla zikaMasipala, R.878 owamiselwa ngowama22 kweyeThupha 2008, iBhunga maligunyazise inkqubo yentathoxaxheba yoluntu ngokujoliswe kwisiphakamiso sokutshintshelwa kweasethi enkulu enxabiso eliphezulu esisiqephu sentsalela yesiza 13601, Stikland, Bellville njengoko kubonakalisiwe kwiplani yonikezelo enguLIS3230v1;

7. ANNEXURES

- Annexure A Disposal Plan LIS3230v1
- Annexure B SG Diagram
- Annexure C Zoning certificate
- Annexure D Extract of CLP Plenary Minutes
- Annexure E Minutes of the City of Tygerberg Decision of 14 September 1999
- Annexure F Summary of branch comments
- Annexure G Land assessment comment
- Annexure H Information Statement in terms of MATR Regulation 5(3)(b)

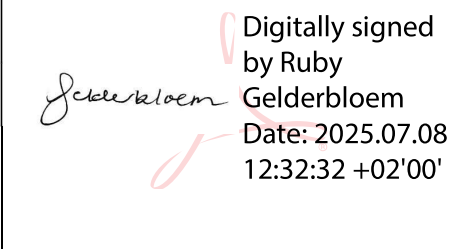
FOR FURTHER DETAILS CONTACT:

NAME	LANCE BOYD	CONTACT NUMBER	(021) 400 9446
E-MAIL ADDRESS	LANCE.BOYD@CAPETOWN.GOV.ZA	SIGNATURE	
DIRECTORATE	ECONOMIC GROWTH	FILE REF NO	14/3/3/2/5/17 1/A48
SIGNATURE	PROPERTY DEVELOPMENT MANAGER	LANCE BOYD	Lance Boyd Digitally signed by Lance Boyd Date: 2025.07.08 10:13:46 +02'00'

DIRECTOR: PROPERTY DEVELOPMENT

NAME	 Digitally signed by Leticia Potts Date: 2025.07.08 10:43:29 +02'00'	COMMENT:
DATE		
SIGNATURE		

EXECUTIVE DIRECTOR: ECONOMIC GROWTH

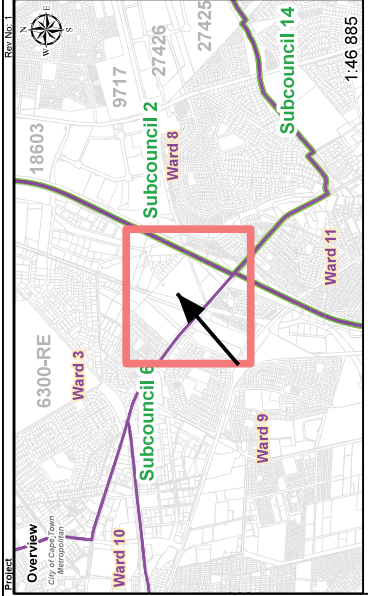
NAME	 Digitally signed by Ruby Gelderbloem Date: 2025.07.08 12:32:32 +02'00'	COMMENT:
DATE		
SIGNATURE		

LEGAL COMPLIANCE

- ☐ REPORT COMPLIANT WITH THE PROVISIONS OF COUNCIL'S DELEGATIONS, POLICIES, BY-LAWS AND ALL LEGISLATION RELATING TO THE MATTER UNDER CONSIDERATION.
 ☐ NON-COMPLIANT

NAME		COMMENT:
DATE	 Digitally signed by John Laing Smale Date: 2025.07.09 16:56:39 +02'00'	Certified as legally compliant based on the contents of the report.
SIGNATURE		

Annexure A Disposal Plan LIS3230v1



Notes:

Project Name : STIKLAND OUTSPAN REDEVELOPMENT

1) The figure ABCDEFGHJKL represents a portion of registered remainder ERF 13601 BELLVILLE , LAND PARCEL KEY 635580 , Zoning Scheme : Open Space 2 : Public Open Space, Open Space 3: Special Open Space and Transport 2 : Public Road and Public Parking in extent of approximately 2.2031 ha owned by City Of Cape Town.

Disposal area consist of split zone : Open Space 2 : Public Open Space .

2) Title Deed No. T 50789/2008.

3) Servitude needs to be created over Electrical , Sanitation and Stormwater utilities.

4) Servitude Diagram no. 4611/1978 exists on the property.

Further note, adjacent to the disposal area is a in-process reservation transaction i.e. case number 130005631 for the proposed stormwater treatment facility/dam as represented on the map. Further engagement with the infrastructure design department will continue during the land use application process in order to influence the design of the proposed development if applicable.

5) A land use application for a subdivision is required for the disposal area.

6) Please note the proposed disposal area is adjacent to the two lease transactions which are as follows :

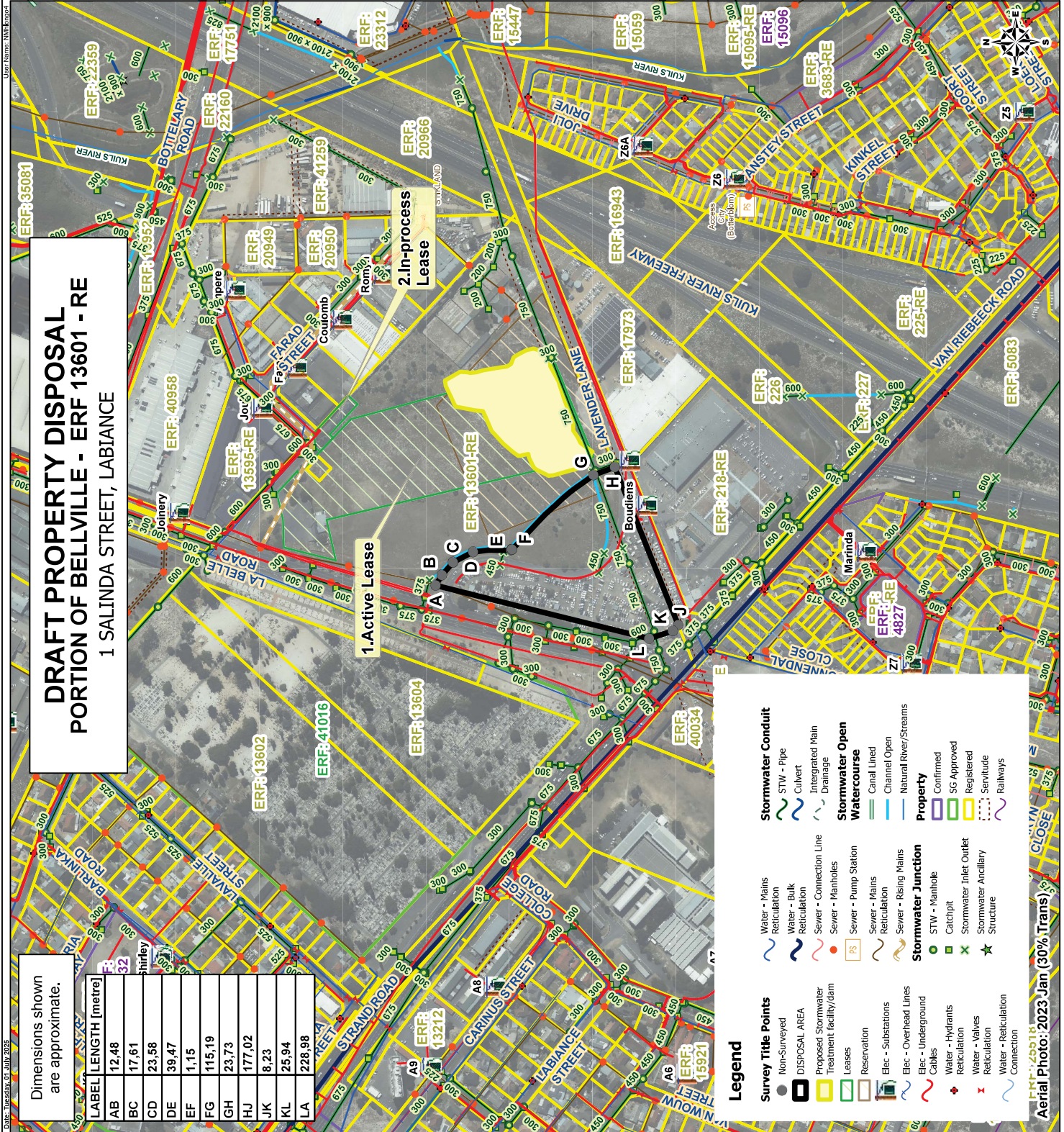
Active Lease : case number 130004393 for a Golf Driving Range.
In process Lease : case number 130004356 for a Shooting Range.

Scale: 1:4 000
Ward Number: 3, Subcouncil: 6

Drawn By: GIS & Survey Section, Property Transaction Department
Email: GIS.Survey@capetown.gov.za
Date: Tuesday, 01 July 2025

City of Cape Town Metropolitan Municipality
Property Management: GIS and Surveys
Civic Center
10000
8001

Project Manager: Lance Boyd
Email: Lance.Boyd@capetown.gov.za
Plan Number: LIS2320v1
File Reference: HO14/3/3/25/171/A48



**DRAFT PROPERTY DISPOSAL
PORTION OF BELLVILLE - ERF 13601 - RE
1 SALINDA STREET, LABIANCE**

Dimensions shown
are approximate.

LABEL	LENGTH [metre]
AB	12.48
BC	17.61
CD	23.58
DE	39.47
EF	1.15
FG	115.19
GH	23.73
HJ	177.02
JK	8.23
KL	25.94
LA	228.98

Legend

- Survey Title Points**
 - Non-Surveyed
 - DISPOSAL AREA
 - Proposed Stormwater Treatment facility/dam
 - Leases
 - Reservation
 - Elec - Substations
 - Elec - Overhead Lines
 - Elec - Underground
 - Cables
 - Water - Hydrants
 - Water - Valves
 - Water - Reticulation
 - Connection
- Water - Mains**
 - Reticulation
 - Water - Bulk Reticulation
 - Sewer - Connection Line
 - Sewer - Manholes
 - Sewer - Pump Station
 - Sewer - Mains Reticulation
 - Sewer - Rising Mains
- Stormwater Conduit**
 - STW - Pipe
 - Culvert
 - Integrated Main Drainage
- Stormwater Open Watercourse**
 - Canal Lined
 - Channel Open
 - Natural River/Streams
- Property**
 - Confirmed
 - SG Approved
 - Registered
 - Servitude
 - Railways
- Stormwater Junction**
 - STW - Manhole
 - Catchpit
 - Stormwater Inlet Outlet
 - Stormwater Ancillary Structure

Please note this is an A3 map.
To view the map print out in scale it must be printed on an A3 page.

Annexure B SG Diagram

S. G. No. 3693/40

Approved

W. G. G. G. G.

Surveyor-General.

1st 2. 1941

SIDES	Cape Feet	ANGLES OF DIRECTION	SYSTEM 1920 CO-ORDINATES	
			x	y
ab	1474.6	42.36.0	0.0	+11,890,000.0
bc	610.6	124.25.30	q	+97,828.2
cd	155.7	247.19.20	b	+420,371.5
de	1344.2	201.53.30	c	+43,122.8
ef	220.4	222.52.10	d	+42,777.6
fg	792.5	152.58.10	e	+95,186.5
gh	1588.4	222.54.20	f	+42,717.6
hi	2164.6	512.53.0	g	+1,985,563.3
jk	1607.8	68.21.0	h	+4,1367.9
ka	342.0	312.39.50	j	+98,179.9
			k	+96,585.3
				+41212.6
				+98079.7
				+41805.7

Description of Beacons:
a, k = Concrete blocks diam. x 36"
b = old masoned stone beacon 12" centre peg.
c = Rail section in stones.
d = Iron standard section in old cairn of stones
e = 2' diameter.
g, h = 8" x 8" granite
j = Rail in concrete.

13601

THE FARM LA BELLE ALLIANCE OUTSPAN No. 378

CAPE



The figure abcdefghjk represents 43.7241 Morgen of land being

LA BELLE ALLIANCE OUTSPAN

at Stikland
situate in the Division of Cape

Surveyed in July 1940 by me *M. D. N. S.*

Land Surveyor.

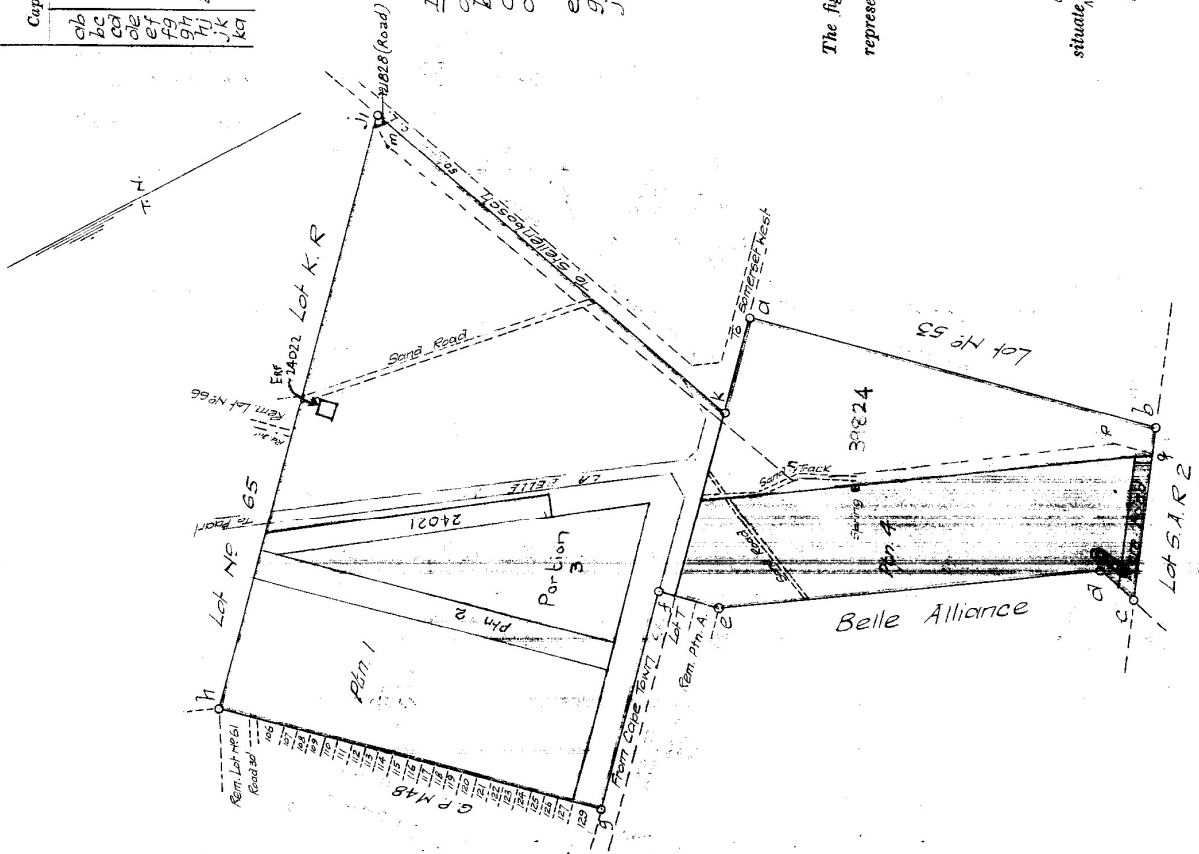
This diagram is annexed to Crown Grant 127 dated 9.9.1941.

The original diagram is annexed to No. 13601

Provincial Representative Registrar of Deeds, Lands Dept.

FOR ENCLOSURES SEE BACK OF DIAGRAM

379-0 88000



24-6535

Survey
Records.

Disq. No.

Sub-division.

2000.

Morgen.

Sq. Feet.

Transfer No.

initiated.

7.0004

1.4924

3.5778

70000

30sm

32A

2000

12318-1940

12530/53

11758-1955

293347/96
00767/01

5/9/84

5492184

8. 1049.14.6.45

1054.9.28.8.52

11-8-33

2 - 100-1-17-66-155-1

256

1

52

13602

13603

13604

13603

Survey No.	Station No.	Remarks	Depth	Current
E340-7B	AG11	The line limpg represent the centre line of an Electric Power Transmission Service	D/S X 585/ 100	156

Annexure C Zoning plan

Zoning map reflecting Open Space 2 for Remainder of Erf 13601, Stikland, Bellville (red outline).



Annexure D Extract of CLP Plenary Minutes

CONSOLIDATED LAND PIPELINE

No.	ITEM	ACTION
1.	WELCOME AND MATTERS ARISING	RG DC
	RG welcomed all present and requested ED Campbell co-chair in the event of connectivity challenges. Members were thanked for their understanding and agreeing to hold a virtual meeting given the unforeseen diary commitments which necessitate the postponement of the Dec and Jan scheduled dates.	
1.1	Adoption of the previous minutes	ALL
	The minutes of the meeting held on 22 October were adopted without amendment.	
1.2	Feedback re Erf 13601, Stikland, Bellville – Proposed long distance bus relocation site	ALL

As per actions noted at the CLP meeting of 22 October 2024, ED: Community Services and Health committed Recreation and Parks: Cemetery Planning Branch requested to provide confirmation of the suitability of the targeted site recommended by Property Development for the relocation of the Bellville Long Distance Bus Terminal (LDBT) by end November 2024.

The attached memo dated 02 December 2024 confirms that the subject area, measuring approximately 6 000m², is not suitable for excavation of graves due to shallow ground water conditions and the potential risk of contamination of the Kuils River System over time. Therefore, based on the outcomes of the specialist studies, Recreation & Planning consider the investigation of this site for LDBT purposes to be reasonable. Accordingly, on the basis of the recommendation of the technical investigation of Property Development and the feedback provided above, it is recorded that the plenary:

- **Supports the recommendation to dispose of the targeted portion of Erf 13601, Bellville for the purposes of a permanent Long Distance Bus Terminal in the broader Bellville area; and**
- **Supports the use of the required resources to achieve the desired development objective.**

Annexure E Minutes of the City of Tygerberg Decision of 14 September 1999



REF. :

X FILE :

MINUTES OF A MEETING OF THE EXECUTIVE COMMITTEE : 14 SEPTEMBER 1999

Note : The official(s) responsible for the execution of a resolution is/are indicated opposite each resolution. Where more than one official is nominated, the first nominated official must co-ordinate the necessary action.

7.1 CORPORATE SERVICES COMMITTEE

7.1.6 BELLVILLE PROPERTY : UTILIZATION OF A PORTION OF ERF 13601 FOR THE CARRYING ON OF BUSINESS OF STREET VENDORS, PEDLARS OR HAWKERS (E 5/2/2/243 X HO 5/2/2/1)

RESOLVED (nem con)

M LOOTS

1. That the utilisation of a portion of erf 13601, Bellville, on a temporary basis, at the pleasure of Council, for the carrying on of business of street vendors, pedlars or hawkers, be approved subject to the following :
 - a) that the area involved not be leased to a specific person or legal entity and be available to the general public at their own risk;
 - b) that the proposed utilisation be kept as informal as possible;
 - c) that no advertising be allowed (including advertising trailers);
 - d) that no people, goods or motor vehicles be allowed to overnight on the premises;
 - e) that no trading be allowed on the sidewalks;
 - f) that all vehicles be parked within the erf boundaries and that no parking be allowed in the road reserve;
 - g) that all traffic regulations be adhered to;
 - h) that vehicular access to the erf only be allowed from Lavender Lane;

E 5/2/2/243

Annexure F Branch comments technical control sheet



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Economic Growth
Property Development

Lance Boyd
Property Development Manager

T: 021 400 9446
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File Ref No: ERF 13601 Bellville

TECHNICAL CONTROL SHEET

TECHNICAL INVESTIGATION CONTROL SHEET	
PROPERTY	PORTION OF ERF 13601 BELLVILLE, SITUATED OFF LA BELLE ROAD, STIKLAND (ADJACENT TO STIKLAND ACCESS PARK)
EXTENT	20 000 m² (the full extent of the property is 97 000m²)
ZONING	OS 2
DATE COMMENT REQUESTED	26 March 2024
DATE REMINDER DONE	16 April 2025 (revised circulation)
DATE COMMENT CLOSED	9 May 2025

DEPARTMENT	OFFICIAL	DATE RECEIVED	COMMENTS
URBAN MOBILITY DEPT: ROADS INFRASTRUCTURE MANAGEMENT (RSW-PTMS)	Louise du Toit (District 3) Deon Botha	09 APRIL 2024	1. Traffic congestion in this area is a big problem, thus not the best location for a long distance bus depot – please consult Transport Planning & Network Management Department (Tony Vieira and Mark Pinder). 2. The access off La Belle will require a signalized intersection, however there are no traffic signals at the moment and I don't think the spacing from the Strand intersection is sufficient – please consult Transport Impact Assessment and Development Control Department (Daniel Potgieter). 3. A portion of this erf is required for a stormwater pond as per Johann's email: "The City of Cape Town must construct a regional stormwater attenuation and treatment facility/ dam (as indicated below with red) during the redevelopment of municipal land, erf 13601 to reduce flooding risk and to improve stormwater run-off quality as stipulated in the City's stormwater policies & By-Laws. The proposed future developments earmarked for erf 13601, as well as the existing industrial area, will be inundated with stormwater, if this regional stormwater attenuation and treatment facility/ dam is not constructed and water quality of the Kuils River will deterioration even further."

URBAN MOBILITY DEPT: TRANSPORT PLANNING & NETWORK MANAGEMENT BRANCH: TRANSPORT IMPACT ASSESSMENTS AND DEVELOPMENT CONTROL (TIA-PTMS)	Daniel Potgieter (Kraaifontein/Tygerberg)	23 JUNE 2025	We will only be able to comment on a viable land use for the property once we have been provided with a Transport Impact Assessment investigating the expected impact of such use on the surrounding road network. We therefore do not advise on selling the land on to a third party while creating the expectation that a certain land use will be supported from a Transport point of view. Access to the site can only be obtained from Lavender Lane and/or Ampere Street, which intersects with La Belle Road, and finding gaps in the La Belle Road traffic especially during peak times, can be challenging. The intersections of both these roads with Labelle Road cannot be signalised as it does not meet the minimum access spacing requirements for signalised intersections on a Class 2 Arterial, which impacts on the capacity and safety of access to the site, especially for passenger busses and/or heavy vehicles associated with a bus terminus or light industrial uses. Recommendation: We do not have an objection to the sale of the property per se, on condition that: 1. No expectation is created with a buyer of the property that a certain land use will be supported from a Transport Impact point of view. 2. The services Departments, including the Roads Infrastructure Management Department comment on the possible impact on Municipal Services. 3. It is noted that we will only be able to comment on a viable land use for the property once we have been provided with a Transport Impact Assessment investigating the expected impact of such proposed use on the surrounding road network, and whether
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			acceptable solutions can be found to mitigate the impact. 4. The Roads Infrastructure Management department be consulted in order to provide an appropriate road reserve for Lavender Lane.
URBAN MOBILITY DEPT: TRANSPORT PLANNING & NETWORK MANAGEMENT BRANCH: TRANSPORT INFRASTRUCTURE PLANNING & DEVELOPMENT [OUTSIDE PTMS SYSTEM]	Johan G Meyer (Project Planning Conceptual Design)		NO RESPONSE
URBAN MOBILITY DEPT: TRANSPORT PLANNING & NETWORK MANAGEMENT BRANCH: UNIVERSAL ACCESS (TRS-PTMS)	Abubaker Sakildien (Universal Access and Non-motorised transport)	29 APRIL 2025	Following a thorough assessment of the proposed disposal application for Erf 13601 Bellville, including aerial observations and a desktop study, the Universal Access and Non-Motorised Transport Branch confirms that the proposed development (Long Distance Bus Terminus or alternative Light Industrial Use) does not pose any significant impact on our current or planned initiatives. Our branch raises no objection to the disposal and appreciates the opportunity to provide input.
SPATIAL PLANNING & ENVIRONMENT DEPT: ENVIRONMENTAL MANAGEMENT BRANCH: BIODIVERSITY MANAGEMENT (UNDER ENV)	Andre Rossouw Cliff Dorse	16 APRIL 2025	no objections from the Biodiversity Management Branch.
URBAN MOBILITY DEPT: TRANSPORT PLANNING & NETWORK MANAGEMENT BRANCH: OPERATIONS INTERGRATION [OUTSIDE PTMS SYSTEM]	Henry Jansen (rail sliding) John Hendricks	01 DECEMBER 2023	With reference to the above, the Operations Integrations Branch, responsible for the Rail Sidings Management Programme, offers no objection in respect of the above application based on the following: a) The erven falling outside of the City's Rail sidings area and as a result, will have no impact on current and future activities on rail sidings.

SPATIAL PLANNING & ENVIRONMENT DEPT: ENVIRONMENTAL MANAGEMENT BRANCH: ENVIRONMENT & HERITAGE MANAGEMENT (ENV-PTMS)	Maurietta Stewart (Table Bay/Tygerberg)	22 APRIL 2025	No objection to the proposed transfer of the site received. Recommendations included: • Written feedback from DEADP on the applicability of the NEMA EIA Regulations and way forward is required. • Written feedback from HWC after a Notice of Intent to Develop (NID) had been submitted as per Section 38 requirements, is required. • Future new developments must incorporate long term sustainability, resource efficiency and environmental management considerations into the planning and development on a site in line with the principles relevant Environmental Strategies and the Urban Design Policy • As the site is part of the Green Infrastructure Network (GIN), any development on this site should consider the retention and enhancement of green linkages and access throughout the site through green corridors and /or and tree planting.
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SPATIAL PLANNING & ENVIRONMENT DEPT: URBAN PLANNING & DESIGN (ENV-PTMS)	Leona Bruiners	16 APRIL 2025	The Tygerberg District Spatial Development Framework (2023) identifies the site as a New Development Area for potential commercial development. The site forms part of the Voortrekker Road Corridor where mixed use intensification at contextually appropriate scale is promoted. This could take the form of service industrial, retail, and office land uses. Residential use is not advised due to the industrial nature of the precinct. From a spatial policy perspective, the use of the site for long-distance bus terminus, including non-residential mixed use, is considered suitable due to easy access to the N1, R300 & N2 Freeways, as well as availability of public transport. It should be noted that this operation provides a service to the broader Cape Town and surrounding areas and is not used as a facility for daily short-distance commuting. Therefore, the site's slightly removed location from Bellville CBD public transport interchange is not seen as problematic.
SPATIAL PLANNING & ENVIRONMENT DEPT: DEVELOPMENT MANAGEMENT (BDM-PTMS)	Chad Newman (Cape Flats)	17 November 2023	Please note that this office has in principle no objection to the proposed disposal of a portion of land.
SPATIAL PLANNING & ENVIRONMENT DEPT: ENVIRONMENTAL MANAGEMENT BRANCH: COASTAL MANAGEMENT (UNDER ENV)	Natalie Newman Howard Gold		No comment. The site is not located in proximity of the coastline
SPATIAL PLANNING & ENVIRONMENT DEPT: URBAN REGENERATION BRANCH: CITY IMPROVEMENT DISTRICTS (CIDS) [OUTSIDE PTMS SYSTEM]	Joepie Joubert	09 APRIL 2024	This falls outside of the boundary of the Stikland Industrial CID. Please record "No Comment" from the CID Branch.
URBAN WASTE MANAGEMENT DEPT: SOLID WASTE MANAGEMENT PLANNING (SWM-PTMS)	Anela Kondlo	10 JUNE 2025	The property is not required for the provision of waste management services. The proposed application for the above-mentioned property is supported.

URBAN WASTE MANAGEMENT DEPT: WATER AND SANITATION SERVICES	Thaakier Adams Tiaan Wright water.info@capetown.gov.za	20 JUNE 2025	The 150mm water main along Ampere Road (north), bulk sewer main along La Belle Road (west) and sewer rising main (north) is unaffected by the reduced disposal area. Therefore, the proposed disposal is supported as no municipal water and sewer services are affected.
WATER & WASTE DEPT: WATER AND SANITATION BULK SERVICE BRANCH	Johann Terbanche	02 APRIL 2024	1) The stormwater runoff from the stormwater catchment area (indicated with the long orange arrow) and La Belle Road discharge into Ampere Street. (Indicated with short orange arrows) 2) This stormwater runoff floods industrial erven (e.g. Ampere and Farad Street etc.) 3) It is proposed to divert stormwater from point A (Ampere Street) to a newly proposed stormwater pond ((yellow) and create a linkage to the Kuils River, as indicated in yellow. 4) Currently there is no stormwater master planning for this catchment area; however, CSRM and the RIM's (Parow) are well aware of this flooding problem. 5) Please revert to my (email correspondence dated Thursday, 20 July 2017 at 16:33) to obtain more detail comments w.r.t. our in-house high level stormwater study for the "<u>Proposed New Municipal Regional Stormwater Pond, Stikland, dated 20 July 2017</u>". (See attached); 6) Therefore, a portion of erf 13601 must be vested to RIM's (Parow) to allow for associated stormwater diversion (road surface/camber changes), overland escape routes, stormwaterpipes and stormwater attenuation/treatment facilities, with allowances for proper access roads etc..

HUMAN SETTLEMENTS (HSG/HSI-PTMS) ALL DEPT & BRANCHES	Douglas Norman	09 APRIL 2024	No objection from Housing
ENERGY DEPT: ELECTRICAL GENERATION & DISTRIBUTION ENGINEERING (ELS-PTMS)	Shiraaz Swartland (North) Faddeelah Kenny (East) Charise de Villiers (East) Naeem Limbada (South)		NO RESPONSE
COMMUNITY SERVICES & HEALTH DEPT: RECREATION AND PARKS (CPA-PTMS)	Lesley-Anne Jonathan (Area Central)	13 FEBRUARY 2025	In light of the Property Department and Cemetery Planning Department's negotiating a mutually agreed solution on the portion of the site that can be transferred or disposed, Recreation and Parks has have revised its previous comment to NO OBJECTION to the proposed sale of the land parcel.
COMMUNITY SERVICES & HEALTH DEPT: PLANNING & DEVELOPMENT & PROJECT MANAGEMENT OFFICE (SPR-PTMS)	Neil Eybers	27 MARCH 2024	Our Property Development and PMO Department has no objection to the proposed disposal of a Ptn of Erf 13601 Bellville, Situated Off La Belle Road, in Stikland Industrial.
COMMUNITY SERVICES & HEALTH DEPT: CITY HEALTH (CHE-PTMS)	Andile Zimba (Area 1) Lena Stofile (Khayelitsha) Heinrich Frits (East) Ruberto Isaaks (Area 3) Soraya Elokter (Area 4)		NO RESPONSE
COMMUNITY SERVICES & HEALTH DEPT: SOCIAL DEVELOPMENT & EARLY CHILDHOOD DEVELOPMENT BRANCH: ARTS AND CULTURE [OUTSIDE PTMS SYSTEM]	Lisle Lombard	16 APRIL 2025	Department of Community, Arts and Culture Development do not have any objection to the proposed disposal of the remainder of Erf 13601, Bellville.
CORPORATE SERVICES DEPT: FACILITIES MANAGEMENT BRANCH: CENTRALISED FACILITIES MANAGEMENT [OUTSIDE PTMS SYSTEM]	Sylvia Heyn (Area 2) Santesh Maharaj	30 NOVEMBER 2023	No comments or concerns to note from FM Area 2. No impact on FM
SAFETY AND SECURITY DEPT: FIRE SERVICES (FAR-PTMS)	Henry Fritz	23 APRIL 2025	This Department has no objection to the proposal.
SAFETY AND SECURITY DEPT: LAW ENFORCEMENT TRAFFIC & COORDINATION BRANCH: TRAFFIC SERVICES (SST-PTMS)	Seth Schuller	09 APRIL 2024	A concern from Traffic Services would be the impact of a long distance bus terminus on the La Belle & Strand Road corridor regarding traffic flow. The current infrastructure might not be able to handle this operation. We have no objection to any other light industrial usage.

SAFETY AND SECURITY DEPT: LAW ENFORCEMENT TRAFFIC & COORDINATION BRANCH: LAW ENFORCEMENT SERVICES (MEP-PTMS)	Marianna Manuel	09 APRIL 2024	A. Is the asset required for any municipal purposes? No B. Will any service delivery (or infrastructure) be affected by the retirement or disposal of the asset? No C. Are there any specific concerns to be considered, prior to the disposal or retirement of the asset? No
ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: SPECIAL PROJECTS	Nabilah Jaffa	17 APRIL 2024	The Special Projects branch has no objection to the proposed disposal of the abovementioned property.
ECONOMIC GROWTH DEPT: PROPERTY TRANSACTION BRANCH: PROPERTY HOLDING	Patricia Van Sittert	04 APRIL 2024 AND 09 APRIL 2024. LOUISE	A new lease was concluded with V&M Golf Promotions CC for the period 1 February 2022 – 31 January 2032, with a 2 months' notice period. I do not pick up a lease agreement for the Bellville Pistol Club. The proposed disposal does not affect these lease areas.
ECONOMIC GROWTH DEPT: PROPERTY TRANSACTION BRANCH: PROPERTY HOLDING SECTION: CONVEYANCING	Pieter Strumpher	04 APRIL 2024	As per attached sketch, we have a pending reservation for a portion of the property (retention pond). It was put on hold due to the existing lease over the same site. The shooting range also indicated that they need a larger portion in order to comply with requirements for international events. I know the long distance depot is a contentious issue, and maybe all can be accommodated on the site when the golf range is out of the loop.
ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: PROPERTY HOLDING SECTION: IMPROVED PROPERTIES (IIF-PTMS)	Isaac Martin (Improved Properties and Lease Ins. Property Management)	27 MARCH 2024	No objection to the proposed
ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: PROPERTY DISPOSALS AND ACQUISITIONS (PRD-PTMS)	Keanon Van Der Walt		NO RESPONSE

ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: IMMOVABLE PROPERTY PLANNING (IPP-PTMS)	Deidre Khan Lungelo Dlamini	17 NOVEMBER 2023	Proposed disposal of a Portion of Erf 32604 Cape Town, zoned Transport 2: Public Road and Public Parking refers. The subject property is maintained in IPARA as Athlone Stadium with Strategic Assets as the accountable department. The use, management and control of the immovable property asset ought to remain as responsibility of the Property Management department until the asset is transferred. Note, the encumbrance for the subject property is a temporary reservation and as such the rights in place for this property need to be managed appropriately. The subject property proposed for disposal has not been subject to an immovable property performance assessment. IPP has no objection to the proposed disposal and transfer of the property, subject to: • The disposal would have to be concluded at a market related sale price; • The proposed disposal and transfer application is to be supported by the accountable department; • The transaction is aligned with the City's strategic objectives and tools (including MSDF) as well as Municipal Planning by laws for properties zoned Transport 2: Public Road and Public Parking. Should the disposal of the subject properties be approved by the delegated authority, the final approval documentation must be made available to IPP in order to ensure that the City's Immovable Property Asset Register (IPAR) is updated in accordance with the Immovable Property Asset Management Policy (C06/12/15).
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ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: IMMOVABLE PROPERTY DEVELOPMENT FACILITATION (PRD-PTMS)	Godfrey van Wyk	26 MARCH 2024	The Immovable Property Development Facilitation Section, within Property Management, has no objection to the development of the property for the purposes mentioned in your circular. We do however note, that the property is considered an Outspan and that permission is required from the Administrator of the Cape of Good Hope to alienate the property. To this end, IPDF obtained a recent opinion on both issues and attach the opinion for your information (read in conjunction with the Title Deed for property).
ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: TRANSVERSAL REAL ESTATE SERVICES (TRE-PTMS) Tres.pm@capetown.gov.za	TRES	04 APRIL 2024	TRES has no objection or comment on the subject property.
ESKOM WayleavesWesternOU@eskom.co.za	Rochelle Mcpherson		NO RESPONSE
TELKOM SA LTD WayleavesWR@telkom.co.za	Janice Fortes Jonathan Visagie		NO RESPONSE
PROVINCIAL ROADS Alvin.Cope@westerncape.gov.za	Alvin Cope		NO RESPONSE

Annexure G Land assessment sheet

STATUS QUO ANALYSIS		MAP	STRATEGIC DEVELOPMENT POTENTIAL		RECOMMENDATION/ NOTES
7. Policy & Legislative Informants:			Flag: No		
1. Size and Consolidation Potential - Size Erf 13601: 97237m² - Consolidation Potential: Low			Policy Guidance: The Metropolitan Spatial Development Framework (MSDF, 2023) highlights the site's location within the Urban Inner Core implying that the City will support appropriate public and private investment. The 2023 Tygerberg District Plan designates the site as a New Development Area for potential commercial development. Furthermore it forms part of the Voortrekker Road higher order development corridor where mixed use intensification at contextually appropriate scale is promoted. The site falls within the Sub-district 2 where the following guidelines as extracted from Section 4.2 – New development areas are applicable: La Belle Triangle mixed-use precinct (DSDF map reference 6 in figure 16) The La Belle Triangle precinct (Erf 13601) is located at the intersection of La Belle Road and Strand Road. This land provides an opportunity for mixed-use development in the form of service industrial, commercial and office land uses. Although the site can potentially accommodate residential development, this would not be an ideal location given the locational benefits available for business intensification. It should be noted that the existing access road from La Belle Road is not a formalised access road. With the redevelopment of the site, a new access road will need to be constructed at the mid-point between the Voortrekker Road/Strand Street intersection. Existing access at Ampere Street into the adjacent industrial area will need to be closed and access be taken from the new access.		1. Comment should be obtained from Transport Planning (T. Veirol) regarding the suitability of the site for a long-distance bus terminus; 2. A development framework has to be drafted for the entire site to ensure that there is a holistic vision that will facilitate the implementation of an integrated precinct; and 3. The uses to be accommodated on the site can include a mix of non-residential uses such as retail, offices, service industry, recreation, the long distance bus terminus (dependant on commitment from Transport) etcetera.
2. Access & Location Potential - The erf is located at 21 La Belle Road in Stikland Industria. It is bordered by La Belle Road on the west, and Strand Road on the south. - The area is served by public transport with the Golden Arrow Bus and taxi services operating along Strand & La Belle Roads and on the R300 freeway. The closest rail station is Stikland which is located approximately 1,2km walking distance from the site. - The subject property is not located in an existing or future Transit Accessibility Precinct (TAP).			Synthesis The proposal entails the reservation of the subject properties to investigate alternative uses for the site. Firstly, the suitability for relocating the long-distance bus terminus from Mabel Street in Oakdale to this location should be investigated. In addition to this consideration should be given to any alternative uses that could be accommodated on the site i.e. industrial purposes. The subject property is easily accessible via private and public transport and is served by the GABS and taxis along Strand & La Belle Roads. Furthermore the Stikland rail station is located approximately 1,2km from the site. The spatial policy promotes a mix of non-residential land uses on this site including service industry, retail and offices. A bus terminus is considered a transport use that provides a service to the public and normally accommodates ancillary retail and office components as part of their operations. Due to the nature of this operation a large land parcel is required to provide for parking and loading areas for the busses and users. It can be argued that the use of a portion of this site for a long-distance bus terminus can be deemed		
3. Land Use Context & Guidance Zoning: - The erf is zoned Open Space 2(OS2). Land use and surrounding Context: - The surrounding area is characterised by a mix of land uses including Stikland cemetery to the west, industrial uses to the north, Access Park retail complex & the R300 freeway to the east and residential & a school south of Strand Road. - The site falls within the Voortrekker Road higher order development corridor which links Cape Town CBD to Bellville and Blackheath/Eersteriver in an east-west direction. Desired Land Use Outcome: - The Tygerberg District Plan designates the site as a New Development Area for potential commercial development. Proposed / Intended Use: - The site is being investigated for reservation for a mix of uses inter alia a long-distance bus terminus and alternatives including industrial uses.			Director: Urban Planning & Design Digitally signed by Annelise de Bruin (Acting Director) Date: 2024.05.03 15:39:44 +02'00'		
4. Infrastructure Capacity No available data - relevant line departments need to be consulted for information.			Compiled and reviewed by: Region 1: Northern & Tygerberg Gert Kruger District Planning and Mechanisms		
5. Environment, POS, Heritage & Risk - The site has been identified to have medium Green Infrastructure(GI) value with potential for assimilation and increased flood control/protection as the stormwater pond size can be increased. - Furthermore social GI potential for recreation has been identified as there is currently a driving range on the site.					
6. Social Facility Potential The site is served by the Kulsriver Level 3 CS&H cluster, identified as a community civic cluster in the Tygerberg District Plan. The cluster includes amongst others community centres, clinic, a private hospital, schools, sportsground as well as various parks.					

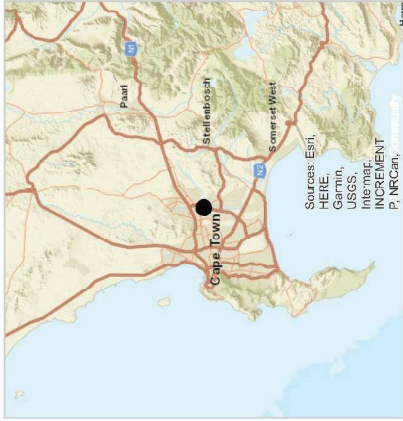


Figure 2: Site Location

* To be replaced by sub-district map when available

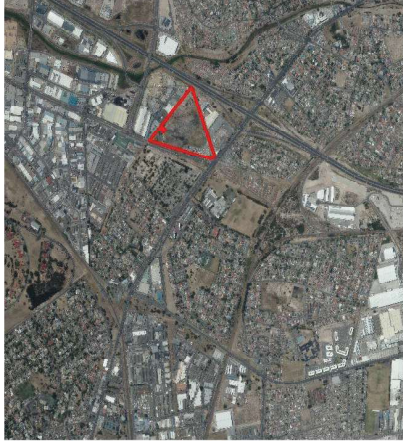


Figure 3: Aerial Photograph of site.

		suitable due to its easy access to the N1, R300 & N2 freeways, public transport as well as the space requirements for such facility. Furthermore it should be borne in mind that this operation provides a service to the broader Cape Town and surrounding areas and is not used as a facility for daily short distance commuting. In order to ensure that an integrated precinct is developed it is recommended that a development framework be drafted to facilitate a holistic vision for the area with due consideration of the interfaces created with the abutting land uses.	
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Annexure H: Portion of Remainder of Erf 13601, Stikland, Bellville: Information Statement in terms of MATR Regulation 5(3)(b)

MATR Regulation 5(3)(b) requires that a request to Council for the authorization of a public participation process must be accompanied by an information statement.

- i. *The valuation of the capital asset to be transferred or disposed of and the method of valuation used to determine that valuation.*

The City's Professional Valuers conducted a desktop valuation of the subject property on 30 January 2025, where it was estimated that the highest and best fair market value of the subject property is in the order of R55 100 000 (excluding VAT).

- ii. *The reasons for the proposal to transfer or dispose of the capital asset.*

The proposed transfer or disposal of the site serves both an urban mobility objective as well as an economic growth imperative. Based on the information provided by the Urban Mobility Directorate it has been confirmed that the targeted portion of the asset to be disposed of or transferred, identified in Disposal Plan LIS3230v1, is the preferred location for a permanent long-distance bus terminus to serve the greater Bellville area.

It has also been confirmed that this portion of the asset is underutilized and will not be required for the municipality's own use at a later date since Recreation & Parks Department cannot use this portion for cemetery purposes.

- iii. *Any expected benefits to the municipality that may result from the transfer or disposal.*

- The proposal for a mixed-use LDBT will facilitate more efficient use of the capital asset by maximizing the land use potential and intensity of the site according to highest and best use, while also be catalyzing further economic growth targeting the long-distance passenger transport sector. Given Cape Town's geographical location, it is of vital importance to improve transport connectivity with the rest of Southern Africa. The objective of supporting safe and affordable domestic and international travel directly contributes to economic growth by enabling people to travel and access a wider range of opportunities, such as jobs, education and essential services, thereby realizing the IDP objective 1 to increase jobs and investment in the Cape Town Economy.
- The potential release of this site responds to IDP Programme 1.5 – The consolidated land pipeline and release programme, whereby high-impact and high value land is identified and leveraged to support economic growth and job creation. This is facilitated by accelerated land release of these parcels of land to test the market for a variety of mixed-use development opportunities over the next 2-10 years. The site has been valued as a high value capital asset and thus fits the profile for inclusion in this programme.
- Revenue generation potential – In a context of dwindling financial resources, it is imperative that the City maximises all available opportunities to promote fiscal sustainability in order to deliver services and infrastructure to Capetonians. In this regard the proposed transfer or disposal will generate potential sales or rental income where currently no income from the current activity is being generated at all.
- The proposed transfer of the site for a mixed-use LDBT contributes to Cape Town's regional economic infrastructure demands and facilitates the spatial transformation and integration of the city's urban structure according to the spatial vision of the 2023 MSDP and District Spatial Development Frameworks.

- iv. *Any expected proceeds to be received by the municipality resulting from the transfer or disposal.*

The City could expect to receive the fair market value in exchange for the transfer of the capital asset with an accompanying 'basket of rights' to allow for the development of a long-distance bus terminus and supportive mixed-use development.

- v. *Any expected gain or loss that will be realized or incurred by the municipality arising from the transfer or disposal.*

The opportunity cost of not leveraging this under-utilised strategic asset will result in long term losses to the City of Cape Town due to land sales and on-going rates revenue foregone.

The City stands to gain substantial infrastructure upgrades through the payment of development charges if the development proceeds and on-going utility sales to the end users of the development.

The normal costs related to advertisements will be incurred by Council. The purchaser will be responsible for the professional fees and development costs of the capital asset.