



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Frequently Asked Questions: Portion of Remainder of Erf 13601, Stikland, Bellville

1. What has the City Council approved?

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.

2. 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.

While a long-distance bus terminus is considered an important public transport need, it is not a municipal service delivery mandate for the City. For this reason, the City has made the decision to leverage its land portfolio to enable the private sector to respond to this need through a competitive land disposal process.

3. Why is the site not being used for housing?

According to a spatial planning land assessment conducted by the City, the location of the site makes it ideal for business growth. Considering that the site forms part of the Stikland Industrial Area, the Tygerberg District Spatial Development Framework (2023) discourages the introduction of residential land uses which are likely to cause conflicts with industrial land uses.

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.

4. What is the proposal for the mixed-use development?

The proposal includes the development of a supportive mix of retail and commercial opportunities alongside the LDBT. This is envisaged to unlock new employment and business opportunities for residents. It is hoped that a complementary mix of uses will be attractive and will resonate with potential investors.

5. 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.

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

The City notes and acknowledges the concerns raised. As part of the next phase of work, a multi-disciplinary team of independent specialists will be appointed to undertake detailed technical studies, including traffic modelling, transport integration, safety and security assessments, environmental screening, socio-economic impact analysis, and precinct design. These studies will provide evidence-based responses to the questions raised and will determine what upgrades, interventions, or mitigation measures are required. All findings will inform the City's recommendations to Council and will be shared as part of the statutory decision-making process.

At this stage it is envisaged to take up to 3 years to conduct the environmental and land use processes required 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 as part of the statutory approvals process.

7. Informal traders on the site

The City will undertake stakeholder engagement and will include 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 over 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.

8. 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.

9. Will this project cause further traffic congestion in the area?

A comprehensive Transport Impact Assessment (TIA) will be conducted by independent specialists. This study will analyse current traffic conditions, model future scenarios, and recommend any required upgrades or mitigation measures in support of the proposed development. No final decisions will be made until the TIA is completed and assessed.

10. Will the long-distance bus terminus also operate as a taxi rank?

No. The proposed facility is being conceptualised as a privately owned and managed long-distance bus terminal. Its purpose is to accommodate formal long-distance coach operators only. It will not include mini-bus taxi operations, which are managed through separate public transport planning processes. Therefore, the City of Cape Town will have no further involvement in the activity once the development has been realised.

11. How will the community be kept informed as the project progresses?

The City will continue to communicate through public participation processes, updates on the project webpage, and direct engagement with identified stakeholders. All major studies and recommendations will be included in reports submitted to Council for consideration.

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