

# Public Participation Process Report

Proposed Development  
Framework for Stikland  
South Hospital Site, erf  
6300, Bellville

**VERSION:** DRAFT  
**DATE:** September 2025

**PREPARED FOR**  
Western Cape Government:  
Department of Infrastructure  
c/o ARG Design



**PREPARED BY**

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# DOCUMENT DETAILS

## PROPOSED DEVELOPMENT OF PORTIONS OF THE STIKLAND SOUTH HOSPITAL, ON ERF 6300 BELLVILLE: PUBLIC PARTICIPATION PROCESS REPORT

### CLIENT

**Western Cape Government: Department of Infrastructure c/o ARG Design**

### PROFESSIONAL SERVICE PROVIDER

**Infinity Environmental (Pty) Ltd.**

#### Project office

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Observatory, Cape Town

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#### Report purpose

This report is in accordance with the Environmental Impact Assessment Regulations, the purpose of the Basic Assessment Report is to:

- Present the issues and concerns identified to date from the stakeholder engagement process, together with an explanation of how these issues will be addressed through the EIA Process.
- Document the means of notification of potential Interested and Affected Parties and members of the public of the proposed development.
- Document consultation with organs of state regarding the proposed application

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## VERSION HISTORY

Date	Version
September 2025	Draft (this report)

**Title:** : Proposed development of portions of the Stikland South Hospital, on Erf 6300 Bellville  
**Report status** : Draft  
**Date** : September 2025

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# 1 PROJECT OVERVIEW

## 1.1 Background

The Western Cape Government: Department of Infrastructure proposes the redevelopment of portions of Erf 6300, Stikland Hospital Estate, Bellville. Stikland Hospital Estate is a brownfield site with a history of community and institutional developments. Stikland Hospital Estate is divided by Old Paarl Road and split into two sites: Stikland South and Stikland North. Currently, the site is underutilised with large areas of vacant land, with the Stikland Psychiatric Hospital located in Stikland South and mental health Non-Governmental Organisation (NGO) facilities and residential units in Stikland North.

In 2010, the Western Cape Government Cabinet approved a mandate for the Regeneration Programme which included the Stikland Hospital precinct. This project is currently managed by the Special Projects Directorate within the Department of Infrastructure, with the aim of maximising the social value of publicly owned land through sustainable, inclusive redevelopment. Stikland South and North precincts have been identified as strategic areas offering opportunities for potential mixed-use development, aligning with the goals of the Regeneration Programme to unlock the full value and functionality of the Stikland Hospital estate.

Based on the initial environmental screening undertaken for the property, it was determined that there are no biophysical environmental sensitivities on Stikland North and thus no environmental approvals are required for the development of this site. However, several wetlands were identified on Stikland South site which requires that an application for environmental authorisation be submitted to the environmental authorities for the development of the site. The environmental impact assessment process will therefore focus solely on the development of the Stikland South site.

Infinity Environmental (Pty) Ltd, has been appointed as the independent Environmental Assessment Practitioner to undertake the required environmental statutory process, and is responsible for facilitating the public engagement processes. This report documents the pre-application public participation process undertaken from 17 July 2024 to 19 August 2024 on the Background Information Document (BID) published for public comment and public Open House held on 31 July 2024. Following this pre-application publication process, a second public participation process will be undertaken on the application draft Basic Assessment Report, which will comply with the requirements of Regulation 41 of the 2014 EIA Regulations for Public Participation Processes, as described in Section 4 of the report.

## 1.2 Site Description

Stikland South is located along the Provincial Main Road R101 (Old Paarl Road) to the north, De La Haye Avenue to the west, Midmar Road to the east and the railway line to the south. The property extent is approximately 114 hectares, of which around 60 hectares are vacant, and the remaining hectares include the Stikland Psychiatric Hospital, Stikland Hospital Pharmacy, and the Western Cape College of Nursing Metro (Figure 1).



Figure 1: Locality Map

### 1.3 Development Framework

The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.

The development will include:

- Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.
- The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.

## 2 LEGISLATIVE CONTEXT

The proposed development of portions of the Stikland South Hospital involves activities listed in terms of the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended) and the National Environmental Management Act (Act no 107 of 1998). In terms of the EIA Regulations, the proposed development requires Environmental Authorisation from the Department of Environmental Affairs and Development Planning (DEA&DP) and a Basic Assessment (BA) must be undertaken by an Environmental Assessment Practitioner. Infinity Environmental is the appointed EAP and is responsible for managing the environmental assessment process.

Public participation and authority consultation are integral to the environmental assessment process. The application for environmental authorisation therefore requires a comprehensive public participation process. A pre-application public participation process was undertaken with the publication of the Background Information Document. The public participation process commenced on 17 July 2024 and ended on 19 August 2024. The comments received were considered during the iteration of the development framework and are responded to.

## 3 PURPOSE OF PUBLIC PARTICIPATION

Public participation is a critical informant of the environmental assessment process. Comprehensive, integrated, and thorough application of public participation facilitates and ensures informed decision-making by the competent authority. Guidelines on public participation in terms of the NEMA EIA Regulations (published by the then Department of Environmental Affairs in 2017), note that public participation should allow for the following:

- The **opportunity for all role players** including potential and registered interested and affected parties, environmental assessment practitioners, state departments, organs of state, and the competent authority **to obtain clear, accurate, and understandable information about the environmental impacts** of the proposed activity or implications of a decision.
- The **opportunity for role-players to suggest** ways for reducing or mitigating any negative impacts of the project and for enhancing its positive impacts.
- The person conducting the public participation to **incorporate the needs, preferences, and values** of potential and registered interested and affected parties into the proposed development that becomes the subject of an application for an environmental authorisation.
- To provide opportunities for **clearing up misunderstandings** about technical issues, resolving disputes, and reconciling conflicting interests.
- To encourage **transparency and accountability** in decision-making.
- To contribute towards maintaining a healthy, vibrant **democracy**.
- To give effect to the requirement for **procedural fairness** of administrative action as contained in the Promotion of Administrative Justice Act (Act 3 of 2000).

## 4 REGULATORY REQUIREMENTS

Section 3(1)(h)(ii) of Appendix 3 to the EIA Regulations require that an Environmental Impact Assessment Report include:

***(ii) the details of the public participation process undertaken in terms of Regulation 41 of the Regulations, including copies of the supporting documents and inputs.***

The public participation process that was conducted from 04 April 2024 to 06 May 2024 is intended to meet these requirements and to demonstrate compliance with Regulations 41, 42, 43, and 44 of the amended 2014 EIA Regulations, which are reproduced on the following page. The details of the public participation process undertaken to date is discussed in Section 5. The public participation process on the Background Information Document (BID) has met the requirements stated above.

***(iii) a summary of the issues raised by interested and affected parties, and an indication of the manner in which the issues were incorporated, or the reasons for not including them;***

This Public Participation Report is intended to meet these requirements and to demonstrate compliance with Regulations 41, 42, 43 and 44 of the amended 2014 EIA Regulations, which are reproduced overleaf.

**The Requirements of the 2014 EIA Regulations for the Public Participation Process:**

- (4) A notice board referred to in subregulation (2) must—
- (a) be of a size of at least 60cm by 42cm; and
  - (b) display the required information in lettering and in a format as may be determined by the competent authority.

[...]

#### **Register of interested and affected parties**

**42.** A proponent or applicant must ensure the opening and maintenance of a register of interested and affected parties and submit such a register to the competent authority, which register must contain the names, contact details and addresses of—

- (a) all persons who, as a consequence of the public participation process conducted in respect of that application, have submitted written comments or attended meetings with the proponent, applicant or EAP;
- (b) all persons who have requested the proponent or applicant, in writing, for their names to be placed on the register; and
- (c) all organs of state which have jurisdiction in respect of the activity to which the application relates.

#### **Registered interested and affected parties**

**43.** (1) A registered interested and affected party is entitled to comment, in writing, on all reports or plans submitted to such party during the public participation process contemplated in these Regulations and to bring to the attention of the proponent or applicant any issues which that party believes may be of significance to the consideration of the application, provided that the interested and affected party discloses any direct business, financial, personal or other interest which that party may have in the approval or refusal of the application.

(2) In order to give effect to section 24O of the Act, any State department that administers a law relating to a matter affecting the environment must be requested, subject to regulation 7(2), to comment within 30 days.

#### **Comments of interested and affected parties to be recorded in reports and plans**

**44.** (1) The applicant must ensure that the comments of interested and affected parties are recorded in reports and plans and that such written comments, including responses to such comments and records of meetings, are attached to the reports and plans that are submitted to the competent authority in terms of these Regulations.

(2) Where a person desires but is unable to access written comments as contemplated in subregulation (1) due to—

- (a) a lack of skills to read or write;
- (b) disability; or
- (c) any other disadvantage;

reasonable alternative methods of recording comments must be provided for.

# 5 PUBLIC PARTICIPATION PROCESS UNDERTAKEN TO DATE

## 5.1 Public Participation process on BID (July 2024 - August 2024)

This section documents the pre-application public participation process that commenced on Wednesday 17 July 2024 and ended on Monday 19 August 2024 during which the BID and concept designs were made available for comment to potential Interested and Affected Parties (I&APs). The following public participation process was undertaken.

### 5.1.1 Background Information Document

A background information document (BID) was compiled and distributed to identified I&APs (**See Appendix 1**) informing them of the proposed development of Stikland South with the following information:

- Project Background
- Project Proposal
- Site Locality
- Draft Development Framework
- Legislative Context
- Process of the project proposal
- How to acquire information and register as I&APs and attending an Open House.

The BID was also made available for download on the website.

### 5.1.2 Notice Board

A3 Notice boards were placed at the site boundaries with the following content:

**PUBLIC PARTICIPATION PROCESS**

**PROPOSED DEVELOPMENT OF PORTIONS OF STIKLAND SOUTH HOSPITAL SITE ON ERF 6300, BELLVILLE**

**Project proposal:** The Western Cape Government Department of Infrastructure proposes to develop vacant portions of the land within the Stikland South Hospital Site, located on Erf 6300, Bellville. The proposal will include a mixed-use development consisting of affordable housing, commercial opportunities, institutional and community facilities, as well as provision for a large urban park.

**Location:** The proposed development will take place on erf 6300, Stikland, Bellville.

An application will be made for environmental authorisation to undertake an activity listed in terms of the National Environmental Management Act, 1998, the Environmental Impact Assessment Regulations and 2014 Listing Notice 1 (GNR 327 of 2017).

**Opportunity to participate:** A public participation process will commence on **Wednesday, 17 July 2024** with the publication of a Background Information Document (BID). Interested and Affected Parties are invited to register and to provide comments on the BID, which is available online at [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland), or on request from the Environmental Assessment Practitioner at the details indicated below. When registering or commenting, please provide your name, contact details, and an indication of any direct business, financial, personal or other interest which you have in the application. The 30-day commenting period for the Background Information Document will end on **Monday, 19 August 2024**.

You are invited to attend a public Open House where project information will be on display and the project team will be available to answer questions and discuss your inputs. The Open House will take place on **Wednesday, 31 July 2024** at the **Dunatos Remedial School, 59 Old Paarl Road, Stikland, Bellville** between **3:00 PM and 7:00 PM**.

For more information, to comment, or to arrange alternative ways of participating, please contact the Environmental Assessment Practitioner:

<b>Taryn Solomon</b>	Project website: <a href="http://www.infinityenv.co.za/Stikland">www.infinityenv.co.za/Stikland</a>
Infinity Environmental	Tel: (021) 834 1402
E-mail: <a href="mailto:comments@infinityenv.co.za">comments@infinityenv.co.za</a>	Post: Suite 17, Private Bag X11, Mowbray 7705
WhatsApp: (040) 524 7674	

**Infinity Environmental**

Figure 1: Notice Boards put up at the site boundaries

» Proof of placement of the notice boards is provided in Appendix 2.

### **5.1.3 Written Notice to Potential I&APs**

On the 17 July 2024, notification letters were distributed to notify the adjacent landowners of the public participation process. The notification included the following information:

- The project proposal
- How to acquire information
- How to register on the I&AP database, and
- Details of the public Open House.

The notification letter is provided in Figure 2 overleaf.

#### **OCCUPIERS AND OWNER OF THE SITE**

The site is owned by the Western Cape Government who is also the applicant.

#### **OWNERS AND OCCUPIERS OF ADJACENT LAND**

Owners and occupiers of land adjacent to the site were notified by email or by physical delivery of a notification letter.

#### **MUNICIPAL WARD COUNCILLOR**

The relevant municipal ward councillor for Ward 3 of the City of Cape Town Metropolitan Municipality was notified by email.

#### **MUNICIPALITY WITH JURISDICTION IN THE AREA**

The head of the relevant district for the Environmental and Heritage Management Branch of the City of Cape Town was notified by email.

#### **ORGANS OF STATE**

No other organs of state were notified as part the pre-application public participation process undertaken to date.

# NOTIFICATION OF PUBLIC PARTICIPATION PROCESS

## BACKGROUND INFORMATION DOCUMENT (BID)

### PROPOSED DEVELOPMENT OF PORTIONS OF STIKLAND SOUTH HOSPITAL SITE ON ERF 6300, STIKLAND, BELLVILLE

Dear stakeholder,

You have been identified as a potential interested and affected party in an environmental assessment process for the proposed development of portions of the Stikland South Hospital site on erf 6300, Bellville.

The Western Cape Government Department of Infrastructure proposes to develop vacant land portions of the land within Stikland South Hospital Site. The proposal includes a mixed-use development consisting of affordable housing, commercial opportunities, institutional and community facilities, as well as provision for a large urban park. The proposed development provides maximum inclusivity, economic benefit and spatial transformation that integrates with the surrounding urban fabric and on-site psychiatric functions.

Infinity Environmental (Pty) Ltd. has been appointed by the Western Cape Government Department of Infrastructure, as the independent environmental assessment practitioner to undertake an environmental assessment for the proposed redevelopment.



An application will be made to the Department of Environmental Affairs and Development Planning for environmental authorisation in terms of the National Environmental Management Act 107 of 1998 and the EIA Regulations, 2014 (GNR 326 of 2017) to undertake a listed activity:

*Activity 19 of Listing Notice 1 (GN 327 of 2017): The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse*

Notice is hereby given of a Public Participation Process during which Interested and Affected Parties are invited to comment on the Background Information Document

The BID will be available for review and comment from **Wednesday 17 July 2024**, online at [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland) or on request from the Environmental Assessment Practitioner at the details below.

We request any members of the public who feel they are affected by or have an interest in the proposed development, to comment on the BID and to register as **interested and affected parties (I&APs)**. All registered I&APs will receive communication regarding the proposed project, environmental assessment process, and will be notified of any future opportunities for comment. Interested and affected parties are required to provide contact information and a declaration of any interest they may have in the proposed project in order to register.

**The 30-day public participation process will commence on Wednesday, 17 July 2024 and will end on Monday, 19 August 2024**

You are also invited to attend a **public Open House** where project information will be on display and the project team will be available to answer questions and discuss your inputs. The Open House will take place on **Wednesday, 31 July 2024** at the **Dunatos Remedial School, 59 Old Paarl Road, Stikland, Bellville** between **3:00 PM and 7:00 PM**.

Interested and affected parties are invited to review BID, and comment using any of the following methods: For more information, to comment, or to arrange alternative ways of participating, please contact the Environmental Assessment Practitioner, Taryn Solomon of Infinity Environmental



[comments@infinityenv.co.za](mailto:comments@infinityenv.co.za)



[www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland)



021 834 1602



060 524 7676



Suite 17, Private Bag X11, Mowbray 7705

If you register or comment, we are required by the EIA Regulations, GNR 326 of 2017 and the NEMA to collect and process certain personal information as defined in the Protection of Personal Information Act, 2013 including your name and your comments. These will be securely stored by Infinity Environmental and will be provided to the authorities and any appellants if a decision is appealed. You may at any time access or rectify this information by contacting us on [info@infinityenv.co.za](mailto:info@infinityenv.co.za). Visit [www.infinityenv.co.za/legal](http://www.infinityenv.co.za/legal) to view our Privacy Policy.



Figure 2: Notification letters distributed to adjacent landowners and occupiers

» Proof of notification is provided in Appendix 4

### 5.1.4 Newspaper Advertisements

An advertisement was placed in the Tygerburger Newspaper on Wednesday the 17<sup>th</sup> of July 2024, with the following content:

**PUBLIC PARTICIPATION PROCESS**  
**PROPOSED DEVELOPMENT OF PORTIONS OF STIKLAND SOUTH HOSPITAL SITE ON ERF 6300, BELLVILLE**

The Western Cape Government Department of Infrastructure proposes to develop vacant portions of land within the Stikland South Hospital site, located on Erf 6300, Bellville. The proposal will include a mixed-use development consisting of affordable housing, commercial opportunities, institutional and community facilities, as well as provision for a large urban park.

An application will be made for environmental authorisation to undertake activities listed in terms of the National Environmental Management Act, 1998, the Environmental Impact Assessment Regulations and 2014 Listing Notice 1 (GNR 327 of 2017).

**You are invited to attend a public Open House where project information will be on display and the project team will be available to answer questions and receive your inputs.**

The Open House will take place on **Wednesday, 31 July 2024** at the **Dunatos Remedial School, 59 Old Paarl Road, Stikland, Bellville** between **3:00 PM and 7:00 PM**.  
**\*please come at any time that suits you**

You are also invited to register as an interested and affected party for an Environmental Impact Assessment of the proposed development. The public participation commenting period will start on **Wednesday, 17 July 2024** and end on **Monday, 19 August 2024**.

A Background Information Document is available online at [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland)

For more information, to comment, or to arrange alternative ways of participating, please contact the Environmental Assessment Practitioner, **Tarryn Solomon of Infinity Environmental**:

 [comments@infinityenv.co.za](mailto:comments@infinityenv.co.za)       079 086 1453       Western Cape Government  
 [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland)       021 834 1602       FOR YOU       Infinity Environmental

Figure 3: Advertisement placed in the Tygerburger Newspaper

» Proof of the advertisement provided in Appendix 5.

### 5.1.5 Website

A website project page / link was developed to provide access and inform the public on the project proposal. The display of the website included in Figure 4 below:

- An introduction to the project by presenting the concept design and project proposal.
- A BID was made available to the public for comment.
- A comment and registration form was made available to the public to provide comments on the environmental process and BID, and register as an I&AP.
- The process and timeline of the project was included as well as the posters that were on display at the Open House.

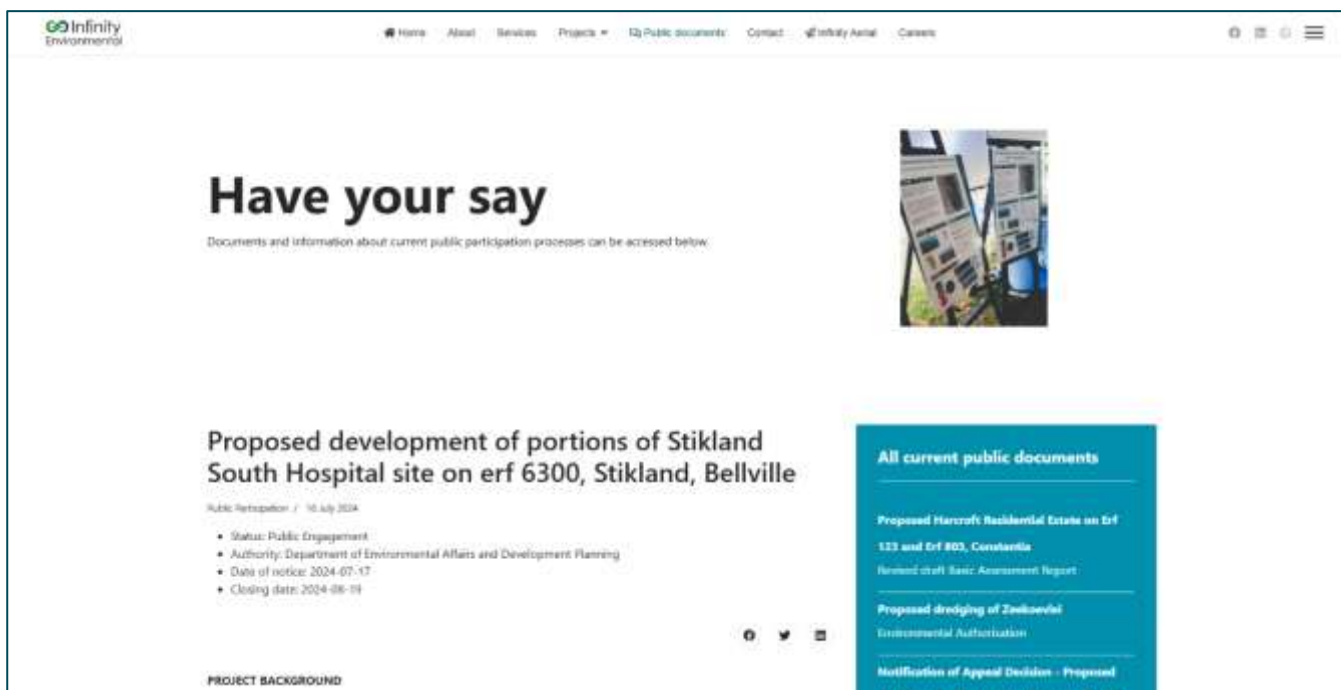


Figure 4: Infinity Environmental website with information about the development.

» Proof of the website is provided in Appendix 6

### 5.1.6 Open House

An Open House public engagement was held on the 31 July 2024 at Dunatos Remedial School, 59 Old Paarl Road, Stikland, Bellville between 3pm and 7pm (See Figure 5 and 6 below). The purpose of this meeting was to provide an opportunity to I&APs to access project information and discuss concerns with the EAP and project team members. The project team included the EAP of Infinity Environmental, the urban designer of ARG designs and a representative of the applicant. The event was publicised through media notices (Tygerburger Newspaper), site notices and the Infinity Environmental website.

The format of the Open House was centred around poster displays and small group discussions. The EAP's representatives and the project team were present. The displayed Open House posters showcased the locality of the proposed development, the Stikland South draft development framework, environmental legislation process, proposed specialist studies and other studies (bulk services, traffic impact assessment and stormwater management plan) to be undertaken, information about how to register as an I&AP and next steps to be taken for the proposed development. The Open house was attended by **Ninety nine (99)** Interested and affected parties.

Potential I&APs were invited to attend the Open House at any time convenient to them between the set times (3pm – 7pm). Attendees were required to complete an attendance register prior to accessing the school room in which the open house was held. Attendees were encouraged to document their comments and concerns on comment sheets provided and drop their comment sheets into boxes provided. Of the ninety-nine (99) attendees recorded at the open house, **seventeen (17)** attendees documented their comments at the open house. Alternatively, attendees were invited to send comments via email, website and/or WhatsApp to the EAP on or before the closing date of the BID commenting period (19 August 2024).



**Figure 5: Open house posters on display.**



**Figure 6: Attendees commenting on the proposed development.**

### 5.1.7 Database of Interested and Affected Parties

A comprehensive list of potential I&APs, which includes various key stakeholders, ward councillors, and relevant municipal, provincial and national departments was compiled prior to the first engagement. Additional I&APs were registered during the open house public forum, via emails, website, and WhatsApp. Only individuals registered formally onto our database will receive future notifications of information on the project and future engagement with the public.

#### 5.1.7.1 Municipality which has jurisdiction in the area

The site is located within the City of Cape Town Metropolitan Municipality.

Department	Contact Person
Environmental and Heritage Department	Ms. Maurietta Stewart

The site falls within Ward 03 of Subcouncil 6.

#### 5.1.7.2 Municipal councillors and ratepayers' organisations

Subcouncil 17	Contact Person
Ward 3	Ms. Annelize van Zyl

#### 5.1.7.3 I&AP database summary

Group	Number of people
Registered I&APs	295

## 6 COMMENTING PERIODS

### 6.1 FIRST 30-DAY PUBLIC COMMENTING PERIOD

The commenting period on the background information document and environmental process commenced on Tuesday, 17 July 2024 and ended on Monday, 19 August 2024. I&APs were notified as described above and were encouraged to comment using any of the following methods:

- Email to [comments@infinityenv.co.za](mailto:comments@infinityenv.co.za)
- WhatsApp message to 079 086 1453
- Website on [www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland)

Interested and affected parties were also requested to provide contact information and a declaration of any interest they may have in the application together with their comments.

Comments that were received were recorded and categorised in the table below.

The comments and responses table is shown in Appendix 7

### 6.2 SECOND 30-DAY COMMENTING PERIOD

A statutory commenting period on the draft Basic Assessment Report will commence on Thursday, 11 September 2025 and end on Monday, 13 October 2025.

I&APs will be notified as required by Regulation 41 and are encouraged to comment using any of the following methods:

- Email to [comments@infinityenv.co.za](mailto:comments@infinityenv.co.za)
- WhatsApp message to 079 086 1453
- Website on [www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland)

Interested and affected parties were also requested to provide contact information and a declaration of any interest they may have in the application together with their comments.

## 7 PROCESSING OF PERSONAL INFORMATION

Infinity Environmental is required by the EIA Regulations (GNR 326 of 2017) and the National Environmental Management Act (Act 107 of 1998) to maintain a register of interested and affected parties, including the people who have commented, attended meetings, or requested registration. This requires us to collect and process certain personal information as defined in the Protection of Personal Information Act (Act 4 of 2013). The following personal information has been collected, with the required consent, for the purpose of public participation from registered I&APs and will be collected from anyone who comments or registers:

- Name, contact details, and address;
- A copy of any comments submitted; and
- Details of any interest declared in the granting or refusal of the application.

Should you register and/or comment, your name and your comments will be included in published documents. Your contact details, address, and interest declaration will be provided to the competent authority and must also be provided to any appellants in the event that the environmental authorisation is appealed in terms of the Appeal Regulations (GNR 993 of 2014). Personal information will be stored by Infinity Environmental (Pty) Ltd at 2 Fir Street, Observatory, 7925, and on a cloud storage system which may include servers outside the Republic of South Africa. You may, at any time, request access to or rectify this personal information by contacting Infinity Environmental.


Visit [www.infinityenv.co.za/legal](http://www.infinityenv.co.za/legal) to view our Privacy Policy.

# Appendix 1

## Background Information Document

**STIKLAND SOUTH  
DEVELOPMENT FRAMEWORK**

Background Information Document



This information document provides details of the proposed development of vacant portions of the Stikland South Hospital site, located on erf 6300 and explains the Environmental Impact Assessment process, how to register as an interested and affected party, and comment on the proposal.

**Infinity Environmental**

**Western Cape Government**  
FOR YOU

July 2024

Stikland South Background Information Document, Public Participation Document

**Project Background**

The proponent, Western Cape Government Department of Infrastructure, is the custodian of erf 6300, Bellville, known as the Stikland Hospital estate. This property is divided by Old Paarl Road and is referred to as Stikland North and Stikland South. Stikland Hospital estate is a brownfield site that has a history of institutional and community developments, with the Stikland Psychiatric Hospital located in Stikland South and mental health related NGO facilities and residential units in Stikland North.

The site is currently underutilised with large areas of vacant land. In 2010, the Western Cape Government Cabinet approved the mandate for the Regeneration Programme which includes the Stikland Hospital precinct. It is currently a project within the Department of Infrastructure's Social Projects Directorate, whose aim is to maximise the social value of publicly-owned land.

ARG Design along with an inter-disciplinary team of supporting professionals were appointed by the proponent to compile separate Development Frameworks for Stikland North and Stikland South. Based on the initial environmental screening undertaken for the property, it was determined that there are no biophysical environmental sensitivities on Stikland North and thus no environmental approvals are required for the development of this site. However, several wetlands were identified on Stikland South site which requires that an application for environmental authorisation be submitted to the environmental authorities for development of the site. **The environmental impact assessment will therefore focus solely on the development of the Stikland South site.**

**What is proposed?**

The proposed development aims to create medium-density, mixed use, urban development opportunities on Stikland North and South that address the inherent potential of each site and portions thereof, integrating within the surrounding urban fabric and on-site psychiatric functions, the development intends to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.

**Specifically, the draft Development Framework for Stikland South includes:**

- A series of wetlands will be accommodated in a large urban park between Old Paarl Road and the Stikland Hospital and one on the western edge, alongside De la Haye Road.
- The remaining edge of Old Paarl Road will be developed with between 4 and 8 storey buildings of residential and mixed use.
- Provision is being made for affordable and Social Housing, supported by schools and community facilities, primarily in the south eastern precinct.
- The western edge alongside De La Haye Avenue is being considered as a possible District Hospital and new Main Entrance to the existing Stikland Hospital.
- A new connector road between Voortrekker and Old Paarl road will run along the southern railway boundary and up to Old Paarl Road.
- Three new intersections onto Old Paarl Road are planned: at the entrance to Stikland North, Harad Drive and Meerlust Street.

Visit [www.infinitywv.co.za/Stikland](http://www.infinitywv.co.za/Stikland) to find out more or submit your views

2

Draft Development Framework



Visit [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland) to find out more or submit your inputs.

Legislative Context

An application will be submitted to the Department of Environmental Affairs and Development Planning for environmental authorisation in terms of the National Environmental Management Act, 1998 and the Environmental Impact Assessment Regulations, 2014 as amended (GNR 326 of 2017) to undertake a listed activity;

- **Activity 19 of Listing Notice (GNR 327 of 2017):** the infilling or depositing of any material of more than 10 cubic metres into or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic meters from a watercourse.

An application will also be submitted to Department of Water and Sanitation to use water in terms of **Section 21 (c)** for impeding or diverting the flow of water in a watercourse; and **Section 21(i)** for altering the bed, banks, course or characteristics of a watercourse.

A notification of intent to Develop will be prepared and submitted to Heritage Western Cape due to the applicability of **Section 38** of the National Heritage Resources Act (Act 25 of 1999).

Infinity Environmental (Pty) Ltd. has been appointed as the independent Environmental Assessment Practitioner to undertake the required environmental statutory process, and will also be responsible for facilitating the public engagement processes.

Visit [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland) to find out more or submit your inputs.

Where is the site?

Stikland South is located on erf 6300 in Stikland, Bellville. It is situated along the Provincial Main Road R101 (Old Paarl Road) to the north, De La Hay Avenue to the west, Midmar Road to the east and railway line to the South. The Property extent is approximately 114 hectares of which +60 hectares are vacant, and the remaining hectares include the Stikland Psychiatric Hospital, Stikland Hospital Pharmacy, and Western Cape College of Nursing Metro East Campus.



Visit [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland) to find out more or submit your inputs.

Process: What comes next?



Visit [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland) to find out more or submit your inputs.

### Have your say

You are invited to comment on the Background Information Document which contains the proposal for the Stikland South and describes the environmental statutory process to be undertaken.

**A 30-day comment period will start on Wednesday, 17 July 2024 and end on Monday, 19 August 2024.**



You are invited to attend a **Public Open House** on **Wednesday, 31 July 2024**

Project information will be on display and the project team will be available to answer questions and receive your inputs.

**Where:** Dunafos Remedial School, 59 Old Paarl Road, Stikland, Bellville

**What:** Any time between **3:00 PM and 7:00 PM** on 31 July 2024.



Access information, submit your comments, or register for project updates using the following website link: [www.infinityenv.co.za/Stikland](http://www.infinityenv.co.za/Stikland)

**If you need help using the website link, please contact us at the details below.**



**Phone number:**  
021 834 1602



**Email Address:**  
[comments@infinityenv.co.za](mailto:comments@infinityenv.co.za)



**WhatsApp:**  
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### Participate effectively

**Register** as an interested and affected party to receive future updates on the process and secure an opportunity to comment and give inputs. Registered interested and affected parties will be notified of future opportunities to participate.

**Be specific** in your comments or queries to ensure they can be addressed and responded to.

**Ask for help** at the details above if you need assistance accessing information or giving your inputs. Hard copies or translations can be made available on request.

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7

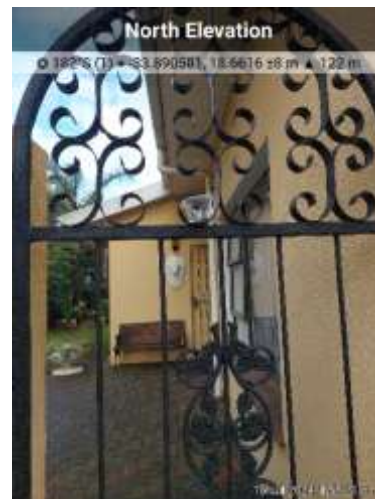
## Appendix 2

Site notices erected at the Stikland South Boundaries adjacent to the railway line, Midmar Road, De Lay Haye Avenue and Old Paarl Road.



## Appendix 3

### Proof of notifications letters to adjacent landowners/occupiers





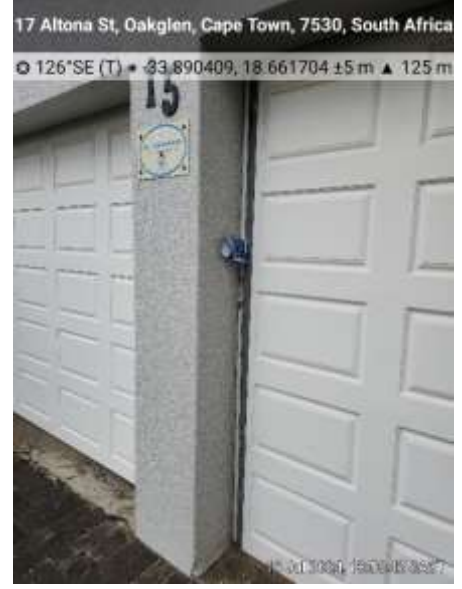


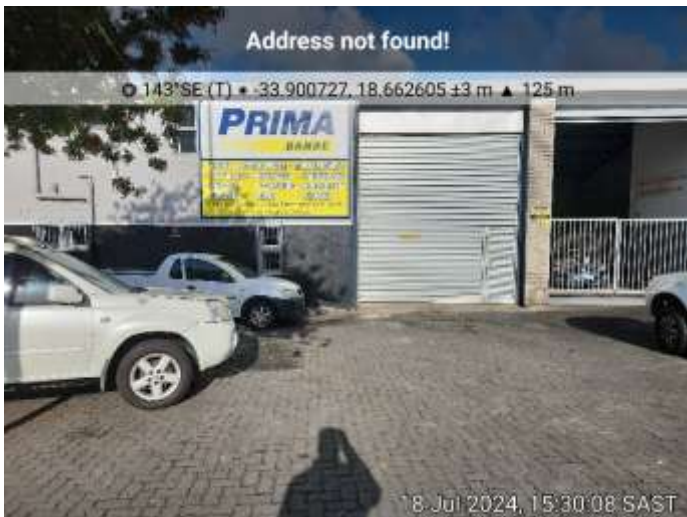


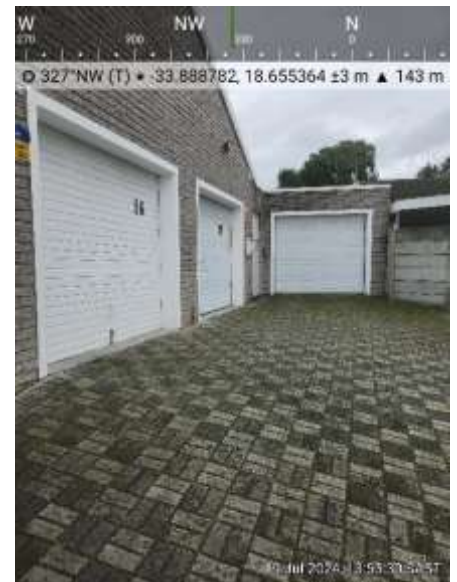












Newspaper tear sheet as proof of placement of the newspaper advertisement

# Legendary sports activist honoured

By BRENDEN RUTER  
@BRENDENRUTER

Condolences streamed in from far and wide after the passing of legendary activist Frank van der Horst.

Horst's funeral was last Friday (12 July) after he passed away earlier in the week at the age of 85.

Van der Horst was the president of the South African Council on Sport (Saco) who fought for the rights for sports communities that were left behind during Apartheid. After 1994 he kept fighting for equal rights and equal access to sport for all people in South Africa.

Midy Titus, a spokesperson for Homecoming SACOS, a group that is keeping the memories of the organisation alive, says Van der Horst was a fearless activist and fighter.

"He was strongly against racism in sport and his involvement in the campaign against racism eventually led to South Africa being kicked out of International sport," says Titus.

Van der Horst was the president of Saco between 1981 and 1986. Provincial minister of cultural affairs and sport, Ricardo Mackenzie, said Van der Horst was an important leader who helped bring our country to where we are now - when sport brings everyone together through shared emotions and passion for the game.

"It is because of people like Frank who fought for non-segregated sport in South Africa that we are now able to truly see all athletes reach their potential on world stages. We owe him tremendous gratitude for all that he did for sport in our country," says Mackenzie.

Condolences: Cyril Ramaphosa also offered his deep condolences. "The President extends his condolences to the friends and associates nationally and globally of Van der Horst as well as the generation of athletes who practised their sport while Van der Horst led the non-racial sports movement.

Under the slogan 'no normal sport in an abnormal society' Saco worked closely with civic organisations, youth movements, trade unions and underground liberation structures on numerous campaigns and protests.

"Saco resisted South Africa's participation in international sport with only white athletes. Through its recognition by the Supreme Council for Sport in Africa, the United Nations Committee Against Apartheid Sport and the global anti-apartheid movement, Saco exercised sport as a platform through which to highlight the impact of apartheid on all areas of the lives of oppressed communities," said Ramaphosa.



Frank van der Horst in recent times.



Frank van der Horst during his years in Saco.

**"His values and the example he set will sustain us while he rests in peace."**

- Cyril Ramaphosa

In his statement.

The president said the passing of Frank van der Horst makes us recall an era of grassroots, non-racial and inter-sectional resistance to apartheid, and international support for our struggle.

"Today, South African sport continues to benefit from Van der Horst's and Saco's legacy in the form of administrators who played their sport under the Saco banner and drove local sports development in our country as well as federations and teams who are welcome throughout the world. As a nation, we are grateful for a struggle Frank waged with courage, principle and clarity. His values and the example he set will sustain us while he rests in peace," said Ramaphosa in his statement.

ICOMIC STATUS

Rod Solomonson wrote on Facebook that he is sorry to hear about the passing of Van der Horst.

"I am sorry to hear about the passing away of another absolute legend of our community. Principled, fearless, hard-task master, uncompromising, dedicated, attention to detail, servant leadership and strategic are characteristics that come to mind when I think of people like him," wrote Solomonson.

Craig van der Horst, Frank's nephew, says his uncle was a man of the working class with his feet firmly on the ground.

"He had an iconic status in the family and in the broader community and anyone that carries the surname Van der Horst has the responsibility to uphold that status," says Craig.

According to him the family declined an official funeral and wanted to have a private service, but the information was leaked to the public. "We will now have a public memorial service at Selgavia High School on 21 July," says Craig.

# Towermuslekaand ten bate van kindershuls

Die Sling Tribute Show en Joshua na die Raai span saam vir 'n betowerende aand met musiek wat hoop bring in "Harmoniese van Hoop".

Die konsert vind op Vrydag 7 Augustus in die auditorium van die Hoërskool Durbanville plaas.

# Konsert sal studente met lenings help

Die Forever Legends-konsert, waarin hulde gebring word aan Rome se Edele Prinses, Michael Jackson en werkloze ander, word op Saterdag 27 Julie in The Barnyard-teater in die Tygervallei-sentrum aangebied.

Die konsert word ten bate van Helpende Hand se Durbanville-tak se studietoelings aangebied. Die studietoelings word aangewend vir bevoegde studente wat met finansiële uitdagings geplaag word om hul tersiële studies voort te sit.

"Die konsert val gelyk in die tydperk waartydens studente genooi word om aansoek te doen om hierdie nuttige studietoelings" as Leana Louw, voorsitter van die Durbanville-tak. Die Wes-Kaapstreek van Helpende Hand het verjaar 'n bedrag van R2 043 036 aan nuttige studietoelings aan 84 studente toegestaan. Daarvan het die Durbanville-tak 'n bedrag van R50 000 uitbetaal om twee studente te finansier.

STUDELEENINGS  
"Om hierdie goeie werk voort te sit, benodig ons nog geld. Die Forever Legends-konsert is een van die planne wat ons maak om dit vir studente moontlik te maak om te gaan studeer" as Louw.

Students kan van 1 Julie tot 30 September aansoek doen om vir studietoelings in samewerking te kom. "Ons nodi voornemende studente uit om bynaans aansoek te doen," vers Louw.

Helpende Hand se Durbanville-tak nodi bevoegde om 'n toelaf te koop vir werknemers op die sand saam te gaan.

Kontak Melanie Dorfling by [haartandout1826@gmail.com](mailto:haartandout1826@gmail.com) met navrae. Koop kaartjies teen R225 per persoon by Clickit.

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MEAT & BONES  
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MEAT & BONES  
100% RABBIT  
MEAT & BONES  
100% CHICKEN  
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100% LAMB  
MEAT & BONES  
100% TURKEY  
MEAT & BONES  
100% VEAL  
MEAT & BONES  
100% RABBIT  
MEAT & BONES

**PUBLIC PARTICIPATION PROCESS**  
**PROPOSED DEVELOPMENT OF PORTIONS OF STIKLAND SOUTH HOSPITAL SITE ON ERF 6300, BELLVILLE**

The Western Cape Government Department of Infrastructure proposes to develop vacant portions of land within the Stikland South Hospital site, located on Erf 6300, Bellville. The proposal will include a mixed-use development consisting of affordable housing, commercial opportunities, institutional and community facilities, as well as recreation for a large urban park.

An application will be made for environmental authorisation to undertake activities listed in terms of the National Environmental Management Act, 1998, the Environmental Impact Assessment Regulations and 2014 Listing Notice 1 (GN 327 of 2017).

For more information, to comment, or to arrange alternative ways of participating, please contact the Environmental Assessment Practitioner, **Taryn Saberson of Infinity Environmental**.

[comment@infinityenv.co.za](mailto:comment@infinityenv.co.za) 079 064 1451  
[www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland) 021 634 1402

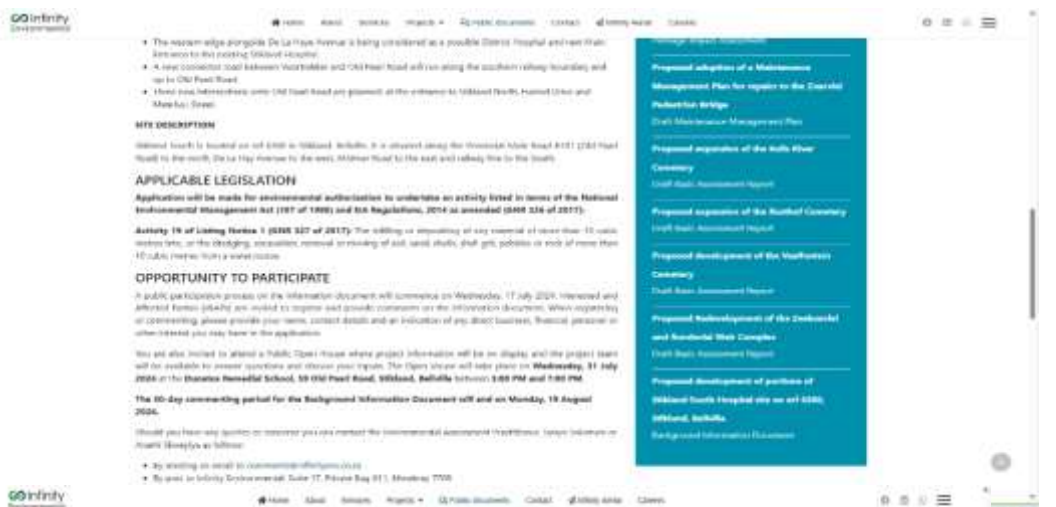
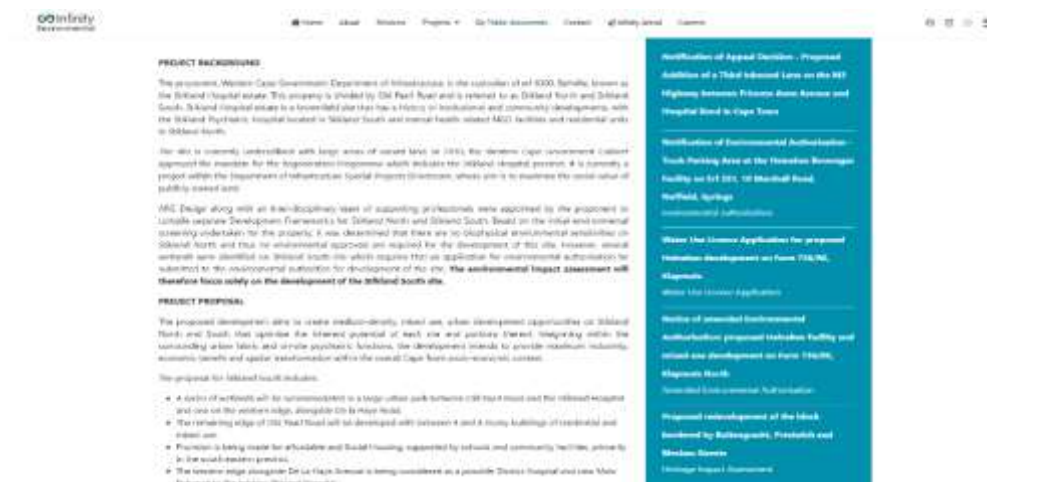
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# Appendix 6

Posters on display at Open House

## DRAFT DEVELOPMENT FRAMEWORK

### STIKLAND NORTH AND SOUTH

**STIKLAND NORTH & SOUTH DRAFT DEV. FWK.**

**KEY**

- Industrial
- Office/Commercial
- Public
- Community
- Green
- Water
- Open Space
- Proposed Use

Visit [www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland) to find out more or submit your inputs

## DRAFT DEVELOPMENT FRAMEWORK

### STIKLAND SOUTH

The proposed development aims to create medium-density, mixed use, urban development opportunities that provide for maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.

**The draft Development framework for Stikland South includes:**

- A series of wetlands will be accommodated in a large urban park between Old Paarl Rd and the Stikland Hospital and one on the western edge, alongside De la Haye Rd.
- The remaining edge of Old Paarl Rd will be developed with between 4 and 8 storey buildings of residential and mixed use.
- Provision is being made for affordable and social housing, supported by schools and community facilities.
- The western edge alongside De La Haye Avenue is being considered as a possible District Hospital and new Main Entrance to the existing Stikland Hospital.
- A new connector road between Voorrekker and Old Paarl Road will run along the southern railway boundary and up to Old Paarl Road.
- Three new intersections onto Old Paarl Road are planned: at the entrance to Stikland North, Harold Drive and Meerlust Street.

### MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK CONTEXT

The proposed development is aligned with the City of Cape Town Municipal and Tygerberg District Spatial Development Frameworks as the proposed site is situated within the urban inner core, an area prioritised for investment and development where capital and operational infrastructure investment is prioritised to support the intensification of land use in and around transit-oriented corridors.

Visit [www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland) to find out more or submit your inputs

## ENVIRONMENTAL LEGISLATION

### STIKLAND SOUTH

#### Environmental Authorisation

An environmental authorisation is required from the Provincial Department of Environmental Affairs and Development Planning.

A Basic Assessment is a formal and public process focused on identifying and assessing impacts of a proposed development.

Activities that require authorisation include:

Activity 19 of Listing Notice 1: the filling or depositing of any material of more than 10 cubic metres into or on the ground; excavation, removal or moving of soil, sand, shell, gravel, pebbles or rocks of more than 10 cubic metres from a worksite or removal of more than 10 cubic metres of any material within 100 metres from a sensitive area.

The basic assessment process will include:

- Specialist studies and investigations
- Public Participation Process
- Preparation of a Basic Assessment Report and Assessment Management Programme for the works from which

#### Water Use Authorisation

A water use authorisation is needed from the national Department of Water and Sanitation.

Activities that require authorisation include development made or in the wetlands on the site.

#### Heritage

A heritage impact assessment may be requested for heritage Western Cape based on a notification of intent to develop.

Activities that require notification include retaining soil (changing the character of a site larger than 5 000 square metres).

**Basic Assessment Report**

**Specialist Studies**

- Botanical Compliance Statement
- Aquatic Impact Assessment
- Request a Social Impact Assessment

**Public Participation**

**to authorities for decision**

**GO Infinity Environmental**

## DRAFT DEVELOPMENT FRAMEWORK

### STIKLAND NORTH

#### PROJECT DESCRIPTION

The redevelopment of the Stikland North Precinct will accommodate an integrated sustainable mix of land use opportunities. A number of existing buildings will either be retained or renovated to accommodate their current use. The portions of the site which are proposed for development will include the following land uses: institutional, residential, commercial and open park space.

#### ENVIRONMENTAL LEGISLATIVE OVERVIEW

- According to the **baseline specialist study** undertaken by Sora Architects in 2020, the site does not appear to have any wetlands associated with it.
- An **applicability checklist** was submitted to the environmental authorities to provide baseline information and confirm applicability of the NEMA (National Environmental Management Act, 1989) Environmental Impact Assessment Regulations.
- It is anticipated that **no Environmental Authorisation approval** is required in terms of NEMA (1989), based on the baseline specialist study; **no application is required** for water use in terms of the WWA (National Water Act, 1989).
- A **Notice of Intent for Development** was conducted in terms of the NHA (National Heritage Resource Act, 1999) and a Heritage Impact Assessment (HIA) is required to satisfy section 30(2) of the NHA.

#### NEXT STEPS: LAND USE MANAGEMENT APPLICATION

Formal submission of a land use management application in terms of the provisions of the Municipal Planning Bylaw, 2018, and the Spatial Planning and Land Use Management Act, 14 of 2013 (SPULMA) is expected to start early in 2025.

**GO Infinity Environmental**

## SPECIALIST STUDIES

### STIKLAND SOUTH



#### Aquatic Study

The site has a very high aquatic sensitivity due to the presence of several wetlands on the site. These wetlands will largely be retained within the development and will include buffers. A specialist aquatic assessment report will be prepared as part of the Environmental Basic Assessment and Water Use Authorisation Process.



#### Botanical Study

Historically the site would have supported critically endangered Cape Fynbos. However, as a result of a long history of transformation, followed by the development of the Stikland Hospital since the 1960's, it is unlikely that this vegetation type remains. A specialist Botanical Compliance statement will be prepared as part of the Basic Assessment Process.

Visit [www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland) to find out more or submit your inputs.



## OTHER STUDIES

#### Traffic Impact Assessment

A traffic baseline investigation was conducted using available information, including traffic data, public transport data, existing road networks and planned transport proposals near the site. A projection of the potential trip generation, level of service of interactions pre and post development, planned road upgrades and access points will form part of the traffic impact assessment to be undertaken. The TIA will be assessed in the Basic Assessment Process.

#### Bulk Services

**CIVIL**  
A baseline assessment of the existing civil infrastructure was undertaken. The site is adequately serviced by potable water and foul sewer infrastructure. The existing municipal infrastructure has no existing capacity constraints. A bulk services assessment will be conducted to assess the impact of the future development of the site on the bulk services within the bulk services network. Confirmation of capacity will be requested from the local authority and included in the Basic Assessment Report.

#### ELECTRICITY

A load estimate will be calculated and confirmation of capacity and/or possible upgrades to the network will be discussed with the local authority.

#### Stormwater management Plan

The site is equipped with stormwater infrastructure that effectively manages runoff from the existing development. For the proposed development, stormwater runoff will be calculated, and on-site management through attenuation ponds will be considered. A detailed stormwater management plan will be conducted.



## NEXT STEPS STIKLAND SOUTH



## HAVE YOUR SAY

You are invited to comment on the Information Document which contains the proposal for the Stikland South Development Framework.

A 30-day commenting period started on Wednesday, 17 July 2024 and will end on Monday, 19 August 2024.

Access information, submit your comments, or register for project updates using the following website link or QR Code:



OR



[www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland)

If you need help using the website link, please contact us at the details below.



Phone number  
021 524 1802



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+27 40 524 7626

#### Participate Effectively

Register as an interested and affected party to receive future updates on the process and secure an opportunity to comment and give inputs. Registered interested and affected parties will be notified of future opportunities to participate.

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## SITE LOCATION



Visit [www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland) to find out more or submit your inputs

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OR



[www.infinityenv.co.za/stikland](http://www.infinityenv.co.za/stikland)

If you need help using the website link, please contact us at the details below.



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## Appendix 7

### Comments and response table

# **COMMENTS AND RESPONSES TABLE**

Proposed Development Framework for the Stikland South Hospital Site, Erf 6300, Bellville

Comment by	Date received	Comments/concerns/ Questions	Response
<b>Nadene Lourens</b> <i>Via website</i>	<b>18-07-2024</b>	I protest this development from happening.	Your opposition to the proposed development has been noted.
<b>Hermanus Carel Du Preez</b> <i>Via website</i>	<b>18-07-2024</b>	<p>I do not want this development to take place, as it will affect my personal quality of life, as well as pose a higher risk to my area of residence.</p> <p><i>Comment submitted five times.</i></p>	<p>Your comments and concerns on the proposed redevelopment of Stikland have been noted.</p> <p>This Environmental Impact Assessment (EIA) process is being directed by a set of guidelines (<b>See the draft BAR</b>).</p> <p>A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (<b>Appendix G8</b>). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>According to the Socio-Economic Impact Report (Appendix G5) this proposed development is expected to stimulate local economic activity by attracting businesses, creating jobs, and improving the overall quality of life for residents.</p> <p>Through its construction and operation, is envisaged to result in both positive and negative socio-economic impacts. The net positive socio-economic impacts associated with the construction and operation of the proposed development outweigh its net negative socio-economic effects. The proposed development is also anticipated to have a positive impact on the local economy and employment creation, leading to the diversification of the economy and a reduction in the unemployment rate.</p> <p>The proposed development is considered acceptable with no major issues from a socio-economic perspective since the proposed development will make provision for affordable, Social Housing, as well as open market housing, supported by a school and community facilities.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
<b>Leanne Fraser</b> <i>Via email</i>	<b>18-07-2024</b>	We are currently in the process of purchasing 12 De La Haye Avenue in Bellville and our realtor and conveyancing attorney has just forwarded us the media release regarding	The proposed development of Stikland South is still in its initial phase and still requires a detailed design phase. The project requires Environmental Authorisation and the approval of the Land Use Management Application (LUMS) before construction commences. The Environmental Authorisation

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>the project that will be taking place at the Stikland complex.            Firstly, is it concluded that the project will definitely go ahead?            If so, by when will construction start and when will this end?</p>	<p>process and LUM's Application can take 2-3 years to complete.</p>
		<p>Most importantly, how will 12 De La Haye avenue be impacted in particular?            We noticed that the document speaks of erf6300 - does that include the entire piece of land or only parts thereof?</p>	<p>Erf6300 includes both Stikland North and Stikland South. Stikland North does not require Environmental Authorisation and therefore, does not apply to this application. Development is not planned for the whole Stikland Hospital site, only in the northern section along Old Paarl Road and the eastern section along De La Haye Avenue.</p>
		<p>Is the plan to build up and block views?</p>	<p>The initial proposal for this development included properties of 8-10 storeys; however, the new proposal shows that the development will have a maximum of four storeys across the site. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
		<p>Where will the entrance to these new areas be located? De La Haye avenue is already a busy road with Bellville Hoerskool just around the corner. If entry points are to be placed on this road, this will put this area under a lot of pressure from a traffic point of view. I'm sure you can appreciate my concerns as currently 12 De La Haye has uninterrupted views and a lot of money is at stake regarding the property itself. Before the sale proceeds, we need to know how we will be affected by what is planned at Stikland.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p>

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			<p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul>
<p><b>Junigin Thomas Via Website</b></p>	<p><b>18-07-2024</b></p>	<p>I reside in the same street, and I do believe that with affordable housing, comes people living below or just above the poverty line which in itself brings along its own challenges. In all affordable housing projects, there are found drug and alcohol problems which exacerbates crime tremendously. We did not choose to pay the amount of money for our house and chosen neighbourhood to have crime dumped before us irrespective of how much we paid to avoid neighbourhoods like this.</p> <p>We will by all means protest this suggested project and will do our utmost to prevent this. The value of the current Neighbourhood houses will definitely be negatively affected as well.</p>	<p>Your opposition to the proposed development has been noted.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the</p>

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			<p>accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks (<b>See Section E of the BAR</b>). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting</p>

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			inclusivity and addressing historical imbalances in residential development.
<b>Nandi Pienaar</b> <b>Via website</b>	<b>18-07-2024</b>	I'm against proposed development as the schools in the area are already not able to accommodate all the kids in the area.	The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.
		The increase population density will result in a bigger traffic problem we already have. A couple of new intersections will not be sufficient to accommodate the increased traffic.	A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.
<b>Roxanne Horn</b> <b>Via website</b>	<b>19-07-2024</b>	The area and surrounding infrastructures cannot handle more developments.	Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b> ), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b> ). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand

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		<p>I love how only select people were notified and the entire community was not informed about this. I feel a group vote would have been the route to go. No one is aware of this, nor would they approve of this.</p>	<p>on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>The proposed development requires that an Environmental Impact Assessment (Basic Assessment) process be undertaken. Therefore, the pre-application public engagement process has been guided by the 2014 Environmental Impact Assessment Regulations. Proofs of the public engagement process are available in <b>Appendix F</b> of the BAR.</p> <p>Site notices were erected around the site, and media notices were published in local newspapers to notify the public of the proposed development.</p> <p>To ensure that the wider community had the opportunity to participate and comment on the proposed development, an Open House was held at Dunatos Private Remedial School in Stikland, where the community was invited to comment and ask questions to the project specialists present. Moreover, another Open House will be held on Thursday, the 18<sup>th</sup> of September at Dunatos Private Remedial School in Stikland to share the project updates and ensure additional public input.</p> <p>People are being notified if their property is directly adjacent to the proposed site as per the requirements of the 2014 Environmental Impact Assessment Regulations for Public Participation.</p> <p>Please register as an I&amp;AP to receive updates about this project.</p>

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<p><b>Karl Engelke</b> Via website</p>	<p><b>19-07-2024</b></p>	<p>I reside in Harrod Drive, directly across the proposed 4 storey buildings. With current traffic levels, it is already sometimes an issue to get out of our driveway in peak morning traffic. The proposal does not clearly address if there is going to be an additional exit from the new development into Harrod Drive. This will naturally increase the congestion and noise on our road.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site,</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site,</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site,</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park,</li> <li>• A new access point with the Meerlust Street Extension north of the site, and</li> <li>• A new access point with the St Harrod Drive north of the site.</li> </ul> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction</p>

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			<p>activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme <b>(Appendix H)</b>.</p>
<p><b>Leanne Fraser</b> <b>Via website</b></p>	<p><b>19-07-2024</b></p>	<p>I am currently in the process of purchasing a property on De la Haye avenue. I need to understand clearly how this development will affect 12 De La Haye as one of the main reasons for purchasing the property was that the hospital offered uninterrupted views.</p>	<p>Your comments and concerns on the proposed redevelopment of Stikland have been noted.</p> <p>This Environmental Impact Assessment (EIA) process is being directed by a set of guidelines.</p> <p>A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd <b>(Appendix G8)</b>. This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p>

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		<p>A development like this also takes years to complete, so this will be a perpetual building site for at least 2 years as well as putting pressure on the infrastructure regarding the surrounding roads.</p>	<p>The retention of these environmentally sensitive areas will preserve the aesthetic views of the site.</p> <p>According to the Socio-Economic Impact Report (<b>Appendix G5</b>) this proposed development is expected to stimulate local economic activity by attracting businesses, creating jobs, and improving the overall quality of life for residents.</p> <p>Through its construction and operation, is envisaged to result in both positive and negative socio-economic impacts. The net positive socio-economic impacts associated with the construction and operation of the proposed development outweigh its net negative socio-economic effects. The proposed development is also anticipated to have a positive impact on the local economy and employment creation, leading to the diversification of the economy and a reduction in the unemployment rate.</p> <p>Mitigation measures are proposed in the EMPr (<b>Appendix H</b>) to manage traffic-related impacts during the construction phase. A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road</p>

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			with some amendments. Recommendations are made for the design of each intersection, granting access to the site.
<p><b>Natasha Engelke</b> Via website</p>	<p><b>19-07-2024</b></p>	<p>This development will negatively impact our lives in countless ways.</p> <p>We bought our house for the tranquillity and serene view we have across the road from us.</p> <p>The extra impact on traffic in Harrod Drive will make it impossible for us to get out of our driveways, as we already struggle at the moment.</p>	<p>Your comments and concerns on the proposed redevelopment of Stikland have been noted.</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (<b>Appendix G8</b>). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>The retention of these environmentally sensitive areas will preserve the aesthetic views of the site.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the</p>

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			<p>City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul>
		<p>We do not want to look at onto 4 to 8 story flats in our front yard. We don't want them looking into our yard. We will have ZERO privacy.</p>	<p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have four storey buildings. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road and along De La Haye Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>

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		<p>We also do not need the extra crime in our safe area, which these high density houses will bring.</p>	<p>The proposed development is consistent with the Tygerberg District Plan which supports high-density mixed-use development (excluding industrial) in the Stikland Hospital site along Old Paarl Road and De La Haye. A range of housing typologies including more affordable housing along high accessibility streets such as De La Haye and Old Paarl Road is encouraged.</p> <p>Social Housing is not the same as Council Housing. The Social Housing Institution has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>

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<p><b>Willem Hoffmann</b> Via website</p>	<p><b>19-07-2024</b></p>	<p>My personal life including my families lives will be affected</p>	<p>Your comments and concerns on the proposed redevelopment of Stikland have been noted.</p> <p>This Environmental Impact Assessment (EIA) process is being directed by a set of guidelines (<b>See the draft BAR</b>).</p> <p>Landscape Framework (LF) was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (<b>Appendix G8</b>). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LFP include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>Two wetlands and a portion of botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>According to the Socio-Economic Impact Report (<b>Appendix G5</b>) this proposed development is expected to stimulate local economic activity by attracting businesses, creating jobs, and improving the overall quality of life for residents.</p> <p>Through its construction and operation, is envisaged to result in both positive and negative socio-economic impacts. The net positive socio-economic impacts</p>

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			<p>associated with the construction and operation of the proposed development outweigh its net negative socio-economic effects. The proposed development is also anticipated to have a positive impact on the local economy and employment creation, leading to the diversification of the economy and a reduction in the unemployment rate.</p> <p>The proposed development is considered acceptable with no major issues from a socio-economic perspective since the proposed development will make provision for affordable, Social Housing, as well as open market housing, supported by a school and community facilities.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
<p><b>Jeffrey Julies</b> <b>Via website</b></p>	<p><b>19-07-2024</b></p>	<p>As a homeowner in De La Haye, I am finding the Stikland proposal as stipulated in "Stikland South BID" disturbing for the following reasons:</p> <p>It is of a concern to see that "Provision is being made for affordable and Social Housing", as it is a known fact what the normal outcomes of such establishments bring to the environment.</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is</p>

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			<p>responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>
		<p>There is also the issue of a competent sewage system, which is already currently questionable, as well as the imminent additional load on traffic in the area.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>

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			<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p>
		<p>These concerns are all bound to negatively impact the values of our existing properties in De La Haye. The implementation of such a plan will negate every main reason for settling in this beautiful neighbourhood.</p>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development (See section E of the BAR).</p>
<p><b>Eugene Labuschagne Website</b></p>	<p><b>29-07-2024</b></p>	<p>/</p>	<p>You have been added as a registered Interested and Affected Party for the proposed development of Stikland South.</p>
<p><b>Aerton Smidt Via website</b></p>	<p><b>30-07-2024</b></p>	<p>You cannot build social housing in a seemingly upper class area, where rates and</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified</p>

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		<p>taxes is so high, yet you want to give lower rates to the project at hand.</p> <p>The City are already struggling to provide proper water services to the Groenvallei area, due to them not maintaining the water infrastructure. The same can be said about the road in the area, where potholes is a common thing. Before the city expands anything, i suggest they start following their slogan that state, the city works for you. The city is another failing government institution that is looking for ways to waste the tax payers money. DELIVER ON YOUR CURRENT SYSTEM FIRST. And dont change our area into a dumpyard. Why dont you build social development close to your residence and see if you would be happy?</p>	<p>living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>

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			<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>).</p> <p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kℓ/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kℓ/day. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>The development will need to incorporate comprehensive stormwater management systems to mitigate flood risks, improve water quality, and enhance groundwater recharge opportunities</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of</p>

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			the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.
<b>Chantel Bruwer</b> Via website	<b>30-07-2024</b>	I am interested in the housing and would like to know how and when one can apply.	The development will be undertaken by a combination of a Private Developer and Social Housing Institution (SHI) and these parties will advertise all the housing opportunities once they become available.
<b>Mariël Burger</b> Via email	<b>30-07-2024</b>	Please would you add me to your mailing list for information on this matter?	You have been added as a registered Interested and Affected Party for the proposed development of Stikland South.
<b>Nick van der Walt</b> Via Website	<b>30-07-2024</b>	What is the transport and traffic plan?	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> </ul>

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			<ul style="list-style-type: none"> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul> <p>The TIA was undertaken for the proposed development. The TIA determined that the development could generate approximately 2 673 vehicle trips per hour during the AM peak hour, and 3 688 vehicle trips per hour in the PM peak hour. The distributional direction of trips is expected to be balanced.</p>
<b>Hennie Lucas</b> Via website	<b>31-07-2024</b>	I AM STRONGLY APOSED TO THE DEVELOPMENT.	Your opposition to the proposed development has been noted.
<b>Lynne Davies</b> Via open house	<b>31-07-2024</b>	I don't agree with this, this will not benefit us. Instead fix what we have and consider building a school.	Your suggestions have been noted. <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> </ul>

Comment by	Date received	Comments/concerns/ Questions	Response
			<ul style="list-style-type: none"> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>
		<p>The land can be made neat for a park, or a shelter for dogs.</p>	<p>The following Green Belt and Recreational Spaces will be accommodated as indicated in the Landscape Framework (Appendix G8):</p> <ul style="list-style-type: none"> <li>• <b>Green Belt &amp; Cycle/Jogging Track:</b> Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>• <b>Recreational Spaces:</b> Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• <b>Sports Fields:</b> Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>• <b>Tree Planting:</b> Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• <b>Tree Management:</b> The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> </ul>

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			<ul style="list-style-type: none"> <li>• <b>Private Recreation Spaces:</b> Develop small gardens and relaxation areas within walk-up clusters.</li> <li>• <b>Adventure Park:</b> Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a management and service node with ablution facilities, event pavilion, and parking.</li> </ul>
		Unacceptable. 1. Traffic	<p>1. A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p>
		2. Crime	<p>2. According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> </ul>

Comment by	Date received	Comments/concerns/ Questions	Response
			<ul style="list-style-type: none"> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		3. Overlooking in our personal area.	3. The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.
Maureen Davies  Via open house	31-07-2024	<p>I object to this development.</p> <p>1. Crime will increase</p>	<p>Your opposition to the proposed development has been noted.</p> <p>1. According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>Furthermore, Social Housing is not the same as Council Housing. The Social Housing Institution has to operate the housing on a basis that ensures financial viability as the</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well- functioning of the area in any way.
		2. Traffic	2. A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.
		3. Disturbance of peace	3. Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.  Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).
		4. Privacy	4. The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.
		5. Effect of value of property value	5. With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
<p><b>Stephan Barron</b></p> <p><b>Via open house</b></p>	<p><b>31-07-2024</b></p>	<p>1. Congested traffic</p>	<p>Your opposition to the proposed development has been noted.</p> <p>1. A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>2. Drop in property value</p>	<p>2. With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p>
		<p>3. Crime and socio-economic problems associated with low cost housing</p>	<p>3. This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting</p>

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			<p>inclusivity and addressing historical imbalances in residential development.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		4. Pollution (air, land and water)	<p>4.The Environmental Management Programme provides migration measures for pollution on site associated with construction and operational phases (See appendix H).</p> <p>Air, water and general pollution associated impacts are not expected to be significant.</p>
		5. Taxi rank because of low cost housing.	<p>5.According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
<p><b>Martin R. Ogilive</b></p> <p><b>Via open house</b></p>	<p><b>31-07-2024</b></p>	<p>1. High story buildings overlooking grooenvallei housing invading privacy.</p>	<p>1.Your comment is noted. The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. High-story buildings will be removed from the sides of roads to ensure privacy of the neighbouring properties.</p> <p>The proposed development is consistent with the Tygerberg District Plan which supports high-density mixed-use development (excluding industrial) in the Stikland Hospital site along Old Paarl Road and De La Haye. A range of housing typologies, including more affordable housing along high accessibility streets such as De La Haye and Old Paarl Road is encouraged. See Section E of the BAR for more information.</p>
		<p>2. Old Paarl Rd cannot carry extra traffic as already congested.</p>	<p>2.A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>3. Multiple flats have already imparted negatively on the area.</p>	<p>3.With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>4. Development of multiple story buildings will impact on property values.</p>	<p>4.The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties</p>
<p><b>Simon Bartels</b> <b>Via open house</b></p>	<p><b>31-07-2024</b></p>	<p>I object strongly to high flat buildings which are proposed for the new development. The high flats will look over into properties in Heemstede where I live. No more privacy – noise levels – it is such a peaceful place to live now.</p>	<p>Your comment is noted. The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. High-story buildings will be removed from the sides of roads to ensure privacy of the neighbouring properties.</p> <p>The proposed development is consistent with the Tygerberg District Plan which supports high-density mixed-use development (excluding industrial) in the Stikland Hospital site along Old Paarl Road and De La Haye. A range of housing typologies including more affordable housing along high accessibility streets such as De La Haye and Old Paarl Road are encouraged. See Section E of the BAR for more information.</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>Old Paarl Road is already very congested traffic wise, with all the additional new residents, the traffic will be unbearable! Please re-think this project!</p>	<p>Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
<p><b>Louwdene Fourie</b> <b>Via open house</b></p>	<p><b>31-07-2024</b></p>	<p>8 to 10 story a bit to high</p> <p>Traffic too busy</p>	<p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. High-story buildings will be removed from the sides of roads to ensure privacy of the neighbouring properties.</p> <p>The proposed development is consistent with the Tygerberg District Plan which supports high-density mixed-use development (excluding industrial) in the Stikland Hospital site along Old Paarl Road and De La Haye. A range of housing typologies including more affordable housing along high accessibility streets such as De La Haye and Old Paarl Road is encouraged. See <b>Section E of the BAR</b> for more information on how the proposal aligns with planning policies.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			Avenue, which will substantially improve the connectivity of the local area and the traffic.
<b>J. Pienaar</b> <b>Via Open house</b>	<b>31-07-2024</b>	<p>Hierdie projek is nie goed vir ons area nie. Ons het reeds groot water probleme en storm water probleme. Ons skool is oorvol. Nog 1200+ voertuie by ou Paarl Pad wat reeds nie die voertuie kan weg kry van Brakenfell na Bellville toe nie. Blommendal se paaie reeds onder druk en nie gebou om verkeer te dra {illegible} dit op hierdie tyd gaan nie. Bou liewers n aftree oord Blommendal se kant en nog n skool en gewone town houses en huise.</p> <p><i>Translation:</i>  This project is not good to our area. We already have big water problems and storm water problems.</p> <p>Our school is overpopulated.</p> <p>An additional 1200 vehicles on Old Paarl Road that already cannot get vehicles away Brakenfell towards Bellville. Blommendals roads are already under pressure and was not built to accommodate traffic that at this time will not.</p>	<p>Your comment is noted.</p> <p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The development will need to incorporate comprehensive stormwater management systems to mitigate flood risks, improve water quality, and enhance groundwater recharge opportunities</p> <p>Provision has been made for a school on site.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>Rather build a retirement ward opposite Blommendals side and another school and regular town houses and houses.</p>	<p>Your suggestions have been noted.</p> <p>The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p><b>Please see section E draft Basic Assessment Report and Appendix K for additional information.</b></p>
<p><b>Vicki Prezens Via Open house</b></p>	<p><b>31-07-2024</b></p>	<p>I strongly object against this development.</p> <p>Not only will the road come out right across from our property, what about the tranquillity of the area that will be gone. The animals, the trees will all be gone.</p>	<p>Your opposition to the proposed development has been noted.</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (<b>Appendix H</b>).</p> <p>The revision of the development framework includes a portion of Medium-to-High sensitivity vegetation retained as an open space within the development framework, while approximately 0.40 ha of Medium-High sensitivity vegetation is anticipated to be developed as roads. The rest of the botanically sensitive spaces are retained within the proposed new Stikland Hospital boundary</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland; however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces. These changes have been incorporated into the proposed Development Framework.</p> <p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>What about traffic, it is already hectic, how will it be after this development.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>The value of properties will drop.</p>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p>
		<p>what about the effect this will have on Bellville High School as well.</p>	<p>Provision has been made for a school on site.</p>
		<p>We stay here because of the quietness of the area – it will then all be gone. The units will look right onto our properties. Our privacy will be gone.</p>	<p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
<p><b>Magda Louw</b> <b>Via open house</b></p>	<p><b>31-07-2024</b></p>	<p>To much traffic</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the</p>

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			<p>implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>Flats of 8 to 10 to high</p>	<p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
<p><b>Anonymous</b> <b>via open house</b></p>	<p><b>31-07-2024</b></p>	<p>Very bad idea  Traffic is hectic 8000 people added to the area disastrous Bad Idea</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
<p><b>Phillip le Roux</b> <b>Via open house</b></p>	<p><b>31-07-2024</b></p>	<p>Waar is die beloofde met 3 verdiepings, wat van die Riool stelsel- verkeer is klaar te veel en hoe gaan dit dan lyk- wat gaan die waarde wees van die eiendome wat gebou word.</p> <p><i>Translation:</i> Where are the three-story buildings going to be built.</p> <p>What about the sewage system –</p>	<p>Your comment is noted.</p> <p>Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, and commercial spaces supported by a school and community facilities. The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</p> <p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kℓ/day. Sustainable wastewater practices, such as greywater</p>

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			recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.
		traffic is already too much and how is it going to look –	A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.
		what will the worth of the properties that are going to be built be?	<p>The intention of Social Housing development has always been that of balancing the provision of affordable housing options to qualifying households currently residing in the area (particularly those who have been outpriced of the property market owing to the effects of gentrification) with the spatial transformation agenda to give access to other households who ordinarily would not be able to live in the area due to their socio-economic circumstances or historical spatial planning patterns. Social Housing is currently made available to those households earning between R1,850 and R22,000 household income and rental is paid on a sliding scale according to income. The Government provides a capital subsidy of ±R426,000.</p> <p>Approximately 25% of the housing units in Stikland South will be for Social Housing.</p> <p>The next category of housing is that of affordable housing for First Time Home buyers earning between R3,501 and R22,000 household income who can receive a subsidy based on their income from First Home Finance. This will assist them to purchase a home. The value of these</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>apartments will range from about R750,000 to R1,250,000. Approximately 15% of the units will be targeted for FHF.</p> <p>The Open Market apartments, comprising 60% of the development, will range in value from ±R950,000 to R2,500,000.</p>
<p><b>Keegan Lakay and Sherwin Solomons</b> Via open house</p>	<p><b>31-07-2024</b></p>	<p>I am opposed to development of this space and formally object to further development.</p> <p>The impact on traffic flow, public nuisance and deteriorating of the in the infrastructure is problematic.</p>	<p>Your opposition to the proposed development has been noted.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>Commercial and mixed-use property spaces is strongly opposed.</p>	<p>The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>The De La Haye community is already inundated with crime / violence and drug / substance abuse and the low cost housing development will further exasperate / negatively affect the community. I object to this development.</p>	<p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing. <b>Please see Section E draft Basic Assessment Report and Appendix K for additional information.</b></p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not</li> </ul>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>permitted (for example prostitution, trespassing, drunken behaviour)</p> <ul style="list-style-type: none"> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
<b>Chantel Bruwer Via open house</b>	<b>31-07-2024</b>	I would like to know regarding the housing opportunity and how and when I can apply. PLEASE SEND ME INFORMATION REGARDING IT (LINK).	The development will be undertaken by a combination of a Private Developer and Social Housing Institution (SHI) and these parties will advertise all the housing opportunities once they become available.
<b>Tracy Gillman Via open house</b>	<b>31-07-2024</b>	<p>I am not happy. I feel this will bring property prices down.</p> <p>Be a traffic nightmare. I do not support this at all and will do all I can to stop this.</p> <p>I feel these high flats 8-10 story is crazy it will take our privacy away. Not happy at all.</p>	<p>The Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have maximum four-storey</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			buildings. These buildings will be on the northern and eastern boundaries of Stikland South. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.
Thea van Wyk Via Open house	31-07-2024	I object to this development for the following reasons: 1. Traffic is already a problem	1.A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.
		2. Crime will rise	2.According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include: <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p>
		<p>3. Disturbance of the wildlife</p>	<p>3.The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p> <p>To reduce the impact of urban development on the wetland systems all wetlands were identified and delineated by a hydrogeologist (GEOSS). Additionally, a detailed freshwater ecological assessment was undertaken by a freshwater specialist (<b>Appendix G2</b>) which noted presence of five natural wetlands while the additional two areas exhibiting wetland characteristics identified by GEOSS were found to be of artificial origins.</p>
		<p>4. Natural wetlands will be affected</p>	<p>4.The Freshwater specialist report initially considered loss of low ecologically important wetlands however, due to botanical informants, the design changed. All wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework (<b>Appendix B1</b>).</p>

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			<p>In summary, please refer to the Freshwater specialist report (<b>Appendix G2</b>) and EMPr (<b>Appendix H</b>) for additional information regarding the wetlands on site.</p>
		<p>5. Pollution in the area will rise</p>	<p>5. Air, water and general pollution associated impacts are not expected to be significant.</p> <p>The Environmental Management Programme provides migration measures for pollution on site associated with construction and operational phases (See <b>Appendix H</b>).</p>
		<p>6. No more privacy</p>	<p>6. Comment is noted. The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p> <p>The proposed development is consistent with the Tygerberg District Plan which supports high-density mixed-use development (excluding industrial) in the Stikland Hospital site along Old Paarl Road and De La Haye. A range of housing typologies including more affordable housing along high accessibility streets such as De La Haye and Old Paarl Road are encouraged.</p>
		<p>7. Noise pollution will increase</p>	<p>7. Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (<b>Appendix H</b>).</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		8. Property value will decrease.	<p>8. With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development. <b>See Section E of the BAR.</b></p>
<b>Andries van Zyl Via Open house</b>	<b>31-07-2024</b>	<p>Die kommersiële ontwikkeling oorkant Harrod sal afbreuk he aan eiendomme. Ek bly op hoek van Old Paarl &amp; Harrod. Geen privaatheid sal oorbly. Risiko vir inbrake en onveiligheid. Verkeer is reeds oorvol na skole. Ons huidige inwoners sal erg daar onder ly. Riolerings is reeds 'n groot probleem. Pype bars aanhoudend. Nuwe ontwikkeling geskik vir kantore maar beslis nie woonstelle. Ons gaan 'n petisie optrek. Please consider removing the commercial block in Old Paarl next to wetland.</p> <p><i>Translation:</i></p> <p>1. The commercial development opposite Harrod will diminish the worth of the properties.</p>	<p>This comment is noted.</p> <p>1. With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development. <b>See Section E of the BAR.</b></p>
		<p>2. I live on the corner of Old Paarl &amp; Harrod. No privacy will remain.</p>	<p>2.Comment is noted. The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p> <p>The proposed development is consistent with the Tygerberg District Plan which supports high-density mixed-use development (excluding industrial) in the Stikland Hospital site along Old Paarl Road and De La Haye. A range of housing typologies including more affordable housing along high accessibility streets such as De La Haye and Old Paarl Road are encouraged.</p>
		<p>3. Risk of break ins and unsafety.</p>	<p>3.According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> </ul>

Comment by	Date received	Comments/concerns/ Questions	Response
			<ul style="list-style-type: none"> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p>

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			<p>Social Housing is not the same as Council Housing. SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>
		<p>4. Traffic is already full towards schools.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>5. Our current residents will suffer greatly. Sewerage is already a big problem. Pipe bursts happen continuously. New development is suitable for offices but definitely not for apartments. We are going to draw up a petition. Please consider removing the commercial block in Old Paarl next to the wetland.</p>	<p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kℓ/day. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
<b>Naomi Van Riel</b> <b>Via Open house</b>	<b>31/07/2024</b>	<p>Our comment on your proposed development:</p> <ul style="list-style-type: none"> <li>•We will not allow an invasion of our privacy with dwellings of 2 or more storeys behind our perimeter wall. 20m green space will also not do the thing. As indicated in your brochure.</li> <li>•Not only will this invade our privacy but also steal our sun.</li> </ul>	<p>Comment is noted. The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p> <p>The proposed development is consistent with the Tygerberg District Plan which supports high-density mixed-use development (excluding industrial) in the Stikland Hospital site along Old Paarl Road and De La Haye. A range of housing typologies including more affordable housing along high accessibility streets such as De La Haye and Old Paarl Road are encouraged.</p>
		<ul style="list-style-type: none"> <li>•We as a neighborhood already struggle twice a month or more with water supply and pressure. This will leave us with a bigger problem.</li> </ul>	<p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kℓ/day. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kℓ/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood risks, improve water quality, and enhance groundwater</p>

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			<p>recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to Bulk Services Report in <b>Appendix G6</b>.</p>
		<ul style="list-style-type: none"> <li>•The valuation of our property will be in danger. These developments will look like a typical Parklands and Buh-rein problem.</li> </ul>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development. <b>See Section E of the BAR for more information.</b></p>
		<ul style="list-style-type: none"> <li>•Traffic is a nightmare as it is. Bringing more vehicles to the area will enhance the problem even more. A double road is not the answer as the road is already double in some areas.</li> </ul>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<ul style="list-style-type: none"> <li>•Our bird life and squirrels will also be in danger as well as trees.</li> </ul>	<p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report (<b>Appendix G2</b>) initially considered loss of low ecologically important wetland</p>

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			<p>however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework.</p> <p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p>
		<p>Some people have lived in properties on the Stikland grounds for as much as +- 50 years. Where will these people go?</p>	<p>Erf6300 includes both Stikland North and Stikland South. Stikland North does not require Environmental Authorisation and is not applicable to this application.</p> <p>The Western Cape Government will engage with the residents of Stikland North in the future, when Stikland North is planned for development.</p> <p>Your suggestions have been noted.</p>
		<p>Why not spend your time on something more valuable and productive which can make a difference?</p> <p>Furious Property Owner - Blommendal Naomi van Riel</p>	<p>The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p>

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			<ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p><b>Please see section E draft Basic Assessment Report and Appendix K for additional information.</b></p>

Comment by	Date received	Comments/concerns/ Questions	Response
<p><b>Dominique Murray-Marais</b> Via email</p>	<p><b>01-08-2024</b></p>	<p>Good day</p> <p>Last night we attended the information session regarding the proposed development on the Stikland ground. It saddens me that we were basically told (reading between the lines) that although we can object this project will be going ahead which is a huge concern for me.</p> <p>1.We already have severe water problems in our area with constant pipes bursting,ect</p>	<p>Your comments and concerns on the proposed redevelopment of Stikland have been noted.</p> <p>1.The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood risks, improve water quality, and enhance groundwater recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to the Bulk Services Report in <b>Appendix G6</b>.</p>
		<p>2.Don't get me started on the lack of schools (especially High schools).</p>	<p>2.Provision has been made for a school and community facilities on site.</p>
		<p>3.A low cost housing development is going to impact our house prices &amp; yes we are already suffering financially as South Africa's economy has gone to the birds. We work to survive &amp; unfortunately our tax money goes everywhere &amp; never benefits the hard working person in this country.</p>	<p>3.With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>4. Have you for 1 moment thought of the impact this will have on the people that've been living in this area for many years? No, to you this is a job &amp; you get your salary every month so it's of no concern to you.</p>	<p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>Your comments and concerns on the proposed redevelopment of Stikland have been noted. This Environmental Impact Assessment (EIA) process is being directed by a set of guidelines.</p> <p>A Landscape Framework (LF) was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (<b>Appendix G8</b>). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>Two wetlands and a portion of botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>According to the Socio-Economic Impact Report (<b>Appendix G5</b>) this proposed development is expected to stimulate local economic activity by attracting businesses, creating jobs, and improving the overall quality of life for residents.</p>

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			<p>Through its construction and operation, is envisaged to result in both positive and negative socio-economic impacts. The net positive socio-economic impacts associated with the construction and operation of the proposed development outweigh its net negative socio-economic effects. The proposed development is also anticipated to have a positive impact on the local economy and employment creation, leading to the diversification of the economy and a reduction in the unemployment rate.</p> <p>The proposed development is considered acceptable with no major issues from a socio-economic perspective since the proposed development will make provision for affordable, Social Housing, as well as open market housing, supported by a school and community facilities.</p>
		5.The property value is going to drop	<p>5.With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>6.The unwanted elements entering our neighbourhood Crime</p>	<p>rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>6.According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public</p>

Comment by	Date received	Comments/concerns/ Questions	Response
			<p>investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>
		7.Road infrastructure	7.A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.
		8.Pollution	<p>8.Air, water and general pollution associated impacts are not expected to be significant.</p> <p>The Environmental Management Programme (<b>Appendix H</b>) provides migration measures for pollution on site associated with construction and operational phases.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>9.The visual appeal in general &amp; keeping a dam &amp; some trees ain't going to cut it. I can carry on but as I'm typing this email &amp; already know that it's not even being read properly or been taken to heart.</p>	<p>The Landscape Framework proposes measures to manage development impacts, such as enhancing biodiversity through planting with indigenous species, maintaining a green connection and removing alien invasive species on site. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible.</p> <p>The retention of these environmentally sensitive areas will preserve the aesthetic views of the site.</p>
<p><b>Pierre van den berg</b> <b>Via open house</b></p>	<p><b>01-08-24</b></p>	<p>1.Surely a huge, huge concern by many people will be the effect on our neighboring property values. If negatively affected, which seems quite logical, then who will be responsible for home owners losing money?!</p> <p>2.Another huge concern is increased traffic – already hectic in Old Paarl Road. The proposed entrance is already a traffic jam, maybe having the entrance at the road with the petrol station, would have been a better idea.</p>	<p>1.With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>2.A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout</p>

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			<p>Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>3.Increased density of people, cars, traffic is for sure to cause many more pressure problems as can be foreseen by now.</p>	<p>3.The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the <b>draft BAR Sections H and I</b>.</p> <p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022).</p>
		<p>4.Is there sufficient water pressure for adding so much more development and permanent people? Sewage capabilities?</p>	<p>4.The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kℓ/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood</p>

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		<p>5.Increased crime is a given and the already total insufficient low enforcement will just become further chaos for people trying to live a peaceful life.</p>	<p>risks, improve water quality, and enhance groundwater recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to the Bulk Services Report in <b>Appendix G6</b>.</p> <p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kℓ/day. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>5.According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and -</p>

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			<p>moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>

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<p><b>Alida Geerts via email</b></p>	<p><b>01-08-24</b></p>	<p>Mense wat siek is, veral mentaal, het rus nodig. As jy patient besoek daar, kom jy agter hulle kalmeer in die rus van die natuur.</p> <p>Boonop is daar geem paaië wat al die voertuie van die beoogde inwoners kan draai.</p> <p>In short: Chaos! Please think again.</p> <p><b>Translation:</b></p> <p>1. People that are sick, especially those that have mental disabilities need rest. If you are a visiting patient, you will find out that they calm down in the rest of nature.</p>	<p>Your comment is noted.</p> <p>1. The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a "villa system" with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must</p>

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		<p>2.Plus, there is no roads which can carry all the vehicles of the intended inhabitants.</p>	<p>be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme <b>(Appendix H)</b>.</p> <p>2.A Transport Impact Assessment was conducted by HHO Consulting Engineers <b>(Appendix G4)</b>. It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
<p><b>Fanie Kleinhuis</b> <b>Via email</b></p>	<p><b>01-08-2024</b></p>	<p>Good morning</p> <p>I can't recall what Allaison said last night how many families will live at the above development at the end of the day. 4000 to 6000?</p> <p>Your reply will be appreciated.</p> <p>Kind regards</p>	<p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The proposed development framework includes 2682 residential units. The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the <b>draft BAR Sections H and I</b>.</p> <p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg</p>

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			<p>Integrated District Spatial Development and Environmental Management Framework (2022), as discussed in <b>Section E of the draft BAR.</b></p> <p>The district plan supports the High-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p>
<p><b>Maralise Grange</b> Via email</p>	<p><b>La</b> <b>02-08-24</b></p>	<p>Good day</p> <p>How will this development that is taking place going to effect the residents living on the premises?</p> <p>As no information was given to us and there is house's on this piece of land that is being occupied.</p> <p>Me and my family have been staying here for 30 years.</p> <p>Any feedback will be much appreciated</p> <p>Kind regards Carin La Grange</p>	<p>Erf6300 includes both Stikland North and Stikland South. Stikland North does not require Environmental Authorisation and is not applicable to this application. The Western Cape Government will engage with the residents of Stikland North in the future, when Stikland North is planned for development.</p>
<p><b>Carin La Grange</b> Via website</p>	<p><b>02-08-24</b></p>	<p>/</p>	<p>You have been added as a registered Interested and Affected Party for the proposed development of Stikland South.</p>
<p><b>Desmond Prezents</b> Via email</p>	<p><b>05-08-24</b></p>	<p>Good morning,</p>	<p>1.Noise generation during the construction phase including maintenance equipment utilised and general construction</p>

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		<p>Here are my comments regarding the Stikland South Development.</p> <p>Firstly, I am all for development, growing and going forward, but I have an issue with social housing being built on the Stikland grounds.</p> <p>Here is why,</p> <p>1.We bought the property in 2003 and the reason we bought in Oak Glen were the peace and quietness and because of all the trees in the area. To this day we count ourselves lucky to be able to have a peaceful coffee over the weekend mornings. Enjoying the sounds of all the birds in the area. That will be gone.</p> <p>2.Safety, over the years we had our fare share of safety issues. With social housing, which is for the lower income bracket, a lot of these people are unemployed, I cannot think this will help with safety.</p>	<p>activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (<b>Appendix H</b>).</p> <p>2.According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>

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			<p>An accredited Social Housing Institute (SHI) will be appointed for the development and management of the social housing portion of the proposed development. SHIs are required to report on a quarterly basis for the management of the stock and tenancies and their performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. Potential tenants are screened by the SHI and receive training in the tenant landlord relationship and their rights and responsibilities. All tenants are required to sign legally binding tenancy agreements that include conditions about permitted activities and behaviour. The SHI's right to apply for eviction on legitimate legal grounds is not restricted nor controlled either by the SHRA or the municipality. A SHI landlord must exercise strong control of the overall management of both the physical assets as well as tenancies if the project is to be sustainable in the longer term and is continuously monitored on this by the SHRA. In addition, many SHIs run community development programmes that service tenants and surrounding neighbourhoods. Not only do these help to contribute to a positive environment for tenants, but also result in a strong SHI contribution to surrounding community activities including resident' association and local police forums.</p> <p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>
		3.Safety, we are planning to build these projects near many primary and high schools.	3.The intent of the social housing programme is to provide well located medium to high density, well managed formal

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		<p>With a lot off the people not working and all the taxis in the area, what about all the children walking to and from the schools.</p>	<p>rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who</p>

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			do not pay rent or who disrupt the well-functioning of the area in any way.
		4. Traffic, when last did you have the privilege to sit in peak traffic around this area? Adding 6000 – 8000 people to this picture will not help. The salesman we met on the open day told us that the people there will not be able to afford cars. That means more taxis. that will increase the traffic issues and also the safety issues. One of the exits of these parks are planned to be right across from our driveway. What will be truly nice!!	4.A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.
		5.And with low cost housing in the area, surely the property value in the area will also be effected negatively. Again, the clever saleman which made the statement about the cars and taxis, told us that if we do not like it, we must simply sell our property. He's stink attitude and clever remarks is not the way to try and win our hearts. It only let's me think, how much planning was involved in the planning of this project and is it about the people, or money??	<p>5. With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p>

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		<p>7.Talk about planning, with this project you are planning to negatively impact the lives of many people living in the area for how many years, for the benefit of a few. Taking this into account, I will end of my comments with my opening statement, I am all for development, growing and going forward. Are this planned project really going to take the Stikland area forward??</p> <p>Best regards</p> <p>Desmond Prezens</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>Your comments and concerns on the proposed redevelopment of Stikland have been noted.</p> <p>This Environmental Impact Assessment (EIA) process is being directed by a set of guidelines.</p> <p>A Landscape Framework (LF) was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (Appendix G8). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible.</p> <p>Two wetlands and a portion of botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>According to the Socio-Economic Impact Report (<b>Appendix G5</b>) this proposed development is expected to stimulate local economic activity by attracting businesses,</p>

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			<p>creating jobs, and improving the overall quality of life for residents.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
<p><b>Amoré Louise Lourens</b> <b>Via website</b></p>	<p><b>05-08-2024</b></p>	<p>I am 100 % opposed to the proposed development on the vacant Stikland land.</p> <p>Other than the environmental issues this poses, the social issues are much greater.</p>	<p>Your opposition to the proposed development is noted.</p> <p>According to the Socio-Economic Impact Report (<b>Appendix G5</b>) this proposed development is expected to stimulate local economic activity by attracting businesses, creating jobs, and improving the overall quality of life for residents.</p> <p>Through its construction and operation, is envisaged to result in both positive and negative socio-economic impacts. The net positive socio-economic impacts associated with the construction and operation of the proposed development outweigh its net negative socio-economic effects. The proposed development is also anticipated to have a positive impact on the local economy and employment creation, leading to the diversification of the economy and a reduction in the unemployment rate.</p> <p>The proposed development is considered acceptable with no major issues from a socio-economic perspective since the proposed development will make provision for affordable, Social Housing, as well as open market housing, supported by a school and community facilities.</p>

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		<p>Not even to mention the expected increase in crime. This statement is made by taking into account that Voortrekker Rd. would be connected through the area into Old Paarl road. The current state of affairs in the area is greatly neglected by the Western Cape Government. Roads are falling apart, crime is increasing, illegal building, illegal dumping the list goes on, and nothing is done on the governments behalf to combat these issues. The residents of Groenvallei are doing their own NHW work, cleaning and clearing illegal dumping on their own account without any assistance from the government. As a Groenvallei resident for 33 years, since birth, I will reiterate that NO development to better the Groenvallei area has been done that was implemented by Government or the Municipality. How can any other development get preference? How do you want to maintain the development in 5 years if you can not even maintain the current neighboring areas or roads. I am working very hard to be able to afford my bond on my house. I have also done upgrades and maintenance to my property that cost money.</p>	<p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and</p>

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			<p>resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>If this development is approved then the value of my house will drop. And who will pay this difference if I decide to sell one day? 100 % of the time property value decreases when social housing and low-cost housing is on the</p>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p>

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		<p>cards. We have many, countless in fact, infrastructure issues in Groenvallei that are not attended to by the Government or Municipality due to so-called financial and budget issues. Emergency services are already thinly spread in the area and SAPS take very long to respond or sometimes don't respond at all due to the under staffed facility at Bellville. How do you intend to respond to break-ins and violent behaviour in the proposed development if there is no response in the neighboring areas?</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>Groenvallei experiences burst water pipes WEEKLY, how do you intend to care for the new development, if the neighboring area is facing infrastructure deterioration due to no maintenance?</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendix G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off.</p> <p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green open spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>I am also apposed to this development due to the air and noise pollution that the commercial properties of this development will cause. Trucks will frequent the area often, which will damage roads to and from.</p> <p>Air brakes also add to the noise pollution. There is also no work available in the area. How do you plan on giving these people houses but no jobs are available? I reiterate, that I am a 100 % opposed to this development and trust that my objection against the development will be taken into consideration.</p>	<p>Air, water and general pollution associated impacts are not expected to be significant.</p> <p>The Environmental Management Programme provides migration measures for pollution on site associated with construction and operational phases (See <b>Appendix H</b>).</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (<b>Appendix H</b>).</p>
<p><b>Wietsche Labuschagne</b> Via email</p>	<p><b>05/08/2024</b></p>	<p>PROPOSED DEVELOPMENT OF STIKLAND SOUTH HOSPITAL SITE ON ERF 6300</p> <p>I am a homeowner in Groenvallei. Currently you are proposing, medium density (+/- 800people), social or affordable housing (Communicare) next to our area. During your open house, I was advised that this will not be low-cost housing however, if you look at the definition of social housing or affordable housing, as you want to sell it:</p> <p>the primary difference between social and affordable housing lies in their respective target populations: social housing (provided by government) focuses on those most in need while affordable housing (provided by private developers) provides more moderate</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>assistance for low-income families who may not qualify for traditional social programs but still struggle to make ends meet. To qualify for Communicare a tenant (or household) must generally earn from R1850. No matter what you call it on your brochures, your development is defined as low-cost housing</p> <p>The above raises a lot of red flags. There are issues with anti-social behaviour in Social housing areas and you want to add to it with overcrowding, noisy neighbours with your 800+ People. Not even to speak about the pests, that would naturally occur with so many people's refuse. Our community is struggling with our own issues such as theft and problems with homeless people next to our railway line, scratching in our bins and messing in the streets. Thieves are jumping over our boundary wall, from Groenvallei mental hospital, (which is currently enclosed with high sturdy fences), into our area to come and steal and you are planning on opening that fenced area with six or more entrances which will now just give them "free" access to jump our wall and commit whatever crimes they wish. How do you plan to keep us safe?</p>	<p>standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> </ul>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>Further, we have a huge problem with traffic, where trucks use our "Main Road", Midmar road, as a shortcut to La Belle Road. This is causing so much strain on our road, where potholes and recently even sinkholes are a permanent problem. Your proposed development will increase traffic in our area for people who will use Midmar as a shortcut to our petrol station and to our shop.</p>	<ul style="list-style-type: none"> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul>

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			See Section B of the Draft Basic Assessment Report for more information.
		Problems with our water supply especially during winter is a nightmare. Our pipes are constantly breaking due to old pipes, corrosion and tree roots that grows though the pipes.	The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kℓ/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT. More information is available in <b>Appendix G6</b> .
		I believe your 4-10 story buildings will put further pressure on our area's water flow and water pipes in the sense that the water run-down from the newly built streets will filter to our side and cause even more problems that we currently have. Privacy is a big issue – Your 4-10 story buildings are being built right next to our boundary wall, which means your tenants have full view into our yards, where we sunbath and play with our children and our general area. We will have no privacy anymore.	The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.
		<p>We specifically bought our house in our area, because it does not have the hustle and bustle of the city. We are nearing retirement, and this is our investment for our old age but with your social housing proposal/plans, I will not get my investment back and my property value will fall.</p> <p>In General, social, affordable or low-income housing have mixed results on neighbourhood property values. Our area is already on the “poorer scale” with having a</p>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>railway line etc. and with social housing might just become a run-down area.</p>	<p>inclusivity and addressing historical imbalances in residential development.</p> <p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>
		<p>We will appreciate it if you can take our concerns into consideration. Your truly, Vicky and Eugene Labuschagne</p>	<p>Your comments have been noted.</p>
<p><b>Marilize</b> <b>Via Whatsapp</b></p>	<p><b>01-08-2024</b> <b>to</b> <b>02-08-2024</b></p>	<p>House no 9 stikland gronde Wagener</p> <p>Sal graag meer wil weet van die development wat hier op die gronde gan plaas vind?</p> <p>En wat moet ons doen wat in die huise bly?</p> <p>Wat se kommentaar moet ek lewer?</p> <p>Ons wil net weet Wanneer moet ons uit die huis uit? Waar moet ons gan bly?</p> <p>Daar staan nerens op die webwerf wat die 2 vrae antwoord nie</p> <p><i>Translation:</i></p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul>

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		<p>Would love to know/ find out more about the development that will take place on these grounds?</p> <p>And what must we do in the houses we live in?</p> <p>What comments should I make?</p> <p>We just want to know. When do we have to get out of the house? Where should we stay?</p>	<p>Three new accesses to the site will be provided along Old Paarl Road opposite existing intersections, i.e., opposite Stikland North (i.e., on the Remainder of Erf 6300, north of Old Paarl Road), St. Harrod Drive and Meerlust Street. The two new intersections opposite St. Harrod Drive and Meerlust Street will need to be signalised, indicating access into the site along its northern boundary. An additional three access points will be provided to the site along its western boundary, i.e., along De la Haye Avenue. Again, access to the site will be established at or opposite existing intersections – with new access points created opposite Frans Hals Street and Wenning Park. The existing access to the Western Cape College of Nursing ('Nursing College') will be retained. Whereas the existing access to the Stikland Hospital will be closed and relocated to the shared access opposite Frans Hal Street.</p> <p>Stikland North is being proposed for developed but does not require Environmental Authorisation (environmental approval). Therefore, the Stikland North development is being managed separately, in terms of the land use application process.</p> <p>Details pertaining to Stikland North will not be included in this BAR.</p>
<p><b>Sharon Swiegers</b> <i>Via website</i></p>	<p><b>06-08-2024</b></p>	<p>As a owner of property In Groenvallei I have some concerns as to the proposed development on Stikland Grounds ERF 6300 . Concerns listed as follows:</p> <p>1. The scale of the 8 to 10 Tower Blocks to be erected are completely out of line with the existing developments of which approximately 90% single dwelling houses and</p>	<p>1.The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>approximately 10% double storey dwellings in the domestic surrounding areas.</p>	
		<p>2. Is the traffic circle currently shown behind the vibracrete wall which is in line with by Midmar road at some stage going to be opened for traffic as this will cause excessive foot and vehicle and taxi access to the area and subsequently have a concern over safety and increased crime levels. The possibility of taxis then using the fields as waiting and parking areas.</p>	<p>2. Three new accesses to the site will be provided along Old Paarl Road opposite existing intersections, i.e., opposite Stikland North (i.e., on the Remainder of Erf 6300, north of Old Paarl Road), St. Harrod Drive and Meerlust Street. The two new intersections opposite St. Harrod Drive and Meerlust Street will need to be signalised, indicating access into the site along its northern boundary. An additional three access points will be provided to the site along its western boundary, i.e., along De la Haye Avenue. Again, access to the site will be established at or opposite existing intersections – with new access points created opposite Frans Hals Street and Wenning Park. The existing access to the Western Cape College of Nursing ('Nursing College') will be retained. Whereas the existing access to the Stikland Hospital will be closed and relocated to the shared access opposite Frans Hal Street. Please see <b>Section B of the draft BAR</b> for more information.</p>
		<p>3. What is the allowable amount of people per/ ha that may live on this size of land according to regulations? The given amount of 12 000 is radically going to increase noise and disturbance levels to the surrounding areas, which have a prejudicial right to a peaceful secure safe and clean environment.</p>	<p>3. This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>4 and 5. Is there going to be a body corporate controlling the upkeep and maintenance of the buildings and properties to keep it looking neat and maintained.</p>	<p>4 and 5. The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green open spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>


Comment by	Date received	Comments/concerns/ Questions	Response
		6. Will there be controlled access to the urban park.	6.The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. Two wetlands and a portion of botanical open space will be accommodated within the development framework. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy. The Eucalytus forest is intended to be leased to a private entity to operate recreational activities such as zipline, tree-climbing, off-road cycle track, etc. This will be accessible on payment of an access fee.
		7. What percentage of the units will be sold to private buyers and what percentage will be goverment rentals?	7.The percentage of units that will be privately sold is not currently known. Further information will be provided in during the process. However, the proposed development framework includes 2682 residential units. It also proposes the development of a school, as well as other social services (clinic, open spaces, and access to commercial opportunities).
		8. How will rules be set in place and implemented on these premises regarding safety security and excessive noise to the existing surrounding areas.	8.Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.  Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).
		8. What impact is this development going to have on surrounding residents Rates and Taxes? The biggest concern is thus the amount of traffic and people that are going to come into the area and the very high	8.A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the


Comment by	Date received	Comments/concerns/ Questions	Response
		buildings that will be erected. I think that 2 and or 4 Storey units would be nicer looking and make the whole park look very nice. I trust these concerns will be addressed.	City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.
<b>Ann Daphne Chorley</b> <b>Via website</b>	<b>06-08-2024</b>	My concerns are as follows: 1.How is the municipality going to maintain the roads and parks if they are unable to maintain the parks in Groenvallei.	The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green open spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.
		2.How is it going to affect the rates and taxes in the surrounding areas?	2. We are still in the initial phase of the proposed development process. More specific information will become available through this process.
		3.There is already traffic congestion in the area. How will this development affect the traffic in future.? The main concern is the traffic flow through Midmar Street.	3.A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.

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			<p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul> <p><b>(See Section B of the Draft Basic Assessment Report for more information).</b></p>
		<p>4. There will be an invasion of privacy and security, due to the height of the buildings proposed.</p>	<p>4. The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
		<p>Is the proposed development going to have access control or be a gated community.</p> <p>Kind regards, A.D. Chorley (Mrs.)</p>	<p>The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. Two wetlands and a portion of botanical open space will be accommodated within the development framework. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy. The Eucalytus forest is intended to be leased to a private entity to operate recreational activities such as zipline, tree-climbing, off-road cycle track, etc. This will be accessible on payment of an access fee.</p>

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<p><b>Peirre Rossouw</b> Via email</p>	<p><b>08-08-2024</b></p>	<p>Beste Ontwikkelaars</p> <p>Hiermee teken ek beswaar aan teen die beoogde ontwikkeling te Stikland gronde grensende aand die Ou Paarlweg op grond van die volgende feite:</p> <ul style="list-style-type: none"> <li>• Alvorens daar enige ontwikkeling kan plaasvind moet die volgende eers geskied:</li> <li>• Opgradering en verbreeding van Ou Paarlweg</li> <li>• Opgradering van water, riool en stormwater</li> <li>• 'n Impakstudie oor die verkeer in Ou Paarlweg asook Harrod en Meerluststraate</li> </ul> <p>Vriendelike groete</p> <p><i>Translation:</i></p> <p>Best Developers</p> <p>I hereby object to the proposed development at Stikland grounds bordering the Old Paarl Road on the following facts:</p> <ul style="list-style-type: none"> <li>• Before any development can take place, the following must first take place:</li> <li>• Upgrading and widening of Old Paarl Road</li> </ul>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De La Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> </ul> <p>A new access point with the St Harrod Drive north of the site (P1C).</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<ul style="list-style-type: none"> <li>• Upgrading of water, sewer and storm water</li> <li>• An impact study on traffic in Old Paarl Road as well as Harrod and Meerlust Streets</li> </ul> <p>Best regards</p>	<p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kℓ/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood risks, improve water quality, and enhance groundwater recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to the Bulk Services Report in <b>Appendix G6</b>.</p> <p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kℓ/day. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>
<p><b>Fanie Kleinhans</b> Via email</p>	<p><b>12-08-2024</b></p>	<p>Good day</p> <ol style="list-style-type: none"> <li>1) On the attach map it shows the site boundary, which is known as Stikland South. What about Stikland North as per the second attachment?</li> <li>2) On the second draft attach, the colour key to Stikland North is not very clear. There are 2 types of development according to the</li> </ol>	<p>Stikland North is being proposed for developed but does not require Environmental Authorisation (environmental approval). Therefore, the Stikland North development is being managed separately, in terms of the land use application process.</p> <p>Erf6300 includes both Stikland North and Stikland South. Stikland North does not require Environmental Authorisation and is not therefore, is not applicable to this application.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>colour coding. What type of developments are proposed?</p> <p>Attachments</p> <p>Attachment 1</p>  <p>Attachment 2</p>	

Comment by	Date received	Comments/concerns/ Questions	Response
		 <p>STIKLAND NORTH &amp; SOUTH DRAFT DEV. FWK.</p> <p>NOT          Residential High Density          Residential Medium Density          Residential Low Density          Commercial          Industrial          Public          Open Space          Water          Stormwater          Sewerage          Road          Parking          Other</p>	
<p><b>Keegan Lakay Via Website</b></p>	<p><b>12-08-24</b></p>	<p>Objection to the Draft Contextual Framework for Stikland South: Draft 1 (26 October 2023)            Re: Development of Stikland Hospital Grounds I am writing to formally object to several aspects of the proposed development outlined in the "Contextual Framework Stikland South Draft 1: 26 October 2023" (hereafter referred to as "the Report").</p> <p>My objections are based on factual concerns related to the impact of the proposed changes on the existing conditions, infrastructure, and community well-being.</p> <ol style="list-style-type: none"> <li>Density Levels and Increase in Traffic Volume</li> </ol>	<p>Your opposition to the proposed development has been noted. It is important to note that the Draft Contextual Framework for Stikland South Draft 1 is outdated. Please refer to the draft Basic Assessment Report (2025).</p> <p>1.The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site</p>

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		<p>The proposed increase in density from low to high is a major concern.</p>	<p>and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the <b>draft BAR Sections H and I</b>.</p> <p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in <b>Section E of the draft BAR</b>).</p> <p>The district plan supports the high-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p>
		<p>2.The Report acknowledges that the property was selected for its open space, which is integral to the recovery of patients at the hospital. Pages 43 and 44: Increased noise from Old Paarl Road is identified as a concern</p>	<p>2.The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		<p>for patients in recovery at the Stikland Hospital.</p>	<p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>
		<p>3.The increase in density, and provisioning of low-cost housing in the area will lead to higher traffic volumes and increased noise, directly contradicting the environment necessary for patient recovery as described in the Report.</p>	<p>2.A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City’s Right-of-Way Plan, and with the inclusion of the extension of De La Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses’ College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> </ul>

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			<ul style="list-style-type: none"> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul> <p><b>(See Section B of the Draft Basic Assessment Report).</b></p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme <b>(Appendix H)</b>.</p>
		<p>4. Additionally, with the road infrastructure not being earmarked for expansion and traffic congestion already problematic, this will create a demand for accessing public transport by prospective residence, leading to informal and formal taxi operators creating further challenges to residence. This will lead to taxi operators fighting for passengers and taxi violence.</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is sufficient to note that the number of public transport users could be approximately 1 000 passengers.</p>

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		<p>5.Impact on Wetlands Wetlands: There are inconsistencies in the Report regarding the wetlands: Pages 131, 134, 135: contains contradictory statements on the presence and importance of the wetlands. The wetlands provide a thriving habitat for local wildlife. The proposal to "offset" these wetlands (Page 141) is vague and not specific, and further research and impact assessments must be conducted. These wetlands are to be preserved to maintain the ecological balance and supporting local bird species.</p>	<p>5.To reduce the impact of urban development on the wetland systems all wetlands were identified and delineated by a hydrogeologist (GEOSS). Additionally, a detailed freshwater ecological assessment (<b>Appendix G2</b>) was undertaken by a freshwater specialist which noted presence of five natural wetlands while the additional two areas exhibiting wetland characteristics identified by GEOSS were found to be of artificial origins.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetlands however, due to botanical informants, the design has changed.</p> <p>All five identified and delineated wetlands on the site will be retained. Three of the site's wetlands (wetlands 2, 3 and 4) will be managed as part of the proposed new Stikland Hospital boundary and wetland 1 will be accommodated on the western edge, alongside De La Haye Road. Wetland 5 will also be maintained in the southwestern corner of the site as part of the site's stormwater management plan, which may require partial infilling to accommodate the recommended stormwater swale and a Non-Motorised Transport route along the southern edge of the site. In summary, please refer to the Freshwater specialist report and EMPr (<b>Appendix H</b>) for additional information regarding the wetlands on site.</p>
		<p>6.Infrastructure Concerns Traffic: The Report relies on wholly outdated traffic data from February 2014. It is critical for further and more current traffic surveys be conducted to assess the adequacy of the existing infrastructure and the impact the proposed development will have on traffic flow, access of residence to the main roads, and the already limited access to public transport, which will create</p>	<p>6.A Transport Impact Assessment (TIA) was undertaken for the proposed development by HHO Consulting Engineers to assess the potential impact of the development on traffic operations and surrounding road network. A high-level assessment was completed and was subjected to review by the City of Cape Town's Urban Mobility Directorate regarding trip generation for the envisaged land uses. Based on the review, iteration to the development framework was made with reduced land uses. This transport</p>

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		<p>a demand for illegal and unlicensed taxi operations in the area.</p>	<p>impact assessment is for the reduced iteration of the framework and traffic counts were undertaken to inform the assessment.</p> <p>It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site. <b>Please Appendix G4 for the TIA.</b></p>
		<p>7.The Report confirms the absence of and limited access to public transport in the area (Pages 51, 56, 62). There is no access to buses, such as MyCiTi IRT Bus Service and the rail service is inoperable.</p>	<p>7.As discussed above, the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route and the rail services have been restored.</p>
		<p>Commercial Development: The proposed commercial developments along Old Paarl Road do not align with the residential and is an undesirable approach to solving the housing shortage and the increasing demand for low-middle income housing opportunities.</p>	<p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p>

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			<p><b>Please see section E draft Basic Assessment Report and Appendix K for additional information.</b></p> <p>The following Green Belt and Recreational Spaces will be accommodated for as outlined in the Landscape Framework (<b>Appendix G8</b>):</p> <ul style="list-style-type: none"> <li>• <b>Green Belt &amp; Cycle/Jogging Track:</b> Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>• <b>Recreational Spaces:</b> Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• <b>Sports Fields:</b> Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>• <b>Tree Planting:</b> Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• <b>Tree Management:</b> The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>• <b>Private Recreation Spaces:</b> Develop small gardens and relaxation areas within walk-up clusters.</li> <li>• <b>Adventure Park:</b> Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a management and service node with ablution facilities, event pavilion, and parking</li> </ul> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p>

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		<p>8.The proposed development threatens to disrupt the peaceful character of the area. The Report (Pages 150, 152) suggests an oversupply of rental units and a decline in office space demand. Maintaining the residential character with low-rise developments would better serve the community and compliment the existing area.</p>	<p>8. Landscape Framework (LF) was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (<b>Appendix G8</b>). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>Two wetlands and a portion of botanical open space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p>
		<p>In conclusion, I would argue that the proposed development plans are ill-conceived and will not benefit the community. Further research of the existing wetlands, and the low-density character of the area is critical to maintaining not only the well-being of patients at Stikland Hospital, but also strive to address the concerns of the local community. I therefore object to the proposed development in its current form, and urge further revision of development plan to align with the original purpose of the site, which is to provide a environment that is sensitive to the medical needs of patients recovering at the hospital and to consider</p>	<p>Your opposition to the proposed development has been noted. Please see Section B of the draft BAR for the latest development framework.</p>

Comment by	Date received	Comments/concerns/ Questions	Response
		the family orientated nature of the surrounding residential area.	

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<b>Izak Lategan</b> <b>Via Email</b>	<b>15/08/2024</b>	Good day,  I am <u>against</u> this proposed development.	Your opposition to the proposed development has been noted.
		This will add more noise & traffic to this fairly quiet area.	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul>

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			<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
		<p>Rather plant trees in the unused space to create an oxygen belt for the area.</p> <p>Regards, Izak Lategan Resident - Groenvallei.</p>	<p>A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (Appendix G8). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible.</p>
<p><b>Pieter de Jager</b> <b>Via email</b></p>	<p><b>15/08/2024</b></p>	<p>From email:</p> <p>To whom it may concern</p> <p>Please find attached my response and objections pertaining to development of Stikland Hospital Grounds</p> <p>Regards Pieter de Jager</p> <p>From attached document:</p>	<p>The latest information for the project can be found in the Pre-application Basic Assessment Report (BAR) dated September 2025, which is currently available on our <a href="#">website</a>.</p> <p>1: The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p>

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		<p>Objection to draft contextual frame network for Stikland South: 26 October 2023</p> <p>I am writing to formally object to several proposals in the Contextual Framework Stikland South Draft1: 26 October RE: Development of Stikland Hospital Grounds 2023.</p> <p>1. Zoning change from G2 to Co2. Moving the density level from low to high is a serious concern. The property was primarily selected from its open space which plays an integral part in the recovery of its patients of the hospital on the property.</p> <p>1.2 P40 The need for low light and Quiet for Patient recovery (The lights of all adjacent new buildings will clearly affect this).</p> <p>1.3 P41 The farm feel being mentioned as beneficial for recovery (A few hundred flats will ruin this for sure)</p> <p>1.4 P43, P44 Increased noise levels is a concern for the patients (After hour noise of adjacent residents at night and weekends will definitely negatively impact on this).</p>	<p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.</p> <p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in Section E of the draft BAR).</p> <p>The district plan supports the high-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p> <p>1.2 &amp; 1.3: The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p>

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			<p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>1.4: Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
		<p>2. Trees and Wetlands</p> <p>2.1. The report mentions the importance of trees P109, P118 but then also states that development may jeopardise these trees.</p> <p>2.2. On P128 The wetlands are described as cryptic but this contradicts itself on P131, P134 and P155 of the importance of these wetlands. The facts also contradict one another. On P139 it says 5 wetlands and P142 Envirovision reports states 6 Wetlands.</p>	<p>2.1 &amp; 2.2: A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (Appendix G8). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible. The following Green Belt and Recreational Spaces will be accommodated for as outlined in the Landscape Framework (Appendix G8):</p> <ul style="list-style-type: none"> <li>• Green Belt &amp; Cycle/Jogging Track: Extensive tree planting, ensuring a continuous green belt with a</li> </ul>

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			<p>cycle/jogging track. Follow wetland buffers and setbacks.</p> <ul style="list-style-type: none"> <li>• Recreational Spaces: Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• Sports Fields: Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>• Tree Planting: Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• Tree Management: The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>• Private Recreation Spaces: Develop small gardens and relaxation areas within walk-up clusters.</li> <li>• Adventure Park: Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a management and service node with ablution facilities, event pavilion, and parking</li> </ul> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>All wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital</p>

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			<p>boundary. These changes have been incorporated into the proposed Development Framework (Appendix B1).</p> <p>In summary, please refer to the Freshwater specialist report (Appendix G2) and EMPr (Appendix H) for additional information regarding the wetlands on site.</p>
		<p>3. Traffic reports</p> <p>3.1 The traffic reports were done in 2014, and that data survey is outdated now. Old Paarl Road is congested daily and as soon as an incident happens on Old Paarl Road the Traffic takes shortcuts through Oakglen, Chrismar and Blommendal. Add a few thousand more vehicles and with the suggested route from Stikland to Meerlust this will make traffic a Nightmare.</p> <p>3.2 COCT is proposing a BRT Bus lane in future down Old Paarl road. How will this and all this extra traffic affect the overload of vehicles in the area.</p>	<p>3.1: Traffic data was collected in February 2025 for the Transport Impact Assessment done in 2025 (Appendix G4).</p> <p>3.2: A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic. Please see Appendix G4 and Section I in the BAR for more information on the TIA findings.</p>
		<p>4. Electricity</p> <p>4.1 The report states that the supply is just managing the existing demand P72. The City has to upgrade the 66kV line to a 132kV. That means even more higher Pylons for the overhead lines. Where do they plan to erect these. There is no mention of this and new substations.</p>	<p>4: The City has recommended infrastructure upgrades (see Section I of the BAR). This will be determined at the detailed design stage of the project.</p>

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		<p>5. Transport</p> <p>5.1 There is only a limited Tain transport and safety at Stikland station is already a major issue. There is no BRT or Golden Arrow busses so this will amplify the Taxi problem in old Paarl exponentially. They disregard the allocated pull off zones as is in Old Paarl Road.</p> <p>5.2 Meerlust Str will become the easiest road to Suikerbossie and N1. The road is already experiencing high volumes of traffic and is NOT a Taxi route although the taxis still illegally operate here.</p>	<p>5.1: According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>5.2: A Transport Impact Assessment (TIA) was undertaken for the proposed development by HHO Consulting Engineers (Appendix G4) to assess the potential impact of the development on traffic operations and surrounding road network. A high-level assessment was completed and was subjected to review by the City of Cape Town's Urban Mobility Directorate regarding trip generation for the envisaged land uses. Based on the review, iteration to the development framework was made with reduced land uses. This transport impact assessment is for the reduced iteration of the framework.</p> <p>It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site. Please Appendix G4 for the TIA.</p>

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		<p>6. Water supply</p> <p>6.1 P64 States that water and Sewer are at capacity for the area. P66 state no upgrades are planned for the area.</p> <p>6.2 P68 states that storm water is not a problem due to large pieces of open land. What happens when these pieces of land get developed.</p>	<p>6.1: Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6).</p> <p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kl/day. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>6.2: The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood risks, improve water quality, and enhance groundwater recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to Bulk Services Report in Appendix G6.</p>
		<p>7. Commercial Development</p> <p>7.1 Commercial development across Oakglen area does not align with the peaceful residential area that currently exists there. There is a Shell garage in Meerlust and a small centre with a few</p>	<p>7.1: This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in Section E of the draft BAR).</p>

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		<p>shops. All the Industria and commercial businesses are based in Stikland Industria, away from the residential side of Old Paarl Road.</p> <p>7.2 P43 and P44 states the concern of noise to the patients at Stikland Hospital. Surely Business and Commercial unit will have a negative impact on the patients.</p> <p>I hereby urge the COCT and the Western Cape Government to put serious thought to this development and to the impact that it is going to have on the current residents of the area which has been the custodians and rate payers of this area for many years.</p> <p>I recommend a revised plan for this area which will be tranquil and conducive to the patients and the broader community affected by this planned development.</p> <p>Concerned Resident</p>	<p>The district plan supports the high-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p> <p>7.2: Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified</p>

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		Pieter de Jager	by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.
<b>Gloria Fritz</b> <b>Via email</b>	<b>15/08/2024</b>	<p>Do Not do ANY buildings on this peaceful sanctuary.            Leave our neighbourhood alone.            Gloria Fritz.</p>	<p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.</p> <p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in Section E of the draft BAR).</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>

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<p><b>Cecilia Drinkwater</b> Via email</p>	<p>15/08/2024</p>	<p>Dear Madam/Sirs I strongly object to the building in Stikland area. We do not want any development. That hospital is very important to us for patients in great need. They need quiet and piece.</p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
		<p>We have a severe problem with traffic already and can't cross our roads. Its real hard to be a pedestrian as it is.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the</p>

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		<p>I'm standing up for older people that walks as well. They fear for their lives as it is. A stranger tried to rob an old lady already. Stop the building and help us.</p> <p>Thank you</p>	<p>extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p> <p>Furthermore, a Non-Motorised Transport route is envisioned along the southern edge of the site.</p> <p>The proposed development is consistent with the Tygerberg District Plan which supports high-density mixed-use development (excluding industrial) in the Stikland Hospital site along Old Paarl Road and De La Haye. A range of housing typologies including more affordable housing along high accessibility streets such as De La Haye and Old Paarl Road is encouraged.</p> <p>Social Housing is not the same as Council Housing. The Social Housing Institution has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well- functioning of the area in any way.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not</li> </ul>

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			<p>permitted (for example prostitution, trespassing, drunken behaviour)</p> <ul style="list-style-type: none"> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
<p><b>Gerhard Brand Via email</b></p>	<p><b>15/08/2024</b></p>	<p>Objection to the Draft Contextual Framework for Stikland South: Draft 1 (26 October 2023) Re: Development of Stikland Hospital Grounds Introduction</p> <p>I am writing to formally object to several aspects of the proposed development outlined in the "Contextual Framework Stikland South Draft 1: 26 October 2023" (hereafter referred to as "the Report"). My objections are based on factual concerns related to the impact of the proposed changes on the existing conditions, infrastructure, and community well-being.</p> <p>1. Density Levels The proposed increase in density from low to high is a major concern. The Report acknowledges that the property was selected for its open space, which is integral to the recovery of patients at the hospital. Specifically:</p> <ul style="list-style-type: none"> <li>• Page 40: The need for low light and quiet for patient recovery in Ward 6 is emphasized.</li> </ul>	<p>The latest information for the project can be found in the Pre-application Basic Assessment Report (BAR) dated September 2025, which is currently available on our <a href="#">website</a>.</p> <p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.</p> <p>1: This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in Section E of the draft BAR).</p>

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		<ul style="list-style-type: none"> <li>• Page 41: The "farm feel" of the area is cited as beneficial for patient recovery.</li> <li>• Pages 43 and 44: Increased noise from Old Paarl Road is identified as a concern for patients in recovery.</li> </ul> <p>The increase in density will likely lead to higher traffic volumes and increased noise, directly contradicting the environment necessary for patient recovery as described in the Report.</p>	<p>The district plan supports the high-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a "villa system" with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant</p>

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		<p>2. Impact on Trees and Wetlands</p> <ul style="list-style-type: none"> <li>• Trees: The Report mentions the importance of preserving trees for maintaining the character of the area (Pages 109, 118). However, the proposed development may jeopardize these trees and their root systems. Given the significance of these trees to the area's character and the recovery of patients, any potential damage to them should be avoided.</li> <li>• Wetlands: There are inconsistencies in the Report regarding the wetlands:               <ul style="list-style-type: none"> <li>o Page 128: Wetlands are described as "cryptic" and of no conservation importance.</li> <li>o Pages 131, 134, 135: Contradictory statements are made about the presence and importance of wetlands.</li> <li>o Pages 139, 142: Discrepancies between reported wetland numbers.</li> </ul> </li> </ul> <p>The wetlands provide essential habitat for local wildlife. The proposal to "offset" these wetlands (Page 141) is unacceptable. The preservation of these natural features is crucial for maintaining the area's ecological balance and supporting local species.</p>	<p>with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>2: A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (Appendix G8). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible. The following Green Belt and Recreational Spaces will be accommodated for as outlined in the Landscape Framework (Appendix G8):</p> <ul style="list-style-type: none"> <li>• Green Belt &amp; Cycle/Jogging Track: Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>• Recreational Spaces: Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• Sports Fields: Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>• Tree Planting: Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• Tree Management: The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>• Private Recreation Spaces: Develop small gardens and relaxation areas within walk-up clusters.</li> <li>• Adventure Park: Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a</li> </ul>

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			<p>management and service node with ablution facilities, event pavilion, and parking</p> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>All wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework (Appendix B1).</p> <p>In summary, please refer to the Freshwater specialist report (Appendix G2) and EMPr (Appendix H) for additional information regarding the wetlands on site.</p>
		<p>3. Infrastructure Concerns</p> <ul style="list-style-type: none"> <li>• Traffic: The Report relies on traffic data from February 2014, which is outdated. Given the recent increase in accidents at the intersection of Link and Old Paarl Roads, it is vital to conduct a new traffic survey to assess the impact of the proposed development.</li> <li>• Water/Sewer: The Report indicates that current infrastructure is at capacity (Pages 64, 66). The planned upgrades are insufficient to accommodate the increased demand from the proposed development, which could exacerbate existing infrastructure issues.</li> </ul>	<p>3: Traffic data was collected in February 2025 for the Transport Impact Assessment done in 2025 (Appendix G4).</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic. Please see</p>

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		<ul style="list-style-type: none"> <li>Electricity: The Report notes the need for electricity upgrades (Page 72). Given the impact on patient recovery, any increase in overhead lines or electrical infrastructure should be carefully considered to avoid interference with the hospital environment.</li> </ul>	<p>Appendix G4 and Section I in the BAR for more information on the TIA findings.</p> <p>It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site. Please Appendix G4 for the TIA.</p> <p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6).</p> <p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kl/day. Sustainable wastewater practices, such as greywater</p>

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			<p>recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood risks, improve water quality, and enhance groundwater recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to Bulk Services Report in Appendix G6.</p> <p>The City has recommended electrical infrastructure upgrades (see Section I of the BAR). This will be determined at the detailed design stage of the project. Please see the Baseline Report for Electrical infrastructure conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendix G7).</p>
		<p>4. Public Transport The Report acknowledges a lack of public transport options in the area (Pages 51, 56, 62). With no current bus or rail services, the proposed development could place additional strain on local transport infrastructure, which is inadequate for handling increased demand.</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is sufficient to note that the number of public transport users could be approximately 1 000 passengers. Please see Appendix G4.</p>

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		<p>5. Commercial Development and Area Character</p> <p>The proposed commercial developments along Old Paarl Road do not align with the residential and peaceful character of the area. The Report (Pages 150, 152) suggests an oversupply of rental units and a decline in office space demand. Maintaining the residential character with low-rise developments would better serve the community and complement the existing area.</p> <p>Conclusion</p> <p>In conclusion, I respectfully urge a reconsideration of the proposed development plans. The need to preserve the existing trees, wetlands, and the low-density character of the area is critical to maintaining the well-being of patients at Stikland Hospital and the local community. I recommend a revised development plan that aligns with the original purpose of the site, which is to provide a tranquil environment conducive to recovery and community well-being.</p> <p>Thank you for considering my objections.</p>	<p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in Section E of the draft BAR).</p> <p>The district plan supports the high-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p> <p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.</p>
<p><b>A Kruger Via WhatsApp</b></p>	<p><b>15/08/2024</b></p>	<p>I Mrs. A. Kruger is totally against the development that they want to do, on the Stikland Grounds.</p>	<p>Your objection to the development is noted. The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site</p>

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			<p>and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.</p>
<b>Antonio Via WhatsApp</b>	<b>15/08/2024</b>	Good day how do I reject on the development of Stikland	Your objection to the development is noted.
<b>Lauren Haigh Via website</b>	<b>16/08/2024</b>	<p>I object to the development of ERF6300, Stikland, Bellville for residential use. My objection is due to the following reasons:1. There are not enough schools (pre-primary, primary and high schools) in the area already. Further residential development without availability of more public school is irresponsible.2.</p> <p>The road infrastructure around the proposed development would first need to be improved to alleviate traffic congestion.</p>	<p>Your suggestions have been noted.</p> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site.</p>

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			<p>Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p>
		<p>My personal opinion is that the mental health institution should be expanded to accommodate more patients. I have family who have needed to make use of the facilities in the past and the waiting period was more than a month. As with any medical emergency, waiting periods for a bed is a problem, but when the waiting periods stretch over days and weeks then it is dangerous, especially for mental health.</p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a "villa system" with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>
		<p>Housing developments are needed, but first requirement is public schools, clinics and hospitals and road improvements, repairs and maintenance of roads and infrastructure. Our infrastructure and facilities are over extended.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendix G7). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand</p>

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			<p>on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off.</p> <p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green open spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>
<p><b>Samantha Lynne Hart</b> Via website</p>	<p><b>16/08/2024</b></p>	<p>I am against this project on the grounds of Stikland Hospitals grounds.</p>	<p>Your objection is noted.</p>
<p><b>Adele</b> Via website</p>	<p><b>16/08/2024</b></p>	<p>The roads around the Oakglen suburb are not sufficient for all the expected traffic.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> </ul>

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			<ul style="list-style-type: none"> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul>
		<p>I am a property owner in Oakglen and the low-cost housing will have a negative impact on the property prices.</p>	<p>The Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property. To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>Taxis are already driving like lunatics through Oakglen and now this will escalate even more</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p>
		<p>Keep to one entrance on De La Haye and reconsider low-cost housing around a psychiatric facility. You are going to create a nightmare for psych patients.</p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p>

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			<p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public</p>

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			<p>investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>
<b>Nicola van Zyl</b> Via website	<b>16/08/2024</b>	We as community stand against this!!! WE SAY NO!!!	Your opposition to the proposed development has been noted.
<b>Jackie Cloete</b> Via Website	<b>16/08/24</b>	I do not approve this new development of affordable housing. There are enough complexes in the area for housing needs. The value of our properties will be affected negatively.	<p>The Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property. To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has</p>

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			<p>been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict</p>

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			<p>norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>
		<p>The roads in the area are already congested and more development will add to the pressure.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments.</p>

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			<p>Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul>
		<p>Petty crime is already a problem, and this will increase. I do not approve this new development.</p>	<p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>

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			Overall, the anticipated socio-economic benefits outweigh the risks.
<b>Magdalena Mouton</b> Via website and WhatsApp	16/08/24	<b>Comment 1:</b> I am against the project on Old Paarl Rd Stikland on the land of	Your opposition is noted.
	17/08/24	<b>Comment 2:</b> I am against the development on Stikland ground Old Paarl Road	
	19/08/24	<b>Comment 3:</b> I am against the project on Old Paarl Road and Stokland ground  Note that ID booklet photo was attached to the comment.	
		<b>Comment 4:</b> I am against the project on the land of Stikland Old Paarl Road. MJ Mouton Oak Glen Bellville	
<b>Dries van Zyl</b> Via website	16/08/2024	I will lose all privacy on my erf with a block of flats across the road  I already have issues with traffic to get into my yard a new development will just worsen traffic	The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.  A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling

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			<p>undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul>
<p><b>Brandon Geldenhuys</b> Via website</p>	<p><b>16/08/2024</b></p>	<p>I don't support this development. Below are some of my reasons why I am against this development:</p> <p>1. Impact on Property Values: One of the primary concerns is the potential negative impact on property values in the surrounding area. Studies have shown that the introduction of low-cost housing can lead to a decrease in property values, which can affect the financial stability of current homeowners.</p>	<p>The Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property. To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>

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		<p>2. Strain on Local Resources: Low-cost housing developments often bring an influx of new residents, which can strain local resources such as schools, healthcare facilities, and public transportation. This can lead to overcrowding and a decline in the quality of services available to all residents.</p>	<p>Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, and commercial spaces supported by a school and community facilities. The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</p>
		<p>3. Increased Traffic and Congestion: With more residents moving into the area, there is likely to be an increase in traffic and congestion. This can lead to longer commute times, higher pollution levels, and a general decline in the quality of life for existing residents.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>4. Potential for Increased Crime Rates: There is a concern that low-cost housing developments can lead to an increase in crime rates. While this is a contentious point, some studies suggest that areas with higher concentrations of low-income housing can experience higher crime rates.</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p>
		<p>5. Economic Segregation: Instead of integrating low-income families into diverse, mixed-income communities, low-cost housing developments can lead to economic segregation. This can perpetuate cycles of poverty and limit opportunities for upward mobility for residents of these developments.</p>	<p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied</p>
		<p>6. Quality and Maintenance Issues: Low-cost housing developments are often built with budget constraints, which can lead to lower construction quality and maintenance issues</p>	

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		<p>over time. This can result in deteriorating living conditions for residents and a negative impact on the surrounding community.</p>	<p>and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), the proposed development is anticipated to increase employment opportunities, as well as contribute to the GDP. It was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external</p>

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			<p>labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>Overall, the socio-economic benefits were determined to outweigh the risks.</p>
<p><b>Charlotte Geldenhuys</b> Via website</p>	<p>16/08/2024</p>	<p>I am against this development because it will escalate crime, it will have a direct impact on our roads in respect of transport, will affect our already overcrowded public schools. These are but a few if the negative impact it will have.</p>	<p>According to the Socio-economic Impact Assessment Report (Appendix G5), the proposed development is anticipated to increase employment opportunities, as well as contribute to the GDP. It was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> </ul>

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			<ul style="list-style-type: none"> <li>Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>Overall, the socio-economic benefits were determined to outweigh the risks.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>A new access point with the Meerlust Street Extension north of the site (P2), and</li> </ul>

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			<ul style="list-style-type: none"> <li>A new access point with the St Harrod Drive north of the site (P1C).</li> </ul> <p>Provision has been made for a school and community facilities on site.</p>
<b>Matthew Shambler</b> <b>Via website</b>	<b>17/08/2024</b>	<p>I object on the proposed changes to the Harrod Drive intersection, Old Paar Road and surrounding areas are already a "racetrack" for many cars and taxis- this will only aggravate the situation. Oak Glen and surrounding areas struggle with the area being used as a thoroughfare by people who don't reside in the area.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<p>I feel it will also negatively impact property values.</p>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p>
<b>Hannes Lambrechts (Old Oak Rate Payers Association)</b> <b>Via email</b>	<b>17/08/2024</b>	<p><b>Email:</b>          Good afternoon          Attached please find objection regarding the proposed development of Stikland South.</p> <p>Kind regards.</p> <p>Old Oak Rate Payers Association</p>	<p>Please note that the latest studies are now available with the draft Basic Assessment Report dated 2025 on Infinity Environmental's <a href="#">website</a>.</p>

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		<p><b>Attachment:</b></p> <p><b>OLD OAK RATE PAYERS' ASSOCIATION.</b></p> <p>The abovementioned association wish to formally object against the proposed development at Stikland South as outlined in the "Contextual Framework Draft 1: 26 October 2023".</p> <p>The proposed development will have a massive impact on several issues which will have a negative influence on the area which includes Blommendal, DeLaHaye and Oak Glen and therefor the following should be noted and taken in consideration.</p> <p>1. Density Levels</p> <p>The proposed increase in density from low to high is a major concern and the report acknowledged that the property was selected for its open space, which is integral to the recovery of patients at the hospital. The increased noise from Old Paarl Road will be another concern for patients in recovery. The increase in density will lead to higher traffic volumes and increased noise, directly contradicting the environment necessary for patient recovery.</p>	<p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p>

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			<p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
		<p>2. Trees and Wetlands As far as known, there are 6 Wetlands within the area which provide essential habitat for local wildlife and the proposal to “offset” these wetlands is unacceptable.</p>	<p>To reduce the impact of urban development on the wetland systems all wetlands were identified and delineated by a hydrogeologist (GEOSS). Additionally, a detailed freshwater ecological assessment (Appendix G2) was undertaken by a freshwater specialist which noted presence of five natural wetlands while the additional two areas exhibiting wetland characteristics identified by GEOSS were found to be of artificial origins.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetlands however, due to botanical informants, the design has changed.</p> <p>All five identified and delineated wetlands on the site will be retained. Three of the site's wetlands (wetlands 2, 3 and 4) will be managed as part of the proposed new Stikland Hospital boundary and wetland 1 will be accommodated on the western edge, alongside De La Haye Road. Wetland 5 will also be maintained in the southwestern corner of the site as part of the site's stormwater management plan, which may require partial infilling to accommodate the recommended stormwater swale and a Non-Motorised Transport route along the southern edge of the site. In summary, please refer to the Freshwater</p>

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		<p>3. Infrastructure</p> <p>Traffic: Given the recent increase in accidents in Old Paarl Road, it is vital to conduct a traffic survey to assess the impact of the proposed development.</p> <p>Water and Sewer: With the recent waterpipe bursting in the area and the increased demand from the proposed development, the existing infrastructure will be insufficient.</p> <p>Electricity: The existing electricity infrastructure are also insufficient and should be upgraded for the increased demand.</p> <p>Transport: There is only limited train transport and the safety at Stikland station is already a major issue. There is no busses so this will amplify the Taxi problem in Old Paarl Road exponentially. They disregard the allocated pull off zones as is in Old Paarl Road. Meerlust Street will become the easiest road to Suikerbossie Street and to the N1. This road is already experiencing high volumes of traffic and is also NOT a Taxi route although the Taxi's still illegally operating here.</p>	<p>specialist report and EMPr (Appendix H) for additional information regarding the wetlands on site.</p> <p>Transport A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p> <p>Bulk Services Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendix G7).</p> <p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kl/day. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>

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			<p>The development will need to incorporate comprehensive stormwater management systems to mitigate flood risks, improve water quality, and enhance groundwater recharge opportunities.</p> <p>Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>
		<p>4. Commercial Development Commercial development across Oak Glen does not align with the peaceful residential area that currently exist. All the Industrial and Commercial businesses are based in Stikland Industria and away from the residential side of Old Oak Road.</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p>
		<p><b>5. Closure</b> <b>The association is NOT against development and use of open land but then the necessary impact studies should be done beforehand. We, as the Old Oak Rate Payers Association, herewith urged the Western Cape Government to give serious thought to the impact that this development is going to have on the current residents of the area which has been the custodians and rate payers of this area for many years.</b></p>	<p>This Environmental Impact Assessment (EIA) process is being directed by a set of guidelines.</p> <p>The following specialist studies have been conducted as part of the draft Basic Assessment Report:</p> <ul style="list-style-type: none"> <li>• Transport</li> <li>• Bulk Services</li> <li>• Electrical</li> <li>• Botanical</li> <li>• Freshwater</li> <li>• Heritage</li> </ul>
		<p>We would therefore like to recommend a revised plan for this area which will be tranquil and conducive to the broader community affected by this planned development. Thank you. Hannes Lambrechts (Chairperson)On behalf of Old Oak Rate Payers Association</p>	<p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.</p>

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<b>Rolene Naffouj</b> <b>Via website</b>	<b>17/08/2024</b>	<p>Appeal the possible development on Stikland. The area should be utilised to uplift the area and not bring it down.</p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>Should the proposed development receive environmental authorisation, registered I&amp;As will be notified, and details of the Appeal process will be provided.</p>
<b>Suzani de Jager</b> <b>Via website</b>	<b>18/08/2024</b>	<p>I oppose</p>	<p>Your objection is noted.</p>
<b>Calvin Jason Fourie</b> <b>Via website</b>	<b>18/08/2024</b>	<p>I do not support the local development as this will have a very negative influence on the safety of our neighbourhood.</p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), the proposed development is anticipated to increase employment opportunities, as well</p>

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			<p>as contribute to the GDP. It was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>Overall, the socio-economic benefits were determined to outweigh the risks.</p>
<p><b>Nicole Pearce</b> Via website</p>	<p><b>18/08/2024</b></p>	<p>(No comment received)</p>	<p>You have been registered as an I&amp;AP.</p>
<p><b>Trudie Rossouw</b> Via website</p>	<p><b>18/08/2024</b></p>	<p>Oakglen is being flooded with flats, higher + higher. No regard is given to road structure - Old Paarl Road received some tar resealing and after the recent rains - it's full of holes again. All as a result of increased traffic.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>

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		<p>We have bi-weekly pipe bursts in Oakglen due to all the developments in recent years.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6).</p> <p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p>
		<p>Now even more high-density development is being planned against most Oakglen residents wish.</p>	<p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>

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		<p>We are just being overruled due to more money that will be received by the city. I'm against this development.</p>	<p>The applicant for the proposed development is the Western Cape Government Department of Infrastructure. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>
<p><b>Adele Swart</b> Via website</p>	<p><b>18/08/2024</b></p>	<p>I am a homeowner, and a low-cost development will decrease the value of my house and increase crime numbers</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> </ul>

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<b>Tiaan Swart</b> <b>Via Website</b>	<b>18/08/2024</b>	<p>I'm a homeowner and a low-cost house development will decrease the value of my house &amp; and increase crime.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>Prioritize local hiring to reduce competition between locals and external job seekers.</li> </ul>

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<b>Jeannene</b> <b>Via Website</b>	<b>18/08/2024</b>	<p>The development will cause a negative effect on the value of properties in the area.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>My concern is also the traffic which I feel will worsen with the influx of People in the area.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>Increase in crime is also a huge concern.</p>	<p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result</p>

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			<p>in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
<p><b>Charlene Sonnenberg</b> <b>Via Website</b></p>	<p><b>18/08/2024</b></p>	<p>Low-cost development will decrease the value of my home and increase crime.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may</p>

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<p><b>Delphine Noakes Via Website</b></p>	<p><b>18/08/2024</b></p>	<p>Old Paarl Road is already backlogged in peak times resulting in drivers taking short cuts through neighbouring suburbs to try and jump queues. This impacts the roads in suburbs not meant to hold so much traffic as can be seen by how potholed roads like Harrod, Koraalboom and even Old Paarl Road has become. What is the plan to now accommodate even more traffic on already congested roads? Roads like Maple Street that is also used as a short cut from Bill Bezuidenhout are a danger to pedestrians as cars speed on these narrow roads. What plans are in place to ease further congestion?</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
<p><b>Kerry Lynn Smith Via Website</b></p>	<p><b>18/08/2024</b></p>	<p>Strongly object to the proposed as we are in an affluent residential area fighting battles to survive and protect what we have. There is already an increase in crime which is affecting us daily.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use</p>

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			<p>Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
<b>Amanda Venter Via Website</b>	<b>18/08/2024</b>	<p>Good day I realize the Stikland grounds are underutilized, but your proposal looks great on paper and even in principle, unfortunately it doesn't correspond with existing practical realities or the needs of the community.</p> <p>Besides traffic being a complete nightmare as it is with 3 existing schools + pre-schools and</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the</p>

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		<p>creches in the immediate surroundings, you wish to add 3 MORE intersections and 8 storey building residents to the problem!! The grounds are bordered on 3 sides with residential premises, clearly these people's interest is being overrode by the desire to implement a new project. Instead of alleviating an existing problem, you want to add to it! Numerous high-density housings have already been erected over the last few years along Old Paarl Road and the effect has been felt.</p>	<p>connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>The initial proposal for this development included properties of 8-10 storeys; however, the new proposal shows that the development will have a maximum of four storeys across the site. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties</p> <p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p>
		<p>Furthermore, as a parent I am very concerned about the safety of the school children of the area. The sad and undeniable reality of our time is that crime is rife and not effectively combatted. If 8 storey residential buildings are erected for social development (a wonderful ideal), the harsh reality is that it is shortly after invaded by a large criminal element selling drugs to our children. Again, keeping in mind there are 3 schools close by with more just a</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the</p>

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		<p>short distance further. This is therefore a very sensitive area, and I do not think your proposal is taking our children (this country's future) into consideration. The crime statistics unfortunately supports our fears as parents. Schools are huge targets for drug dealers and a crowded low-cost housing development are perfect hide-outs for these perpetrators.</p>	<p>management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks (See Section E of the BAR). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p>

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		<p>As Stikland has historically been known for its psychiatric hospital, why not capitalize on that by making it a hub for professionals to open their practices there. Mental health treatment is fortunately gaining the recognition it at last deserves with many people suffering from it in one way or the other. Building private practices and NGO's will address a huge need in society and it will bring in extra revenue for the City, not exacerbate the traffic problem and not put our children in more danger.</p>	<p>The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</p>
		<p>I therefore propose that the land be developed but that the purpose of the development serves the broader community, not endanger our children and create revenue so that the city can continue to thrive and also help the needy as they already do.</p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development</p>

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			<p>framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul>
<p><b>Pieter Fabricius Via Website</b></p>	<p><b>18/08/2024</b></p>	<p>This development will negatively impact the surrounding area and schools and residence. This high-density development will negatively impact on the traffic volumes and schools.</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the</p>

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<p><b>Olive Delene van der Nest</b> Via Website</p>	<p><b>18/08/2024</b></p>	<p>I object to the building of these project. We already have a major problem with crime in the area. Allowing more people will only make the problems worse, not to mention all the traffic that is already too much for the area. This will be a downgrade for our area.</p>	<p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the</p>

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<p><b>Willem Liebenberg</b> Via Website</p>	<p><b>18/08/2024</b></p>	<p>Concerned resident and parent.</p>	<p>Your concern is noted.</p>
<p><b>Elsje Fabricius</b> Via Website</p>	<p><b>18/08/2024</b></p>	<p>Noise pollution. Danger to natural fauna and flora.</p>	<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These</p>

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			<p>changes have been incorporated into the proposed Development Framework.</p> <p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p> <p>The revision of the development framework includes a portion of Medium-to-High sensitivity vegetation retained as an open space within the development framework, while approximately 0.40 ha of Medium-High sensitivity vegetation is anticipated to be developed as roads. The rest of the botanically sensitive spaces are retained within the proposed new Stikland Hospital boundary.</p>
		<p>Higher density, more traffic, areas water and sanitation can already not deal with current flow.</p>	<p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the</p>

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		Roads already bad and unattended.	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>

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			<p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>
<p><b>Hermanus Jacobus Neethling Via Website</b></p>	<p><b>18/08/2024</b></p>	<p>As a resident and homeowner in the area, I will be affected by the development in terms of traffic volumes, property value, environmental changes to the area and other.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p>

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			<p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>The revision of the development framework includes a portion of Medium-to-High sensitivity vegetation retained as an open space within the development framework, while approximately 0.40 ha of Medium-High sensitivity vegetation is anticipated to be developed as roads. The rest of the botanically sensitive spaces are retained within the proposed new Stikland Hospital boundary.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p>
<p><b>Sharifa Lewin</b> Via email</p>	<p><b>18/08/2024</b></p>	<p>Good day</p> <p>I have been a resident in De La haye for the past 10 years and am living opposite the proposed development in Stikland. I am very upset and concerned about the proposed developments opposite my house as I moved here from the Cape Flats, to get away from the hustle and bustle and crime. Currently we are paying very high municipal accounts, and sacrificing daily to enjoy the peace and quiet everyone deserves. We need to dig deep into our pockets for wanting to improve our lifestyle to keeping our family safe.</p>	<p>Your objection has been noted.</p>

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		<p>My objections are as follows:</p> <p>1. Firstly, this development will increase the already noisy traffic as it is today. I live close to Old Paarl Road and am very concerned that we will have increased traffic as the amount of cars passing my house daily is already affecting our lives negatively. How will this development not increase the current traffic situation? We sometimes cannot pull in or out of our driveway. Pg 43 &amp; 44 refers to drug addicts, and are already vulnerable people Surely this will affect them negatively? More noise and disturbance? Pg 44 again refer to quiet needed by the patients. Currently, the state of the hospital is so serene and does not affect the residents of De La Haye, as we are not exposed to their recovery process. I feel this development will take it away from them and affect their recovery process. Surely we want these individuals to go back to society.</p>	<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p>

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		<p>2. Wetlands: When moving into De La Haye, that was the first thing that drew us to this place, and guinea fowl and ducks walk freely in our gardens, as well as squirrels. The wildlife has always been here, this is their home. You mention on pg. 128 that the wetlands as 'cryptic' and of no conservation importance. I witness the wildlife daily, chasing one another. As mentioned, I live opposite the road, and it is unacceptable that you are considering to remove the wetlands as it is definitely not</p>	<p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p>

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		<p>temporary as mentioned by you. It is there all year round. This is our area as much as theirs.</p>	<p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p>
		<p>3. Traffic in Old Paarl Road &amp; foot traffic down De La Haye Ave: With the already increasing traffic and hundreds of taxis using Old Paarl Road, we have so many accidents almost on a daily basis. On the Cnr. of Old Paarl and Link Rd, there are accidents almost every 2 weeks, in some instances it is fatal and tragic. The report states there is no public transport nearby. Imagine with these new developments, more taxis will operate and not help our already lost cause in SA. They think they own the country and are already using De La Haye Ave as a taxi route, which we reported, but falling on deaf ears. The train system is messed up, and commuters don't feel safe as trains are too dangerous to use nowadays. There are seldom running trains, and commuters make use of De La Haye Ave</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>

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		<p>as a shortcut from the station to Old Paarl Road to catch a taxi. Imagine with this new development, the increasing commuters are already a disturbance, as they are noisy, and annoys the dogs in our area. We have experienced an increase of break-ins due to the heavy foot traffic. Pg 61 refers to a golden arrow bus route? I have not seen these buses operating this route as Old Paarl Road is not equipped to handle these types of services.</p> <p>4. Lastly, it was said that the development is to help with housing for the nurses and staff of the hospital? I do not agree as this is not what the accommodation is catering for. I don't think 10 story buildings are needed or commercial buildings to help staff? Personally, I think it is just window dressing, as we've seen in other areas where low cost housing was developed and didn't take long before the areas went downhill.</p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> </ul>

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			<ul style="list-style-type: none"> <li>Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>
		<p>Our sewer system is already a problem in our area, and new pipes had to be installed to accommodate the residents of De la haye.</p> <p>Kind regards S Lewin</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>

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<p><b>Jurie and Hanlie Hanekom</b> Via email</p>	<p>19/08/24</p>	<p>Good day</p> <p>Thank you very much for the opportunity you provided for the community to view the Stikland South Development Framework and speak to some people involved.</p> <p>My husband and have a few objections regarding the development.</p> <p>According to the “Contextual Framework Stikland South Draft 1: 26 October 2023”, Stikland Hospital is zoned as G2 (Hospital). Depending on the patients, they need some or all of the following characteristics as a healing environment: low light, open space, ‘farm-like feel’ and quiet surroundings to recover. The current site provides this to the patients. Changing it to Zone Co2 (mixed use) will result in removing the low light, open space, farm-like feel and quiet surroundings as streets, streetlights, 10-storey buildings and houses in the surrounding area will change the current characteristics of the hospital site and environment to something that does not provide the needed healing and recovery environment for the patients. We also think bringing society very close to the borders of the hospital wards might make drugs accessible to patients in rehab. The current open space surrounding the hospital helps to prevent illegal drug dealings with patients in rehab.</p>	<p>Please note that the latest information is available with the draft Basic Assessment Report dated September 2025 on Infinity Environmental's <a href="#">website</a>.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>

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			<p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
		<p>Not much detail regarding the existing trees was communicated except that as many trees as possible will be kept/preserved during development. There is wildlife in the trees – owls, squirrels and other birds. Some residents in De la Haye often report the sound of an eagle in the Stikland/De la Haye Area. The owls help to keep the rat pests under control. If eagles or similar birds live in the Stikland area, we want to keep them there. Bringing thousands of people and cars into their habitat will cause wild birds to migrate. Will the development damage the root systems of these trees? How many trees will be removed? I object to taking out any trees for this development.</p>	<p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p> <p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p>
		<p>Is the truth conveyed regarding the Wetlands on the Stikland property? We were informed that there are 4 to 6 wetlands on the property. At the meeting/open day at Dunatos, we were informed that only 4 will be reserved. The</p>	<p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These</p>

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		<p>area surrounding the wetlands also needs to be reserved as the wildlife surround the wetland depends on these ecosystems. We object to destroying 2 wetlands – no matter what the size of the wetland is. I also object to building and developing close to the wetlands.</p>	<p>changes have been incorporated into the proposed Development Framework.</p>
		<p>What is the purpose for this development? If it is to help the nurses and hospital staff, all these high rising buildings are not needed.</p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul>
		<p>When was the latest Traffic Survey done? According to “Contextual Framework Stikland South Draft 1: 26 October 2023” the last survey was done in February 2014. It is not sufficient to use these old data for new developments. Old Paarl Road is currently struggling during peak hours with all the traffic. A dual carriage road</p>	<p>Traffic data was collected in February 2025 for the Transport Impact Assessment done in 2025 (Appendix G4).</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the</p>

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		<p>will not relieve the congested Old Paarl Road – and surely won't be able to handle the increase in traffic due to the Stikland Development. Old Paarl Road already has double lanes in both directions. The piece of De la Haye Avenue which runs past Bellville High School, is also insufficient for all the traffic during peak hours. Having an entrance across the school's entrance will cause major traffic congestion! There is little parking on De la Haye Avenue for parents when they drop off and fetch their children. This causes the part of De la Haye Avenue to become a single lane during pick-up and drop-off periods. The road is currently insufficient for all the traffic. De la Haye Avenue towards Strand Road and Strand Road toward De la Haye Avenue is insufficient for the increase in traffic due to the planned development at Stikland. The other concern is the number of accidents on the corner of Link and Old Paarl Road. Increased traffic will increase the number of fatal accidents on this corner. This part of Old-Paarl Road is not included in the suggested changes to the development Framework. We highly object to any increase in traffic on Old Paarl Road without first sorting out the corner of Link and Old Paarl Road. An average of 2 accidents per week with the current traffic is already way too much. There is no bus service, MyCiti or train service available along Old Paarl Road. The only public transport is Taxis. Most accidents at the corner of Link and Old</p>	<p>implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>

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		<p>Paarl Road involved taxi or more. We cannot afford more of these accidents at this corner.</p>	
		<p>The current sewer system is old and at capacity. Will the existing sewer infrastructure downstream towards Bellville South cope with the increase? Can this part of the sewer infrastructure be upgraded to handle the increase in sewer for this planned development? Will the new development be able to handle the stormwater if some of the wetlands will be removed?</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>
		<p>What will the impact and effect of electricity upgrades for the new development involve? People cannot live close to high-voltage overhead electricity lines. This includes patients in the hospital(s) and residents of the nearby communities. It will influence the patient's recovery rate as well as the general health of all residents. Brain cancer and other cancers are caused by high voltage overhead electricity infrastructure. We don't want it in and close to our area, hospitals and schools.</p>	<p>A Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendices G7). According to the report, electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>Additional information will be provided in the detailed design phase.</p>
		<p>Although the train station is within walking distance of all the planned developments, it is unsafe for men and women. Women get robbed and raped while men get robbed and attacked at the station and proximity thereof. The station needs upgrades, renovations, security and trains before it can be promoted as a possibility of transport for the community of the new planned development. There aren't many trains stopping at Stikland Station.</p>	<p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not</li> </ul>

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			<p>permitted (for example prostitution, trespassing, drunken behaviour)</p> <ul style="list-style-type: none"> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is sufficient to note that the number of public transport users could be approximately 1 000 passengers.</p>
		<p>The character and look-and-feel on both sides of Old Paarl Road will change with the planned Commercial areas on both sides of Old Paarl Road. The open area will disappear. How many storeys will the commercial area entail? It is not communicated in the Development Framework we received at Dunatos. We would prefer that all commercial areas be kept to the Stikland Industrial side of the development. This way the look and feel along Old Paarl Road might be preserved. Is there a need for so many commercial buildings and office space? The 4-storey Walk-ups across the road from Bellville High School</p>	<p>The initial proposal for this development included properties of 8-10 storeys; however, the new proposal shows that the development will have a maximum of four storeys across the site. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties</p> <p>According to the heritage impact assessment, the landscape should have a distinctive and representative character, including topographic and visual unity and harmony.</p>

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		<p>do not fit into the current character and look and feel of the environment. Please restrict it to a maximum of double storeys. The same applies to the area next to De la Hay Avenue.</p> <p>Kind regards Jurie and Hanlie Hanekom</p>	<p>The following Green Belt and Recreational Spaces will be accommodated for as outlined in the Landscape Framework (Appendix G8):</p> <ul style="list-style-type: none"> <li>• Green Belt &amp; Cycle/Jogging Track: Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>• Recreational Spaces: Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• Sports Fields: Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>• Tree Planting: Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• Tree Management: The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>• Private Recreation Spaces: Develop small gardens and relaxation areas within walk-up clusters.</li> <li>• Adventure Park: Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a management and service node with ablution facilities, event pavilion, and parking</li> </ul>
<p><b>Wilanie Germishuizen</b> Via email</p>	<p><b>19/08/2024</b></p>	<p>Email:</p> <p>Good day</p> <p>Attached is the document listing comments and concerns (signed by 50 individuals).</p> <p>Kindly confirm next steps.</p>	<p>Your concerns are noted.</p> <p>The following specialist studies have been undertaken:</p> <ul style="list-style-type: none"> <li>• A freshwater impact Assessment was compiled by EnviroSwift Western Cape (refer to Appendix G2).</li> <li>• A botanical impact assessment was prepared by Nick Helme Botanical Surveys (refer to Appendix G1).</li> </ul>

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		<p>Thanks and regards Wilanie</p> <p><b>Attached document:</b></p> <p>Comments on proposed development on Stikland South: Please provide feedback on the below concerns: What studies have been conducted to determine what effect and influence the development (Commercial &amp; affordable and social housing) will have on the local community for example:</p>	<ul style="list-style-type: none"> <li>• A Heritage Impact Assessment (HIA) was undertaken and conducted by Cindy Postlethwayt (Appendix G3).</li> <li>• A Landscape Master Plan (LFP) was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (Appendix G8).</li> <li>• A Socio-Economic Impact Assessment was conducted by Urban-Econ (Appendix G5).</li> <li>• A TIA was conducted by HHO Consulting Engineers (Appendix G4).</li> <li>• A Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers, and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendix G6 and G7).</li> </ul>
		<p>Potential that the development can depreciate the value of nearby single-family houses</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>Privacy can be invaded (example the proposed 4 Storey Walk-Ups in Harrod Drive)</p>	<p>The initial proposal for this development included properties of 8-10 storeys; however, the new proposal shows that the development will have a maximum of four storeys across the site. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl</p>

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			<p>Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties</p>
		<p>The neighbourhood is quiet and with this development the noise levels will increase (what regulations of the apartment buildings and commercial buildings will be in place?)</p>	<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
		<p>Infrastructure: the quality of the roads in the neighbourhood is already poor (potholes on most roads) and the traffic is already very busy in example Harrod Drive. To avoid peak time traffic in Old Paarl Road, many taxis make use of Harrod Drive, Ganzekraal Road etc that causes traffic congestion in our area. This proposed development of commercial and many apartment buildings will therefore have a huge detrimental effect on the infrastructure.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as</p>

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			<p>part of the development. This will include security measures as well as management of green spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>
		<p>What is proposed for public transport for occupants that don't have a vehicle (are there sufficient buses etc)?</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is sufficient to note that the number of public transport users could be approximately 1 000 passengers.</p>
		<p>Water infrastructure: in the past few years we had regular incidents of water pipes that burst in the area. This proposed development of commercial and many apartment buildings will also have a huge effect on this inefficient system that can have far-reaching consequences, affecting public health and the local community.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into detailed design to reduce pressure on the municipal system.</p>
		<p>Potential for overcrowding and crime rate increase. This development can have an impact on the safety of the neighbourhood.</p>	<p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those</p>

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			<p>seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>Landscaping: the physical appearance of this development can also influence property values of the single-family houses. How will this be managed?</p>	<p>Landscape Framework (LF) was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (Appendix G8). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LFP include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>Two wetlands and a portion of botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p>
		<p><b>Suggestion:</b></p> <p>Blommendal and Oak Glen are popular neighbourhoods. Our proposal is to rather build houses in the vacant area. The impact on</p>	<p>Your comment has been noted.</p>

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		the infrastructures (road & water) will be less than the proposed commercial and apartment buildings.	
<b>Chad Bredenkamp</b> Via website	<b>19/08/2024</b>	<p>I am not happy with these planned constructions. This is going to affect the value of my property negatively.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
<b>Hennie Bason</b> Via email	<b>19/08/2024</b>	<p>Hi there,</p> <p>I am not against the development, but I have some concerns:</p> <ol style="list-style-type: none"> <li>1. Infrastructure? Water, roads, sanitation</li> </ol>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>

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		<p>2. We cannot have 2 storey buildings next to Blommendal.</p>	<p>The initial proposal for this development included properties of 8-10 storeys; however, the new proposal shows that the development will have a maximum of four storeys across the site. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties</p> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p>

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			Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.
		3. Can we not look at another old age home?	Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, and commercial spaces supported by a school and community facilities. The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.
		4. Another school?	The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.
		5. How would you manage the additional vehicles in front of Bellville high school?	A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site
		6. Dust control during construction?	Dust control and other construction impacts are discussed in the EMPr (Appendix H). The EMPr includes construction mitigation measures and further construction details.
		7. Higher walls against Stikland between Stikland and Blommendal?	A Landscape Master Plan was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd

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			<p>(Appendix G8). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LFP include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible.</p> <p>According to the Landscape Master Plan:</p> <ul style="list-style-type: none"> <li>• All utility areas need to be screened where adjacent to public open spaces, and</li> <li>• The proposed green belt is intended to have extensive tree planting, providing shade, wind shelter and visual screening for the psychiatric hospital precinct.</li> </ul> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
		<p>8. We need to see what the "end-Plan" is.</p> <p>We need a detailed drawing of what has been planned. The previous drawings are NOT correct.</p> <p>Please keep us updated!!!!!!!!!!!!!!!!!!!!</p> <p>Thank you,</p> <p>Hennie Basson</p>	<p>Please see section B of the draft BAR for the proposed development framework.</p>

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		GT Fruit & Veg	
<b>Stefan Nel</b> <b>Vias website</b>	<b>19/08/2024</b>	<p>I am writing to express my concerns and formally object to the proposed development of low-cost housing in Stikland. While I understand the importance of providing affordable housing options, I believe that this specific development could have severe consequences for our community, which is already grappling with significant challenges. Stikland has been experiencing a growing crisis related to homelessness and crime. The addition of a low-cost housing project in this area is likely to exacerbate these issues rather than alleviate them. My primary concerns are as follows:</p> <p>Increased Crime Rates: The area already has a higher-than-average crime rate, and introducing a large-scale low-cost housing development could further strain local law enforcement resources. This could lead to an increase in criminal activities, making the neighbourhood less safe for current residents.</p>	<p>Your concerns have been noted.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict</p>

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			<p>norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks (See Section E of the BAR). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those</p>

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			<p>seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>Overburdened Infrastructure: The existing infrastructure, including public services, healthcare, and transportation, is already under significant strain. A sudden influx of new residents may overwhelm these systems, reducing the quality of life for everyone in the community.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p> <p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendix G7). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off.</p>

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		<p>Property Values and Community Stability: The introduction of low-cost housing could negatively impact property values in the area, leading to a decline in community stability. This could result in a cycle of disinvestment, further deteriorating the neighbourhood.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>Lack of Comprehensive Planning: It appears that the development has not been accompanied by a comprehensive plan to address the underlying issues of homelessness and crime. Without adequate support services and community programs, the project risks becoming a short-term solution that ultimately fails to benefit the new residents or the existing community.</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-</p>

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			<p>density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>
		<p>I urge the decision-makers to reconsider the location of this project and explore alternative sites that may be more suitable.</p>	<p>No other property or site alternatives are relevant to the proposed development framework. The identified property is considered underutilised, and thus, the development framework is proposed to ensure the best use of state-owned land. The chosen property is inherent to the proposed development. No other properties or sites are relevant to the proposed development framework.</p>
		<p>Additionally, I recommend that any development plans include robust measures to address the existing social challenges, such as increased law enforcement presence, community engagement programs, and partnerships with social service organizations. I believe that a more thoughtful approach, which includes input from local residents and a focus on long-term community development, will yield better outcomes for all involved. Thank you for considering my concerns. I look forward to your response and am hopeful that we can work together to find a solution that supports both the needs of the community and those seeking affordable housing. Further to the above, once the approval has been obtained, who will be the contractor, we have plenty contractors within</p>	<p>The Socio-Economic Impact Assessment was undertaken by Urban-Econ, 2025 The proposed Stikland South development, through its construction and operation, is expected to result in both positive and negative impacts (Urban Econ, 2025) .</p> <p>The Socio-Economic specialists provided mitigation measures to address potential negative impacts, please see the Socio-Economic Impact Assessment (Appendix G5).</p>

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		the local area that should at least benefit from the construction process.	
<b>Janine Becker</b> <b>Via Email</b>	<b>19/08/2024</b>	<p>Good day</p> <p>As resident and homeowner in the suburb of Blommendal, I wish to object to the proposed housing development in the Stikland South area.</p> <ol style="list-style-type: none"> <li>1. Old Paarl Road will be even more congested with traffic, as it already carries heavy traffic to Brackenfell and R300</li> <li>2. The area is not suitable as it is a wetland and becomes marsh like in winter</li> <li>3. The schools in the area are already overfull and are at capacity.</li> <li>4. Safety in our suburb will be compromised as there will be unwanted elements such as gangs and drugs that will be brought to our area.</li> </ol>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and -</p>

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		<p>5. Safety for the elderly is also a concern as there is a Badisa Old Age home in the area.</p>	<p>moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks (See Section E of the BAR). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>

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			<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>6. The constant flow of people will also be a disturbance to the patients at Stikland</p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital</p>

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			<p>was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
<b>Stefan Nel</b> <b>Via website</b>	<b>19/08/2024</b>	Will you please advise on where to apply to privatise the north part for residential development? If this is privatised the State can get a better income and it can benefit the community. If this process proceeds without northern n part being privatised residents of surrounding areas will have no option but to barricade off their roads and create estates to minimise traffic flow and unwanted pedestrians	Erf6300 includes both Stikland North and Stikland South. Stikland North does not require Environmental Authorisation and is not applicable to this application. The Western Cape Government will engage with the residents of Stikland North in the future, when Stikland North is planned for development.
<b>Phia-Retha Uys</b> <b>Via email</b>	<b>19-08-2024</b>	Good day  I strongly oppose this due to traffic, crime and the fact that this do affect the existing neighbourhood. Traffic is already a mess that	A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the

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		<p>no one attend to especially on days of sport at the school.</p>	<p>extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>It is going to negatively impact property prices and the infrastructure cannot cope with additional influx of people.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use</p>

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			<p>Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>
<p><b>Zyilia and Willem Volschenk</b> Via email</p>	<p><b>19-08-2024</b></p>	<p><b>I am opposed to the new development</b></p> <ul style="list-style-type: none"> <li>• If the development goes ahead, local contractors must be prioritized for the work.</li> <li>• The development must benefit the current local people and not people from the outside of the Western Cape. The influx of people from other Provinces causes much trouble and problems.</li> <li>• I refer here to the Somaliers in the Bellville area. They only do as they like and bring the houses around them and decrease the evaluation of home. The Brothels in the Bellville area is disgusting, and City of Cape</li> </ul>	<p>This is a recommendation within the Socio-Economic Impact Assessment (Appendix G5).</p> <p>S The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the</p>

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		<p>Town is doing nothing. They operate without paying any taxes.</p> <ul style="list-style-type: none"> <li>My concern is that the whole community are going to change more negatively, with more vehicles, more crime, and less value for our homes.</li> </ul>	<p>management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>
		<ul style="list-style-type: none"> <li>Currently the residents of Ward 3 do not receive services.</li> </ul>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be</p>

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		<ul style="list-style-type: none"> <li>The Wetlands/vleilande is a no-go. This will impact negatively on the development</li> </ul>	<p>incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p>
		<ul style="list-style-type: none"> <li>What about the number of people impacted on the current residents of Stikland? Why does nobody think of them?</li> </ul> <p>Regards</p> <p>Zylia and Willem Volschenk [REDACTED]</p>	<p>Erf6300 includes both Stikland North and Stikland South. Stikland North does not require Environmental Authorisation and is not applicable to this application. The Western Cape Government will engage with the residents of Stikland North in the future, when Stikland North is planned for development.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p>
<p><b>A Brand</b> <b>Via email</b></p>	<p><b>19-08-2024</b></p>	<p>Hi</p> <p>I would like to register my objection regarding the low-cost development on this piece of ground that form part of the total development of the site.</p> <p>Reasons:</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from</p>

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		<ul style="list-style-type: none"> <li>•Market value of surrounding areas will drop taking into account of residents' investments in their properties.</li> <li>•Crime will increase in surrounding areas with drastic increase of possible unemployed status of residents normally associated with low-cost housing.</li> </ul> <p>Regards Mr A Brand</p>	<p>making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
<p><b>Dr Hennie Swanepoel</b> <b>Via email</b></p>	<p><b>19-08-2024</b></p>	<p>To whom it may concern</p> <p>I want to object against the new development in Stikland, because of various reasons:</p> <p>1) It will bring Voortrekker Road closer to our safe environment. Voortrekker Road is well known for its crime.</p>	<p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p>

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			<ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>2) Another reason is that this will have a negative effect on our property values.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>3) I'm concerned about the safety of the people in our neighbourhood. We can't predict the type of people that will come to stay in this development. It is possible that all sorts of people will be attracted to these buildings. It might bring crime to our doorsteps. This must be prevented at all costs.</p> <p>Thank you for taking notice of this letter.</p> <p>Please keep well!</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators</p>

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		Dr Hennie Swanepoel	<p>to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks (See Section E of the BAR). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p>
<b>Greggory Thorne Via Website</b>	<b>19-08-2024</b>	I am a resident adjacent to the development. Over the years I have built up equity in my	To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing

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		<p>property as to retire hopefully soon. The development will negatively impact property prices adjacent to this development affecting many livelihoods like myself who is dependent on positive housing values for retirement.</p>	<p>unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>The development will also negatively impact the infrastructure as this significantly increase traffic in and around the area as its already impacted as it is.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of</p>

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			Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site
<b>Bernette Becker</b> <b>Via Website and email</b>	<b>19-08-2024</b>	<p>To whom it may Concern,</p> <p><b>We do NOT support the development you are planning in Stikland.</b></p> <p>This will affect our living conditions in Blommendal and surrounding areas. It will have a direct impact on traffic, our roads, our water and electricity infrastructure. The proposed plans of improving / adjusting the current infrastructure will cause delays in our service deliveries and will not be sufficient either way. This area CANNOT handle an influx of so many people.</p> <p>There are not enough schools to accommodate the extra families, there are not enough roads to accommodate the new influx of people. You will cause more traffic, more infrastructure problems, and our safety is in your hands.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site.</p>


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			<p>Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>We already have water pipes bursting every week, and now you want to put extra pressure on an old and vulnerable system.</p>	<p>The Open market portion of the development will be managed by the individual Body Corporates and by the overall Property Owners Association that will be formed as part of the development. This will include security measures as well as management of green spaces. The maintenance of streets and services will be the responsibility of City of Cape Town.</p>
		<p>Think about the safety of our children that walks to school, us taking a walk or running through the neighbourhood.</p> <p>We are a quiet and safe suburb with little vehicle and foot traffic. This will directly impact the suburb's appeal, and the values of our properties will decrease. This will become an unsafe neighbourhood!</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p>

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			<p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks (See Section E of the BAR). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> </ul>

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			<ul style="list-style-type: none"> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>Having just bought a home in Blommendal, we are unsure about our future here and this will become a big factor in our future plans.</p> <p>I repeat, we <b>DO NOT</b> support this development, and we <b>OPPOSE this 1000000%</b>.</p> <p>Please take us as residents in consideration. <b>PLEASE do not continue with this development.</b></p> <p>kind regards, Bernette Becker</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
<p><b>Mr L W Thomas and Mrs J Thomas Via email</b></p>	<p><b>19-08-2024</b></p>	<p>Dear Sir/Madam,</p> <p>I am writing to express my ABSOLUTE OBJECTION and deep concerns regarding the proposed development of medium-density, mixed-use housing, including eight-storey flats, on Stikland North and South precincts. As long-time residents of Blommendal, We have a strong attachment to our community and are deeply troubled by the potential impacts of this project.</p>	<p>The current EIA process only relates to Stikland South.</p>

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		<p>Concerns: Impact on our Property Values: I worry that the proposed development will significantly decrease the value of my home and those of my neighbours. The character of our area, which has always been residential and low-density, will be altered irreparably, affecting the financial well-being of our and many other residents.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>Increased Traffic: With the addition of so many new residents and businesses, I fear that traffic congestion will become a serious problem. Our local roads are not equipped to handle such an increase, and this could lead to dangerous conditions for pedestrians, especially for those of us who are older and more vulnerable.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>Community Character: Blommendal has always been a peaceful, family-oriented community. The high-density development proposed disrupts the current balance and could change the nature of our</p>	<p>The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p>

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		<p>neighbourhood, leading to a loss of the qualities that make it a desirable place to live.</p>	<p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see section E draft Basic Assessment Report and Appendix K for additional information.</p>
		<p>Environmental Concerns: The construction of such large buildings will likely reduce green spaces that are crucial for our well-being and the local wildlife. As someone who has lived here for many years, I cherish these areas and believe their loss would be detrimental to our quality of life and that of the natural wildlife we so enjoy.</p>	<p>The revision of the development framework includes a portion of Medium-to-High sensitivity vegetation retained as an open space within the development framework, while approximately 0.40 ha of Medium-High sensitivity vegetation is anticipated to be developed as roads. The rest of the botanically sensitive spaces are retained within the proposed new Stikland Hospital boundary</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These</p>

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		<p>I respectfully urge the City of Cape Town to reconsider this development plan and to take into account the concerns of long-standing residents like me. It is important to ensure that any development aligns with the needs and values of the community it affects. Would it not be more feasible to consider the development of private residential homes in line with the character and values of our and neighbouring areas? Stickland Hospital can be expanded to continue with the role it has played for those who have mental challenges over the many years, as it is common knowledge that these conditions are increasing amongst our general population and such facilities are in dire need. A drastic increase in traffic in our residential areas and on Old Paarl Road, which is a major thoroughfare for taxis and traffic in general, will bring great safety challenges for local residents and school children alike, in our areas.</p>	<p>changes have been incorporated into the proposed Development Framework.</p> <p>The applicant is the Western Cape Government Department of Infrastructure.</p>
		<p>Thank you for your attention to this matter. I hope that my voice, along with those of my fellow residents, will be considered in your decision-making process.</p> <p>Yours sincerely,</p> <p>Mr L W Thomas and Mrs J Thomas  </p>	<p>Your concerns are noted.</p>

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<p>Elsa Voigt Via website</p>	<p>19-08-2024</p>	<p>Please Note that I was Born in Stikland 76 years ago (Kasselsvlei Road, now Barlow Avenue) and been resident in de La Haye since September 1976. At one stage De La Haye Avenue would have been broadened and extended to Bill Bezuidenhout which happened but, with proper mods at the Stikland Strand Road bridge is still not a bad idea with the excessive present traffic congestion even without the modification planned with these modifications. But if what is planned here goes through it will result in a disaster!</p> <p>Regards, Erich Voigt [REDACTED]</p>	<p>Your comment is noted.</p>
		<p><b>Comment from attached document:</b></p> <p>Objection to some details in the draft: "Contextual Framework Stikland South Draft 1: 26 October 2023"; for the development of the Stikland Hospital grounds, hereto referred to as: The Report.</p> <p>Zoning change: from G2 (Hospital) to Co2 mixed use – as to the zone change, I do not have an objection.</p> <p>The West should not automatically qualify for further development just because the north and south has been developed.</p> <p>I do have an objection moving the density level from low to high. In the report it is clear that this property was chosen for a hospital site due to the open space needed by the patients in the current facility. Pg 40 referred to</p>	<p>Please note that the latest information for the proposed development on Stikland South is available with the draft Basic Assessment dated September 2025. This is currently available on Infinity Environmental's <a href="#">website</a>.</p> <p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p>

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		<p>the patients needing low light and quiet for they to recover in ward 6. Ward 8 starts at 5:30 and are referred to as noisy for the surrounding houses. They are said to need the “farm feel” - that is good for recovery. Pg 41 says again the patients need low light, which streetlights, 10 story buildings and surrounding houses will surely contradict. Pg43 and 44 refers to drug addicts, very vulnerable people, suicidal and gang related that can already hear the noise from Old Paarl Road.</p>	<p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p>
		<p>How will this development not increase the traffic, noise and effect on these people busy with their recovery? The entire point of being in rehab is to join society as a value-adding member. If it is quiet they need this development will steal that from them. Pg 44 also refers to drug deals that might encounter the public – and truly undesirable effect. Pg 44 again refers to the quiet needed by these patients. Pg 98 refers to the area having been chosen for the open space it has. Pg 107 refers to the hospital always being full. Thus, it can be assumed that this hospital and the current look and feel is what society needs and no negative effect from this development should interfere with the good work they have been doing for over 60 years.</p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed</p>

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			in detail in the Environmental Management Programme (Appendix H).
		Trees - the first reference to trees says that as much possible trees need to be kept intact. As can be seen from above the look and feel is the reason this area was chosen, the farm-feel is the reason for the patient's recovery. Pg 109 refers to the tree forming a part of the important character of the area. Pg 118 discusses the root protection area. I agree the trees need to be protected and the root system must not be damaged.	A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.
		Wetlands – About the wetlands there seems to be some contradictions. As a resident of 75 years to the area, I can tell you that these pools have always been there. The wildlife that enjoys this open field is part of why we live here. Pg128 refers to the wetlands as “cryptic” and of no conservation importance! Pg 131 says the wetlands are there and again in Pg 134 it refers to wetlands, Pg 135 says it is a wetlands seep and blames the storm water that has been running there for 20 years to be the problem or reason. I challenge this statement and seem to be supported with your report on pg. 139, where it refers to 5 wetlands and Pg 142 where Nick Styfier from Envirovision found 6 wetlands. Pg 140 and 148 suggest 500meters to be untouched around wetlands which I support. I strongly object to Pg 141 “offsetting of wetlands” this is an unacceptable choice as the animals that enjoy this area are not only the guineafowl	<p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p> <p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they</p>

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		<p>that were there for years but also the kolgans that mate for life and live 35 years, and many more species. Removing their home is not an acceptable sacrifice. It has already been established that this is the look and feel of the area and that the patience need this farm feeling for recovery. Pg145 refers to a “temporary wetlands all year round” as contradictory as that sounds, I have seen it with my own eyes as this is the constant state of this field. I will suggest a freshwater specialist to determine which of these wetlands are sustainable and that this gets worked into the plans.</p>	<p>can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p>
		<p>Purpose – Pg 7 2.1.3. refers to the point of this development. It being to enhance/improve mental health services and to supply housing for the nurses and hospital staff. I am sorry but nowhere further is the purpose discussed and it does not seem like the purpose of the development is to help the nurses and hospital staff as that is not what the accommodation is catering for. If it is only the nurses and people that work on these premises you will not have a need for commercial or 10 story buildings! I think the idea is great and if this is the purpose please reevaluate the specs of what you are building!</p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul>

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		<p>Water/sewer – The document opens with an upgrade is needed for electricity and sewer. Pg64 refers to the water/sewer and electricity being at capacity! Pg 66 refers to no sewer upgrades planned. From personal experience I can tell you that Altona right across the road is a red zone for pipe bursts. The areas infrastructure is very old, and the new upgrades are only to keep up with the current demand not to handle the new influx that this development will cause. Pg 68 refers to stormwater not being a problem “due to the large portion of open land”, as this land will no longer be open this needs to be investigated!</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>
		<p>Electricity – as per water it is clearly established that it is at capacity and an upgrade is not planned. Pg 72 refers to bulk services assessment that must still be done. It also says that electricity upgrades will have to be done, including overhead line capacity increased. As no one can live close to these lines which will severely limit the area that can be built on. And may I suggest that an increase in electricity might interfere with the patients and their recovery.</p>	<p>A baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendices G7). Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>
		<p>Transport - The report starts off saying that there is no public transport nearby. I agree 100% no train service and no bus service. The</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be</p>

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		<p>train station is so dangerous that women regularly get raped there! Is that where you would like to channel people to? Pg 51 talks about the transport current and future, with no idea how to improve it. Pg 52 and 53 says no bus routes and nothing in the road upgrade and that it does not form part of the City's public right of way platform. Pg 56 says the rail service need upgrading but is not expected to be upgraded. Pg 61 refers to a Golden Arrow bus route – they do not run along this way. Pg 62 refers to no sidewalks and a bridge that will have to be removed. I do not see that anywhere in any budget for the next 10 years. Pg 62 also refers to the limited access to this area and again that it is not in the City's prwp. Pg 160 refers again to no bus route or taxi routes. If this location was chosen instead of the property on Voortrekker Road where Access Park is for its "transport" you have the incorrect area. There is no public transport, no MyCiti and no reliable rail service they leave only taxis to service this route.</p>	<p>accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>Commercial feel/look is only on the Stikland Industrial side. Thus, referring to the entire area as an industrial feel is incorrect. All commercial property should be kept to the Stikland Industrial side of the development to keep the look and feel as per the area. The only current commercial properties along Old Paarl Road across from this development is a fuel station. 1 Commercial building does not determine the look and feel and can thus not justify and entire corridor of commercial buildings</p>	<p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p>

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		<p>popping up along Old Paarl Road. Pg 150 refers to an already oversupply of completed rental units. And Pg 152 refers to a decline of need for office space making this plan for adding more empty buildings a bad investment with a problem for all the stakeholders.</p>	
		<p>Hours of work should not exceed 8am till 5pm as the residential area is in close proximity and the hospital requires quiet for recovery.</p>	<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
		<p>Look and feel of this area is not high-rise buildings. It is a peaceful residential area. If the look and feel is to be kept in this area it needs to be of a residential standard and maybe under 11 meters limit or 3 story accommodation for the nurses and hospital staff with trees surrounding them and wetlands with ducks, geese and wildlife. The owls nest in the trees and the squirrels use this area. I am not against the development of an area that keeps the values and feel of the area alive. It could enhance the area and serve the hospital patients. Keeping far away from the trees for root protection will allow tree canopies to supply natural cool to the area. This development claims to be aimed for</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul>

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		green buildings – surely it cannot start by removing trees and destroying wetlands and wildlife's homes.	<p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>
<b>Deon Strydon</b> <b>Via email</b>	<b>19-08-2024</b>	<p>To whom it may concern</p> <p>I oppose the proposed development as it will impact our area only in a negative way.</p> <p>There will be NO POSITIVES.</p> <p>Regards            Concerned Blommendaller</p>	<p>Your opposition is noted.</p>
<b>Annemarie le Roux</b> <b>Via website</b>	<b>19-08-2024</b>	<p><b>Comment 1:</b></p> <p>Against the development especially the flats. We already have water problems. Infrastructure not enough. House values will go down. More burglaries. Privacy of owners taken away by flats. Traffic already nightmare in Douglas Carr as well as Old Paarl. We are a residential neighbourhood.</p> <p><b>Comment 2:</b></p> <p>I am opposed to the flats. Especially those next to Ysterhoutst Street. Flats can be on Old Paarl if it must be. We already have problems with</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from</p>

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		<p>water pipes bursting,infrastructure not good enough. Traffic a nightmare in Douglas Carr. Burglary will increase. Market value of houses will go down. We are in a residential area not commercial. No more privacy for some owners. Invading of privacy.</p>	<p>making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development. See Section E of the BAR.</p> <p>The initial proposal for this development included properties of 8-10 storeys; however, the new proposal shows that the development will have a maximum of four storeys across the site. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of</p>

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			<p>Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p>
<p><b>Charlotte Du Toit</b> Via email</p>	<p><b>19-08-2024</b></p>	<p>Please register me as a effected party My address is 7 van eyck de la haye</p> <p>Objection to some details in the draft: "Contextual Framework Stikland South Draft 1 : 26 October 2023"; for the development of the Stikland Hospital grounds, hereto referred to as: the report.</p> <p>Zoning change; from G2 (Hospital) to Co2 mixed use – as to the zone change I do not have an objection. The West should not automatically qualify for further development just because the north and south has been developed</p> <p>I do have an objection moving the density level from low to high. In the report it is clear that this property was chosen for a hospital site due to the open space needed by the patience's in the current facility. Pg 40 referred to the patients needing low light and quiet for</p>	<p>You have been registered as an I&amp;AP.</p> <p>Please note that the latest information for the proposed development on Stikland South is available with the draft Basic Assessment dated September 2025. This is currently available on Infinity Environmental's <a href="#">website</a>.</p> <p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p>

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		<p>them to recover in ward 6. Ward 8 starts at 5:30 and are referred to as noisy for the surrounding houses. They are said to need the “farm feel” that is good for recovery. Pg 41 says again the patients need low light, which streetlights 10 story buildings and surrounding houses will surely contradict. Pg43 and 44 refers to drug addicts, very vulnerable people, suicidal and gang related that can already hear the noise from Old Paarl Road. How will this development not increase the traffic, noise and effect on these people, busy with their recovery? The entire point of being in rehab is to join society as a value adding member. If it is quiet they need this development will steal that from them. Pg 44 also refers to drug deals that might come in contact with the public – and truly undesirable effect. Pg 44 again refers to the quiet needed by these patients. Pg 98 refers to the area having been chosen for the open space it has. Pg 107 refers to the hospital always being full. Thus, it can be assumed that this hospital and the current look and feel is what society needs and no negative effect from this development should interfere with the good work they have been doing for over 60 years.</p>	<p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients</p>
		<p>Trees - the first reference to trees says that as much possible trees need to be kept intact. As can be seen from above the look and feel is the reason this area was chosen, the farm feel is the reason for the patients' recovery. Pg 109 refers to the tree forming a part of the important character of the area. Pg 118</p>	<p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p>

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		<p>discusses the root protection area. I agree the trees need to be protected and the root system must not be damaged.</p> <p>Wetlands – About the wetlands there seems to be some contradictions. As a resident of 15 years to the area, I can tell you that these pools have always been there. The wildlife that enjoy this open field is part of why we live here. Pg128 refers to the wetlands as “crypic” and of no conservation importance. Pg 131 says the wetlands are there and again in Pg 134 it refers to wetlands, Pg 135 says it is a wetlands seep and blames the storm water that has been running there for 20 years to be the problem or reason. I challenge this statement and seem to be supported with your report on pg. 139, where it refers to 5 wetlands and Pg 142 where Nick Styfier from Envirovision found 6 wetlands. Pg 140 and 148 suggest 500meters to be untouched around wetlands which I support. I strongly object to Pg 141 “offsetting of wetlands” this is an unacceptable choice as the animals that enjoy this area are not only the guineafowl that were there for years but also the kolgans that mate for life and live 35 years, and many more species. Removing their home is not an acceptable sacrifice. It has already been established that this is the look and feel of the area and that the patience need this farm feeling for recovery. Pg145 refers to a “temporary wetlands all year round” as contradictory as that sounds, I have seen it with my own eyes as this is the constant state of this field. I will suggest a freshwater specialist</p>	<p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p>

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		<p>to determine which of these wetlands are sustainable and that this gets worked into the plans.</p>	
		<p>Current infrastructure:            Traffic – Throughout this entire report it is stated that the last survey was done in February 2014. It is impossible to draw any conclusions on 10-year-old data about traffic. As there is an average of 2 accidents on the corner of Link and Old Paarl weekly, we can just assume the increase due to all these extra taxis that will have to transport all new residents as we have established under transport that there is no formal bus route, no MyCiti and no train service.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>Water/sewer – The document opens with an upgrade is needed for electricity and sewer. Pg64 refers to the water/sewer and electricity being at capacity. Pg 66 refers to no sewer upgrades planned. From personal experience I can tell you that Altona right across the road is a red zone for pipe bursts. The areas infrastructure is very old, and the new upgrades is only to keep up with the current demand not to handle the new influx that this development will cause. Pg 68 refers to storm water not being a problem “due to the large portion of open land”, as this land will no longer be open this needs to be investigated.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>
		<p>Electricity – as per water it is clearly established that it is at capacity and a upgrade is not</p>	<p>A baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer</p>

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		<p>planned. Pg 72 refers to bulk services assessment that must still be done. It also says that electricity upgrades will have to be done, including overhead line capacity increased. As no one can live close to these lines which will severely limit the area that can be built on. And may I suggest that an increase in electricity might interfere with the patience and their recovery.</p> <p>Transport - The report starts off saying that there is no public transport nearby. I agree 100% no train service and no bus service. The train station is so dangerous that women get raped there. And now you cannot say you did not know! Is that where you would like to channel people to? Pg 51 talks about the transport current and future, with no idea how to improve it. Pg 52 and 53 says no bus routes and nothing in the road upgrade and that it does not form part of the City's public right of way platform. Pg 56 says the rail service need upgrading but is not expected to be upgraded. Pg 61 refers to a Golden Arrow bus route – they do not run along this way. Pg 62 refers to no sidewalks and a bridge that will have to be removed. I do not see that anywhere in any budget for the next 10 years. Pg 62 also refers to the limited access to this area and again that it is not in the City's prwp. Pg 160 refers again to no bus route or taxi routes. If this location was chosen instead of the property on Voortrekker Road where Access Park is for its "transport" you have the incorrect area. There is no public transport, no</p>	<p>to Appendices G7). Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is sufficient to note that the number of public transport users could be approximately 1 000 passengers.</p>

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		<p>myciti and no reliable rail service they leave only taxis to service this route. Commercial feel/look is only on the Stikland Industrial side. Thus, referring to the entire area as an industrial feel is incorrect. All commercial property should be kept to the Stikland Industrial side of the development to keep the look and feel as per the area. The only current commercial properties along Old Paarl Road across from this development is a fuel station. 1 Commercial building does not determine the look and feel and can thus not justify and entire corridor of commercial buildings popping up along Old Paarl Road. Pg 150 refers to an already oversupply of completed rental units. And Pg 152 refers to a decline of need for office space. Making this plan for adding more empty buildings a bad investment with a problem for all the stakeholders.</p>	
		<p>Hours of work should not exceed 8am till 5pm as the residential area is in close proximity and the hospital requires quiet for recovery.</p>	<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
		<p>Look and feel of this area is not high-rise buildings. It is a peaceful residential area. If the look and feel is to be kept in this area it needs</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this</p>

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		<p>to be of a residential standard and maybe under 11 meters limit or 3 story accommodation for the nurses and hospital staff with trees surrounding them and wetlands with ducks, geese and wild live. The owls nest in the trees and the squirrels use this area. I am not against the development of an area that keeps the values and feel of the area alive. It could enhance the area and serve the hospital patients. Keeping far away from the trees for root protection will allow tree canopies to supply natural cool to the area. This development claims to be aim for green buildings – surely it cannot start by removing trees and destroying wetlands and wildlife's homes.</p>	<p>includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>
<p><b>Sanet Nothnagel</b> Via email</p>	<p><b>19-08-2024</b></p>	<p>Good Day Attached please find comment sheet regarding proposed development at Stikland. Thank you Kind regards Sanet</p> <p>Attached document:</p> <p>I see the following problems</p>	<p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p>

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		<ul style="list-style-type: none"> <li>- High density.</li> </ul>	
		<ul style="list-style-type: none"> <li>- Traffic we already have weekly accidents at some of the intersections.</li> </ul>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<ul style="list-style-type: none"> <li>- Problems with water and sewer problems occur often.</li> </ul>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>
		<ul style="list-style-type: none"> <li>- Not sufficient public transport lead to more taxis that do not obey to the rules</li> </ul>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p>

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			<p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is sufficient to note that the number of public transport users could be approximately 1 000 passengers.</p>
		<p>- Trees that will be removed</p>	<p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p>
		<p>Please reconsider this development plans. Thank you</p>	<p>Your comments are noted.</p>
<p><b>Paul Kombol</b> <b>Via email</b></p>	<p><b>19-08-2024</b></p>	<p>Please register me as an effected party Paul Kombol 7 Van Eyck De la Haye</p> <p>Objection to the Draft Contextual Framework for Stikland South: Draft 1 (26 October 2023) Re: Development of Stikland Hospital Grounds Introduction</p> <p>I am writing to formally object to several aspects of the proposed development outlined in the "Contextual Framework Stikland South Draft 1: 26 October 2023" (hereafter referred to as "the Report"). My objections are based on factual concerns related to the impact of the proposed changes on the existing conditions, infrastructure, and community well-being.</p> <p>1. Density Levels The proposed increase in density from low to high is a major concern. The Report acknowledges that the property was selected</p>	<p>The latest information for the project can be found in the Pre-application Basic Assessment Report (BAR) dated September 2025, which is currently available on our <a href="#">website</a>.</p> <p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also</p>

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		<p>for its open space, which is integral to the recovery of patients at the hospital. Specifically:</p> <ul style="list-style-type: none"> <li>•Page 40: The need for low light and quiet for patient recovery in Ward 6 is emphasized.</li> <li>•Page 41: The "farm feel" of the area is cited as beneficial for patient recovery.</li> <li>•Pages 43 and 44: Increased noise from Old Paarl Road is identified as a concern for patients in recovery.</li> </ul> <p>The increase in density will likely lead to higher traffic volumes and increased noise, directly contradicting the environment necessary for patient recovery as described in the Report.</p>	<p>includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p>
		<p>2. Impact on Trees and Wetlands</p> <ul style="list-style-type: none"> <li>•Trees: The Report mentions the importance of preserving trees for maintaining the character of the area (Pages 109, 118). However, the proposed development may jeopardize these trees and their root systems. Given the significance of these trees to the area's character and the recovery of patients, any potential damage to them should be avoided.</li> <li>•Wetlands: There are inconsistencies in the Report regarding the wetlands: <ul style="list-style-type: none"> <li>○ Page 128: Wetlands are described as "cryptic" and of no conservation importance.</li> <li>○ Pages 131, 134, 135: Contradictory statements are made about the presence and importance of wetlands.</li> </ul> </li> </ul>	<p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p> <p>All wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework (Appendix B1).</p>

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		<p>O Pages 139, 142: Discrepancies between reported wetland numbers. The wetlands provide essential habitat for local wildlife. The proposal to "offset" these wetlands (Page 141) is unacceptable. The preservation of these natural features is crucial for maintaining the area's ecological balance and supporting local species.</p> <p>3. Infrastructure Concerns</p> <ul style="list-style-type: none"> <li>•Traffic: The Report relies on traffic data from February 2014, which is outdated. Given the recent increase in accidents at the intersection of Link and Old Paarl Roads, it is vital to conduct a new traffic survey to assess the impact of the proposed development.</li> <li>•Water/Sewer: The Report indicates that current infrastructure is at capacity (Pages 64, 66). The planned upgrades are insufficient to accommodate the increased demand from the proposed development, which could exacerbate existing infrastructure issues.</li> <li>•Electricity: The Report notes the need for electricity upgrades (Page 72). Given the impact on patient recovery, any increase in overhead lines or electrical infrastructure should be carefully considered to avoid interference with the hospital environment.</li> </ul>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendices G7). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development,</p>

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			<p>and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>
		<p>4. Public Transport The Report acknowledges a lack of public transport options in the area (Pages 51, 56, 62). With no current bus or rail services, the proposed development could place additional strain on local transport infrastructure, which is inadequate for handling increased demand.</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is sufficient to note that the number of public transport users could be approximately 1 000 passengers.</p>
		<p>5. Commercial Development and Area Character The proposed commercial developments along Old Paarl Road do not align with the residential and peaceful character of the area. The Report (Pages 150, 152) suggests an oversupply of rental units and a decline in office space demand. Maintaining the residential character with low-rise developments would better serve the</p>	<p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p>

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		<p>community and complement the existing area.</p> <p>Conclusion In conclusion, I respectfully urge a reconsideration of the proposed development plans. The need to preserve the existing trees, wetlands, and the low-density character of the area is critical to maintaining the well-being of patients at Stikland Hospital and the local community. I recommend a revised development plan that aligns with the original purpose of the site, which is to provide a tranquil environment conducive to recovery and community well-being.</p> <p>Thank you for considering my objections.</p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul>
<p><b>@Pierre le Roux</b> <b>Via email</b></p>	<p><b>19/08/2024</b></p>	<p>Good day</p> <p>As a registered interested and affected party, the following feedback:</p> <ol style="list-style-type: none"> <li>1. In general, I am against the proposed development of Stikland South.</li> <li>2. I attended the only public viewing so far of the proposed development. The details of buildings on the map were incorrect, with the developer stating the buildings were up to 10 stories. The map legend indicated buildings with fewer storeys. This is misleading.</li> </ol>	<p>Your opposition is noted.</p> <p>The latest information for the project can be found in the Pre-application Basic Assessment Report (BAR) dated September 2025, which is currently available on our <a href="#">website</a>.</p> <p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-</p>

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			<p>use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul>
		<p>3. The traffic along Old Paarl Road is already under enormous pressure. Adding thousands of residents and businesses to the area will not improve the situation. No mention was made of expanding the road network.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>4. Is it realistic to expect the bulk of the future residents to use the rail network and other</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of</p>

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		<p>public transport? This is the expectation of the developers.</p>	<p>affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is sufficient to note that the number of public transport users could be approximately 1 000 passengers.</p>
		<p>5. The Blommendal water reticulation network has failed numerous times in the last four months. That is without an increase in residents in the vicinity. Adding thousands of residents and businesses in the vicinity will certainly not improve the situation.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>
		<p>6. The area in general is peaceful and quiet. The proposed development will cause huge disruptions for a lengthy period of time. We are likely to see an increase in crime, where we currently experience hardly any crime. How will this be prevented?</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority</p>

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			<p>(SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p>


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			<ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme <b>(Appendix H)</b>.</p>
		<p>7. All of the above is only related to Stikland South. Now bring Stikland North into the equation and the impact is even bigger. The development s cannot be dealt with in isolation and should be treated as a single project.</p>	<p>Erf6300 includes both Stikland North and Stikland South. Stikland North does not require Environmental Authorisation and is not applicable to this application. The Western Cape Government will engage with the residents of Stikland North in the future, when Stikland North is planned for development.</p>
		<p>Based on the above I cannot approve of the proposed development.</p> <p>I appreciate the fact that the land must be used and developed to generate additional income for the Western Cape government. I also appreciate the fact that low-cost housing</p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the</p>

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		<p>must be provided, and that provision must be made for businesses. Maybe the focus should be on addressing the poor conditions along Voortrekker Road. Make a success of that, then come and develop along Old Paarl Road. We do not need another Voortrekker Road, along with its decay and filthy surroundings.</p> <p>Regards Pierre le Roux [REDACTED]</p>	<p>site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and</p>

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			<p>provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>
<p><b>Frank Erskine</b> <b>Via email</b></p>	<p><b>19-08-2024</b></p>	<p>Dear Sir/Madam, I am a resident in Bellair (for 36 years now), closely situated to the present Stikland hospital, am a rate payer and attend our rate payers' meetings as a voluntary member.</p> <p>I hereby wish to raise certain concerns regarding the proposed development of the above area.</p> <p>I am quite aware of the size/scale of the area as I in fact sometimes cycle through it to keep fit (68 years old). This just to mention that any development there will have a huge impact on our area due to reasons discussed below.</p> <p>STIKLAND AREA WETLANDS. Cycling through Stikland one can see numerous wetlands within the boundaries with geese, goslings and other birdlife enjoying the freedom they have there! It is so beautiful to see and have such wildlife so very close to our residence. I enjoy the wildlife so to the extent that in summer I place fresh water out on the common opposite our house for the Egyptian geese, crows, guinea fowl and other birdies frequenting the area. The guinea fowl frequent our garden when they have goslings.</p>	<p>Your concerns are noted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p>

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		<p>TRAFFIC. Old Paarl Road carries a huge amount of traffic as there are often accidents taking place. This may be due to the volume of taxi's (one is also rather fearful of being caught up their 'racetrack') and the development of the area will no doubt bring about an increase in their traffic. Also the proposed use of Meerlust and Harrod (kindly note that both of these already have speed bumps to ease the speeding down them...of very little use),already highly congested during peak hours will bring about huge problem as Suikerbos street is also a very busy road as it</p>	<p>To reduce the impact of urban development on the wetland systems all wetlands were identified and delineated by a hydrogeologist (GEOSS). Additionally, a detailed freshwater ecological assessment was undertaken by a freshwater specialist (<b>Appendix G2</b>) which noted presence of five natural wetlands while the additional two areas exhibiting wetland characteristics identified by GEOSS were found to be of artificial origins.</p> <p>A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (<b>Appendix G8</b>). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>The retention of these environmentally sensitive areas will preserve the aesthetic views of the site.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments.</p>

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		<p>carries all the traffic to and from the N1 and to and from Bellville and Brackenfell as does Old Paarl. These are the main arterial roads linking us to the areas as discussed. Both of these very busy roads also carry traffic to and from Brackenfell boulevard (traffic over the N1 on the single lane bridge can only be described as a 'horror show' and more traffic will only make things worse) to areas north of us and people working in Paarl or north over the N1. Also, Fir road is very busy and is used as a race track at times sometimes being used illegally by taxi's. There has been a request to place speed bumps there, but funds are not available to realise this.</p>	<p>Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>WATER PRESSURE. During the summer months in particular we find a drop in water pressure causing watering of gardens to be a prolonged exercise in the sun that is rather annoying. It is hoped that the extra burden of feeding the proposed area does not make matters worse regarding this.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>). The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62kl/day. It was determined that the municipal system could accommodate this. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p>
		<p>ELECTRICITY SUPPLY. This is a factor of huge concern as any further load on this area can lead to local outages which will prove to be very disturbing in particular to those of us of senior age regarding security and quality of life. Our previous neighbour's wife had to be hospitalised due to her having to need emergency nebulising (she had a chronic lung disease) during an outage.</p>	<p>A baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>

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		<p>PROPOSED HOUSING. It is noted that a very large amount of houses are in the plan. This is a worrying factor as the type of housing may bring about undesirable elements into our area already burdened with growing crime and a fear in daily living. Kindly note that this is being said with the utmost respect but is a worrying aspect for us elderly residents!</p> <p>Kindly note that my comments are hoped to be seen as constructive but please do take this as concerns to us!</p> <p>Thank you for your interest in our matters regarding this! Have a splendid day and be safe and careful out there!</p> <p>Frank Erskine OAF              Bellville</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI</p>

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			<p>cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
<p><b>Gawie Heyns</b> Via website</p>	<p><b>19/08/2024</b></p>	<p>I am totally opposed to the Stikland development. Traffic congestion will get worse and property values will fall.</p>	<p>Your opposition to the proposed development is noted.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site.</p>

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			<p>Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development (See section E of the BAR).</p>
<p><b>Tanya Beetge</b> Via email</p>	<p><b>19/08/2024</b></p>	<p>Dear Stikland South development team,</p> <p>I hope this message finds you well. I am writing to formally express my concerns and objections regarding the proposed housing development plan adjacent to our residential area. After reviewing the details, I believe there are significant issues that need to be addressed before moving forward.</p> <p>1. Educational Infrastructure:</p> <p>The proposed development includes only one school, which is insufficient given the current</p>	<p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p> <p>Further details will be provided during the design phase of the proposed development.</p>

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		<p>strain on our schooling district. Our area already requires an additional high school, and the influx from this new development will exacerbate the need for both primary and secondary schools. Each school should ideally accommodate at least 1,500 students, and the allocated section for the single school in this plan appears inadequate to meet the existing and anticipated demand.</p> <p>For context, our current high school receives approximately 1,200 applications annually but only has space for around 200 students. As I am in the process of applying for high school for my own children, I see many parents being forced into homeschooling their children due to the lack of available spots in public schools, which can be a financial burden. With the new development, will the residents of the social housing be able to manage or afford homeschooling if they cannot secure places in the school? The proposed school facilities will not be sufficient to accommodate all the new students.</p>	
		<p>2. Impact on Privacy and Property Value:</p> <p>The plan to construct four-story walk-up flats next to single-story houses raises serious concerns about privacy and security for current residents. The height and density of these buildings will result in a direct line of sight into the backyards of our homes, diminishing privacy and potentially lowering property values. In previous meetings, we highlighted these issues, and we were assured they would</p>	<p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p> <p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also</p>

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		<p>be considered. We strongly believe that a two-story development would be more appropriate and respectful of the existing residential character.</p>	<p>includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development (See section E of the BAR).</p>
		<p>3. Water Supply and Traffic Concerns:</p> <p>Our community currently faces challenges with water supply and infrastructure. The development will necessitate a significant upgrade to our water system, which should be carefully planned and implemented.</p>	<p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p>
		<p>4. Traffic congestion</p> <p>Additionally, the single roads serving our neighbourhood are already congested, particularly during school drop-off and pick-up times, as well as in the evenings. The current road network is not equipped to handle the</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill</p>

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		<p>increased vehicle traffic that the proposed development will generate.</p> <p>I urge you to reconsider the current plans and address these critical issues. A development that better integrates with our community's needs and infrastructure will ensure a more sustainable and harmonious outcome for all parties involved.</p> <p>Thank you for your attention to these concerns. I look forward to your response and to further discussions on how we can address these issues constructively.</p>	<p>Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p> <p>Policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p><b>Please see section E draft Basic Assessment Report and Appendix K for additional information.</b></p>
<p><b>Hans Steyn</b> Via email</p>	<p><b>19-08-2024</b></p>	<p>My vote:</p> <p>Against it</p> <p>Thanks</p> <p>Hans Steyn</p>	<p>Your opposition to the proposed development is noted.</p>

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<p><b>Tyron Hayes</b> Via website</p>	<p><b>19-08-24</b></p>	<p>To Whom it May Concern, as a homeowner in the surrounding area of the proposed development, I am strongly against this project. I believe that this will have a negative impact on the below:</p> <ol style="list-style-type: none"> <li>1. Environment impact on building on and around wetlands</li> </ol>	<p>Your opposition to the proposed development is noted.</p> <p>A freshwater impact Assessment was compiled by EnviroSwift Western Cape (refer to <b>Appendix G2</b>). The assessment included a site visit by the freshwater specialist to verify the presence of watercourses on site. At the time of the freshwater specialist's assessment, it was proposed that Wetland 5, located in the southern-most corner of the site, be fully infilled for development, which was accounted for in the risk assessment rating of low risk. Since then, the development framework has been revised, and Wetland 5 is now largely being retained on site. While some disturbance and partial infilling will occur to install a stormwater swale and pedestrian pathway—aligned with the Landscape Framework (see page 7 of <b>Appendix G8</b>)—this is considered less consequential than the original proposal to completely infill the wetland.</p> <p>The freshwater specialist assessed the original, more intensive proposal as the <b>worst-case scenario</b> for the wetlands on site, and still found the proposed development to pose a <b>low risk</b>.</p>
		<ol style="list-style-type: none"> <li>2. An influx of people would increase the amount of traffic in an already congested area.</li> </ol>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
		<ol style="list-style-type: none"> <li>3. The proposed affordable and Social Housing, would increase the amount of unemployed and opportunistic individuals</li> </ol>	<p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result</p>

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		<p>which would increase the crime rate. This directly affects the safety of families in the area.</p>	<p>in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in</p>

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			<p>spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p>
		<p>4. The proposed development on the western edge, alongside De la Haye Road would negatively impact the Blommendal neighbourhood, it would be visually displeasing and De La Haye Road would not be able to accommodate the influx of traffic.</p>	<p>The Landscape Framework proposes measures to manage development impacts, such as enhancing biodiversity through planting with indigenous species, maintaining a green connection and removing alien invasive species on site. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible.</p> <p>The retention of these environmentally sensitive areas will preserve the aesthetic views of the site.</p>
		<p>5. The already strained infrastructure of water and sanitation would be severely affected by this development</p>	<p>The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood risks, improve water quality, and enhance groundwater recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to the Bulk Services Report in <b>Appendix G6</b>.</p>

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			<p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p>
<p><b>Bekannetschaft Via email</b></p>	<p><b>19-08-24</b></p>	<p>I am a resident of Blommendal, adjacent to the proposed development, and strongly object to the development in both size and location. It will have a huge impact on the value of Blommendal properties and will lead to an influx of people to the greater area.</p> <p>The roads surrounding this area are already incapable of carrying the current traffic load and this will only get worse with the planned development. are. Sent from my iPhone</p>	<p>5. With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>
<p><b>Saretha Trautman Via email</b></p>	<p><b>19-08-24</b></p>	<p>Good day Sir/Madam</p>	<p>Your opposition to the development is noted.</p>

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		<p>I am opposed / against the development at Stikland South Hospital site.</p> <p>Thanks.</p> <p>Saretha Trautman Sent from my iPhone</p>	
<p><b>FA van Bosch</b> Via email</p>	<p><b>19-08-24</b></p>	<p><b>Comment 1:</b></p> <p>I am strongly opposed to the development of Stikland. My address [REDACTED]. I have been at that address since 1989.</p> <p>FA van Bosch</p>	<p>Your opposition to the development is noted.</p>
		<p><b>Comment 2:</b></p> <p>Good day Please register me. Regards FA van Bosch</p>	<p>You have been registered as an interested and affected party.</p>
<p><b>Carmen du Toit</b> Via email</p>	<p><b>19-08-24</b></p>	<p>Good day,</p> <p>Please see attached my form.</p> <p>I object this project as the area is already so full. The roads cannot handle the traffic as it is. The roads in the area are filled with potholes due to the current traffic.</p> <p>I also believe that the city of Cape Town will not be able to cater for the influx of people. The service delivery is already not as it should be. The same with SAPS Bellville. The area is too</p>	<p>Your opposition to the proposed development has been noted.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external</p>

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		<p>big and too busy with crime for them. They are way too understaffed. More people = more crime.</p> <p>Our water and sewage system is already a problem. How will it handle more people? We constantly sit with burst pipes and low water pressure. When our water meter was stolen last month, it took 2 and a half days for someone to come out and fix it. The paving is still not fixed.</p> <p>The CoCT is not equipped to provide services to more people in the area.</p> <p>Also, the current wildlife on the property will be disturbed. There are squirrels, birds etc that live on the peaceful Stikland grounds.</p> <p>Have a lovely day further.</p> <p>Kind regards Carmen du Toit</p>	<p>labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p>

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		<p><b>Attached document:</b></p> <p>Objection to the “contextual Framework Stikland South Draft 1”</p> <p>The development of the suggested grounds will lead to heavy traffic in the area. The roads are already filled with potholes as it cannot even handle current traffic. The schools are full. The sewage systems and water systems will also not be efficient for the influx of people. COCT can barely cater for the existing residence.</p> <p>Also what will happen to the squirrels, birds and other wildlife on that grounds? Belville area is already too big for SAPS Belville. Crime in Belville is a nightmare.</p>	<p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p> <p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City’s Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p>

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			<p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
<p><b>Debbie Hol</b> Via email and website</p>	<p><b>19-08-2024</b></p>	<p><b>Comment 1:</b></p> <p>To whom it may concern I hope this message finds you well. I am writing to express our strong opposition to the proposed developments in Stikland. As residents of the nearby Blommendal area, we are deeply concerned about the significant negative impact these developments would</p>	<p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.</p> <p>The latest information for the project can be found in the Pre-application Basic Assessment Report (BAR) dated</p>

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		<p>have on both our immediate residence and the broader community.</p> <p>Firstly, the introduction of new industrial or commercial structures in Stikland would likely lead to increased traffic congestion. Our neighbourhood, characterized by its quiet and residential nature, would suffer from the heightened noise and pollution levels that inevitably accompany such developments. This would drastically reduce the quality of life for all residents, particularly families with young children and the elderly.</p> <p>Secondly, the proposed developments could lead to a decline in property values in the surrounding areas. The shift from a predominantly residential area to one that includes large-scale industrial or commercial facilities may deter potential homebuyers, ultimately affecting the investment we have all made in our properties.</p> <p>Moreover, the environmental impact cannot be overlooked. The natural landscape and green spaces that our community currently enjoys could be compromised, leading to a loss of biodiversity and an increase in urban heat. This would not only affect the local environment but also the health and well-being of residents.</p> <p>Finally, such developments could disrupt the sense of community that Blommendal residents cherish. Our neighbourhood is more than just a place to live; it is a close-knit community where people know each other,</p>	<p>September 2025, which is currently available on our <a href="#">website</a>.</p> <p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in Section E of the draft BAR).</p> <p>The district plan supports the high-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from</p>

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		<p>and children can play safely. The introduction of large-scale developments could erode this communal spirit, making our area less desirable and potentially leading to social fragmentation.</p> <p>In light of these concerns, we urge you to reconsider the proposed developments and to prioritize the well-being of the existing communities in the area. We strongly believe that alternative solutions that do not compromise our residential environment should be explored.</p> <p>Thank you for considering our concerns. We hope that our voices will be taken into account in the decision-making process.</p> <p>Sincerely, Debbie Hol and Family</p>	<p>making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development (See section E of the BAR).</p> <p>A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (Appendix G8). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible.</p>
	<p><b>19-08-2024</b></p>	<p><b>Comment 2 (same as above):</b></p> <p>What follows is a copy of the email sent to <a href="mailto:comments@infinityenv.co.za">comments@infinityenv.co.za</a></p> <p>To whom it may concern</p> <p>I hope this message finds you well. I am writing to express our strong opposition to the proposed developments in Stikland. As residents of the nearby Blommendal area, we are deeply concerned about the significant negative impact these developments would have on both our immediate residence and the broader community.</p>	<p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained</p>

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		<p>Firstly, the introduction of new industrial or commercial structures in Stikland would likely lead to increased traffic congestion. Our neighbourhood, characterized by its quiet and residential nature, would suffer from the heightened noise and pollution levels that inevitably accompany such developments. This would drastically reduce the quality of life for all residents, particularly families with young children and the elderly. Secondly, the proposed developments could lead to a decline in property values in the surrounding areas. The shift from a predominantly residential area to one that includes large-scale industrial or commercial facilities may deter potential homebuyers, ultimately affecting the investment we have all made in our properties. Moreover, the environmental impact cannot be overlooked. The natural landscape and green spaces that our community currently enjoys could be compromised, leading to a loss of biodiversity and an increase in urban heat. This would not only affect the local environment but also the health and well-being of residents. Finally, such developments could disrupt the sense of community that Blommendal residents cherish. Our neighbourhood is more than just a place to live; it is a close-knit community where people know each other, and children can play safely. The introduction of large-scale developments could erode this communal spirit, making our area less desirable and potentially leading to social fragmentation. In</p>	<p>for public health facilities. The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>

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		<p>light of these concerns, we urge you to reconsider the proposed developments and to prioritize the well-being of the existing communities in the area. We strongly believe that alternative solutions that do not compromise our residential environment should be explored.</p> <p>Thank you for considering our concerns. We hope that our voices will be taken into account in the decision-making process.</p>	
<p><b>Mr and Mrs Scheepers</b> Via email</p>	<p><b>19-08-2024</b></p>	<p>Good day,</p> <p>Response to the development at Stikland South.</p> <p>We are residents in Blommendal neighbourhood at Ysterhout Street.</p> <p>We are not in favour of the development for this will not only have an impact on the house values but will have a major impact on the environment. We are building all over the Western Cape not considering the impact on nature. We are making our nature environment much smaller by developing houses and businesses.</p> <p>Please consider our proposal and support our community.</p> <p>Regards Mr &amp; Mrs Scheepers</p>	<p>A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (<b>Appendix G8</b>). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible. The following Green Belt and Recreational Spaces will be accommodated for as outlined in the Landscape Framework (Appendix G8):</p> <ul style="list-style-type: none"> <li>• Green Belt &amp; Cycle/Jogging Track: Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>• Recreational Spaces: Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• Sports Fields: Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> </ul>

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			<ul style="list-style-type: none"> <li>• Tree Planting: Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• Tree Management: The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>• Private Recreation Spaces: Develop small gardens and relaxation areas within walk-up clusters.</li> <li>• Adventure Park: Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a management and service node with ablution facilities, event pavilion, and parking</li> </ul> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>All wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework (Appendix B1).</p> <p>In summary, please refer to the Freshwater specialist report (<b>Appendix G2</b>) and EMPr (<b>Appendix H</b>) for additional information regarding the wetlands on site.</p>

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<b>Lise Odendaal</b> <b>Via website</b>	<b>19-08-2024</b>	<p>I would like to object against the "Proposed development of portions of Stikland South Hospital site on erf 6300, Stikland, Bellville".</p> <p>The reason why I would like to object against this proposal:</p> <ul style="list-style-type: none"> <li>- safety issues</li> </ul>	<p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p>The proposed development is considered acceptable with no major issues from a socio-economic perspective since the proposed development will make provision for affordable, Social Housing, as well as open market housing, supported by a school and community facilities.</p>
		<ul style="list-style-type: none"> <li>- overcrowding of schools and neighbouring schools (we already sit with a problem of schools being overcrowded and pupils coming from other areas as they do not have space in the neighbourhood they reside)</li> </ul>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p>
		<ul style="list-style-type: none"> <li>- traffic and road congestion/s</li> </ul>	<p>Traffic data was collected in February 2025 for the Transport Impact Assessment done in 2025 (Appendix G4).</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be</p>

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			<p>accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic. Please see Appendix G4 and Section I in the BAR for more information on the TIA findings.</p>
		<p>- overpopulation of the area</p>	<p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p>
		<p>- infrastructure would not handle the amount of people            - water issues            - sewerage issues</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>
<p><b>Carl Bence</b> Via website</p>	<p><b>19/08/2024</b></p>	<p>We've been living in De La Haye for almost 35 years. Such a development will be the end of</p>	<p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development</p>

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		<p>the lifestyle as we know it. I assume it's OK at my pensioner's age, but I've seen what happens to areas where smaller high-density developments were implemented. There are lots of issues around this development, but I'll just raise a few below. As a concerned resident, I object to:</p> <p>Changing the density level from Low to High. De La Haye, Stikland hospital grounds as well as the surrounding areas has been a peaceful place with lots of wildlife. Changing the density will literally destroy the last bit of wildlife that this area has. The high density will raise the noise level to such an extent that the purpose of the hospital will become null and void.</p> <p>Traffic: Lately the traffic past De La Haye turned into a horror show where 4 huge accidents occurred on the corner of Link- and Old Paarl Roads in less than 2 months. All of them included taxis. With this huge development in the pipeline, the traffic could increase up to 10-fold. This area has very little public transport, and hundreds of extra taxi-trips per day would create a permanent traffic jam past the new development. Currently, it's almost impossible to drive from Bellville to Brackenfell during peak hour traffic. The traffic in Strand Road on certain afternoons also backs up about 2.5km – that's a 2.5km queue between De La haye and the R300. Imagine the utter traffic chaos with this huge development in our midst? De La Haye Road is already a link between Old Paarl Road, and Strand- and Bellrail Roads. The traffic will</p>	<p>opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>

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		<p>increase to such an extend De La Haye Road will become elongated with traffic and become a permanent “parking area”. Now add the extra traffic from Bellville High school over Old Paarl Road, as well as the Old Paarl crossing with Link/Feinauer Streets, the traffic from two schools in De La Haye, combined with the extra taxis who is “flying” over those crossings, then you’ll have to supply a good amount of body bags</p>	
		<p>Trees and wetlands: I strongly oppose any development that will destroy the habitat of our wildlife.</p>	<p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report (<b>Appendix G2</b>) initially considered loss of low ecologically important wetland however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework.</p>
		<p>Upgrades: If the water and sewer systems aren't upgraded, we will continue to have a “shit-show” disaster. We have residents in De La Haye whose properties are periodically flooded with faeces.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure</p>

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		<p>All of these factors contribute to the fact that it's a real bad idea to have this high-density development in this area.</p>	<p>will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p>

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			<ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>
<p><b>Ryan Hol</b> Via email and website</p>	<p><b>19/08/2024</b></p>	<p><b>Comment 1:</b></p> <p>Dear Sir/Madam,</p> <p>I hope this message finds you well. I am writing as a concerned resident of the local community regarding the proposed development at Stikland South. While development can bring certain benefits, I strongly oppose the project due to the far-reaching consequences it will have on our community.</p> <p>Firstly, the impact on property values is a major concern for myself and many of my neighbours. The introduction of large-scale development, particularly one that may lead to increased congestion, environmental</p>	<p>Your opposition is noted.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p>

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		<p>degradation, and higher crime risk, has the potential to decrease the appeal of our neighbourhood. Property values, which have been built up over years through careful community cultivation, could be at risk of decline, which would affect not just individual homeowners but the overall economy of the area.</p>	<p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development (See section E of the BAR).</p>
		<p>In addition, safety is a primary concern. The increased traffic that will accompany this development could pose a danger to pedestrians, especially children and the elderly. Our neighbourhood roads are not equipped to handle a surge in vehicles, and this could lead to more frequent accidents. The possibility of an influx of non-residents could also raise concerns about crime, which further compromises the sense of safety we currently enjoy.</p>	<p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth.</p>

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			<p>Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks (<b>See Section E of the BAR</b>). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> </ul>

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		<p>Environmental impacts also cannot be ignored. The development would disturb the natural habitats in the area, threatening the local flora and fauna that contribute to the uniqueness of our environment. This disruption, coupled with increased pollution from construction and future traffic, could result in long-term damage that would be difficult, if not impossible, to reverse. As residents, we value the green spaces and biodiversity that make this area so special, and their loss would be devastating.</p>	<p>Assign a dedicated person to deal with complaints and concerns of affected parties.</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework.</p> <p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>A Landscape Framework (LF) was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd</p>

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			<p><b>(Appendix G8)</b>. This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>Air, water and general pollution associated impacts are not expected to be significant.</p> <p>The Environmental Management Programme provides migration measures for pollution on site associated with construction and operational phases (See appendix H).</p>
		<p>Moreover, the existing traffic situation in and around the community is already far from ideal. The additional burden from construction vehicles and, eventually, new residents and businesses would make things considerably worse. Daily commutes and emergency services would likely be delayed, exacerbating the frustrations of an already strained infrastructure.</p>	<p>A Transport Impact Assessment (TIA) was undertaken for the proposed development by HHO Consulting Engineers (Appendix G4) to assess the potential impact of the development on traffic operations and surrounding road network. A high-level assessment was completed and was subjected to review by the City of Cape Town's Urban Mobility Directorate regarding trip generation for the envisaged land uses. Based on the review, iteration to the development framework was made with reduced land uses. This transport impact assessment is for the reduced iteration of the framework.</p> <p>It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville</p>

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		<p>Beyond these physical impacts, there is also the psychological toll that developments like these can have on communities. Many residents, including myself, moved here for the peaceful, small-town atmosphere that allows us to feel connected and grounded. The large-scale nature of the Stikland South development threatens to disrupt this, creating a sense of alienation and unease. The pressure that such changes place on a community can lead to increased stress and anxiety, affecting the well-being of residents who cherish the tranquillity and sense of belonging we currently enjoy.</p>	<p>area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site. Please Appendix G4 for the TIA.</p> <p>According to the Heritage Impact Assessment (Appendix G3), the landscape should have a distinctive and representative character, including topographic and visual unity and harmony.</p> <p>The following Green Belt and Recreational Spaces will be accommodated for as outlined in the Landscape Framework (<b>Appendix G8</b>):</p> <ul style="list-style-type: none"> <li>• <b>Green Belt &amp; Cycle/Jogging Track:</b> Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>• <b>Recreational Spaces:</b> Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• <b>Sports Fields:</b> Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>• <b>Tree Planting:</b> Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• <b>Tree Management:</b> The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>• <b>Private Recreation Spaces:</b> Develop small gardens and relaxation areas within walk-up clusters.</li> <li>• <b>Adventure Park:</b> Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a</li> </ul>

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			<p>management and service node with ablution facilities, event pavilion, and parking</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme <b>(Appendix H)</b>.</p> <p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open</li> </ul>
		<p>For all of these reasons, I urge you to reconsider the plans for Stikland South and take into account the voices of the local residents who will be most affected. The decision you make will have long-lasting implications on our lives and the environment we call home.</p> <p>Thank you for your attention to this matter. Sincerely, Ryan Hol Resident of Blommendal</p>	

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			<p>market housing, commercial spaces and supported by a school and community facilities.</p> <ul style="list-style-type: none"> <li>The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul>
	<p><b>19/08/2024</b></p>	<p><b>Comment 2:</b></p> <p>Bellow follows a copy of the email i sent to <a href="mailto:comments@infinityenv.co.za">comments@infinityenv.co.za</a></p> <p>I hope this message finds you well. I am writing as a concerned resident of the local community regarding the proposed development at Stikland South. While development can bring certain benefits, I strongly oppose the project due to the far-reaching consequences it will have on our community.</p> <p>Firstly, the impact on property values is a major concern for myself and many of my neighbours. The introduction of large-scale development, particularly one that may lead to increased congestion, environmental degradation, and higher crime risk, has the potential to decrease the appeal of our neighbourhood. Property values, which have been built up over years through careful community cultivation, could be at risk of decline, which would affect not just individual homeowners but the overall economy of the area.</p>	<p>Your concerns have been noted.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development (See section E of the BAR).</p>

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		<p>In addition, safety is a primary concern. The increased traffic that will accompany this development could pose a danger to pedestrians, especially children and the elderly. Our neighbourhood roads are not equipped to handle a surge in vehicles, and this could lead to more frequent accidents. The possibility of an influx of non-residents could also raise concerns about crime, which further compromises the sense of safety we currently enjoy.</p>	<p>Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De La Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied</p>

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			<p>and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks (<b>See Section E of the BAR</b>). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p>

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			<ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>Environmental impacts also cannot be ignored. The development would disturb the natural habitats in the area, threatening the local flora and fauna that contribute to the uniqueness of our environment. This disruption, coupled with increased pollution from construction and future traffic, could result in long-term damage that would be difficult, if not impossible, to reverse. As residents, we value the green spaces and biodiversity that make this area so special, and their loss would be devastating.</p>	<p>A Landscape Framework (LF) was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (Appendix G8). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible.</p> <p>Two wetlands and a portion of botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>Air, water and general pollution associated impacts are not expected to be significant.</p> <p>The Environmental Management Programme provides migration measures for pollution on site associated with construction and operational phases (See Appendix H).</p>

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		<p>Moreover, the existing traffic situation in and around the community is already far from ideal. The additional burden from construction vehicles and, eventually, new residents and businesses would make things considerably worse. Daily commutes and emergency services would likely be delayed, exacerbating the frustrations of an already strained infrastructure.</p> <p>Beyond these physical impacts, there is also the psychological toll that developments like these can have on communities. Many residents, including myself, moved here for the peaceful, small-town atmosphere that allows us to feel connected and grounded. The large-scale nature of the Stikland South development threatens to disrupt this, creating a sense of alienation and unease. The pressure that such changes place on a community can lead to increased stress and anxiety, affecting the well-being of residents who cherish the tranquility and sense of belonging we currently enjoy.</p> <p>For all of these reasons, I urge you to reconsider the plans for Stikland South and take into account the voices of the local residents who will be most affected. The decision you make</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a "villa system" with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>

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		<p>will have long-lasting implications on our lives and the environment we call home. Thank you for your attention to this matter.</p>	<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (<b>Appendix H</b>).</p>
<p><b>Leoné Walters</b> Via Email</p>	<p><b>19/08/2024</b></p>	<p>Leoné Walters Bellville Resident and Researcher 19 August 2024</p> <p>Infinity Environmental</p> <p>RE: Stikland South Development – Public comment and Objection</p> <p>I am writing to formally oppose the proposed Stikland South (and North) Development. While I fully support the construction of the district hospital, I strongly believe that the remaining portions of this land and wetlands should be preserved and that resources are better spent elsewhere. The current proposal seems more like a commercial endeavour rather than one that genuinely benefits the community. Below, I have outlined my key concerns:</p> <p>Environmental Concerns      Wetland preservation: Wetlands are vital ecosystems that support a diverse range of plant and animal species. Development next to or even in close proximity to these areas can severely</p>	<p>Your opposition to the development is noted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland; however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces. These</p>

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		<p>disrupt these habitats, leading to a significant loss of biodiversity. Wetlands are dynamic environments that can change over time. Building too close or in the natural 'path' of a wetland may lead to future issues as the wetland area expands or shifts. This not only impacts the habitat but can potentially damage properties and infrastructure. Flood mitigation: Wetlands naturally absorb and store excess rainwater, providing crucial flood protection. Reducing these areas through development could increase the risk of flooding, affecting both the local environment and nearby communities.</p> <p>Given the recent flooding in Cape Town, I believe city planners should thoroughly re-evaluate and revise their strategies to better account for flood risks. Water quality: Wetlands act as natural water filters, trapping pollutants and sediments. Construction activities can introduce contaminants that disrupt this process, leading to a decline in water quality.</p>	<p>changes have been incorporated into the proposed Development Framework.</p> <p>The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood risks, improve water quality, and enhance groundwater recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to Bulk Services Report in <b>Appendix G6</b>.</p>

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		<p>Infrastructural Concerns Road infrastructure: There has been no clear plan presented for how the existing road infrastructure will be improved to handle the increased traffic resulting from both the development phase and the eventual rise in residents. Old Paarl Road is already heavily trafficked, and additional lanes (not just intersections) will be necessary to accommodate this growth. The lack of easy highway access further compounds this issue, as Old Oak Road only provides a limited connection to Cape Town, which is already overburdened. Expanding the road so close to the wetlands also entails consideration.</p>	<p>The latest information for the project can be found in the Pre-application Basic Assessment Report (BAR) dated September 2025, which is currently available on our <a href="#">website</a>.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>Educational facilities: The area currently lacks sufficient schools to serve the growing population. An additional school is welcome, but it does not add sufficient capacity to ensure that all children in the community have access to quality education close to home – as this is already a concern amongst existing residents in the Bellville area</p>	<p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in <b>Section E</b> of the draft BAR).</p> <p>The district plan supports the high-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old</p>

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		<p>Social Concerns Social housing location: I question the logic of placing social housing in this area when there are individuals living in dire conditions, particularly near the R300/N2. It would be more practical and humane to prioritize improved housing in areas closer to the city and major industrial zones, where many people work.</p>	<p>Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial</p>

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		<p>Mental health and public healthcare: Given the current state of public healthcare and mental health services in South Africa and the Western Cape, this land could be better utilized by expanding facilities dedicated to these critical areas. According to a recent publication by Prof W Gumede, South Africa only spends 5% of its total health budget on mental health – putting us at the bottom of international benchmarks of public spending on this neglected aspect of public health. It does not make sense to use land that has actually been allocated for public health and use it for different purposes. Similarly, people that face physical disabilities are also being left behind and excluded by the government. Use this resource to create areas and spaces for these individuals to spend time and develop their qualities so that they could positively contribute to their communities and the broader society. This could be done in conjunction with preservation of the wetlands.</p>	<p>viability as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>The Stikland South Site is owned by the Western Cape Government; Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>

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		<p>Connecting with and spending time in nature have been scientifically proven to help individuals living with mental and physical disabilities. In conclusion, while I support the development of a district hospital (not necessarily where it is indicated on the development framework plan) and a school (perhaps for children with special needs), the broader plans for the Stikland South (and North) area raise serious environmental, infrastructural, and importantly, social concerns. I urge you to reconsider this development in favour of preserving the wetland and using the land for more community-focused purposes.</p> <p><b>Please let me know if I should submit the evidence to support the points that I raise above.</b> Best Leoné Walters</p>	<p>The following Green Belt and Recreational Spaces will be accommodated as indicated in the Landscape Framework (Appendix G8):</p> <ul style="list-style-type: none"> <li>• <b>Green Belt &amp; Cycle/Jogging Track:</b> Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>• <b>Recreational Spaces:</b> Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• <b>Sports Fields:</b> Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>• <b>Tree Planting:</b> Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• <b>Tree Management:</b> The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>• <b>Private Recreation Spaces:</b> Develop small gardens and relaxation areas within walk-up clusters.</li> <li>• <b>Adventure Park:</b> Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a management and service node with ablution facilities, event pavilion, and parking.</li> </ul>
<p><b>Simone Smith</b> Via email</p>	<p>19/08/2024</p>	<p>Good Afternoon,</p> <p>I am a homeowner in Blommendal, Bellville and herewith strongly object to the planned development of the Stikland Hospital grounds as it will have a major negative impact on not just the property value but the community, safety aspects, schooling, and traffic.</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p>

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		<p>Currently the traffic is already a concern, especially by the Bellville High School and Old Paarl Road with daily congestion and regular accidents.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>Water pipes in the Blommendal area regularly give problems and adding more pressure from more houses needing water will worsen the situation.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>
		<p>There are not enough schools in the area to accommodate more children. Current schools are already over capacity</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this</p>

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		<p>Lack/invasion of privacy - 3 and 4 storey flats looking into/unto single storey houses</p> <p>Kind Regards</p>	<p>includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have four storey buildings. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road and along De La Haye Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties</p>
<p><b>Willemien windell</b> <b>Via website</b></p>	<p><b>19/08/2024</b></p>	<p>Not enough schools already in the surrounding area. Already road congestions on Old Paarl Road.</p>	<p>Your suggestions have been noted.</p> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p>
<p><b>Najmunnisa</b> <b>Via website</b></p>	<p><b>19/08/2024</b></p>	<p><b>Comment 1:</b></p> <p>Roads congestion, influx of traffic, schools impacted and high rise building of 4 storeys not in line with current area environment.</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul>

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		<p><b>Comment 2:</b></p> <p>4 storey and 8 storey cannot fit into area surrounded by maximum 2 storey homes. Traffic congestion, need for another school, we already have water pressure problems in the area. Roads inadequate and impact traffic flow.</p>	<p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information</p> <p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have four storey buildings. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road and along De La Haye Road. Where possible, high-rise buildings have been removed,</p>

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			particularly in areas where they impact the privacy of neighbouring properties
<b>Cailie de swart</b> Via website	<b>19/08/2024</b>	Object, opposed to the build	Your objection is noted.
<b>Tinus Rossouw</b> Via email	<b>19/08/2024</b>	Good day,  I hereby add my voice to strongly oppose the development of Stikland South Hospital site.  Regards	Your objection is noted.
<b>Cailie Hayes</b> Via website	<b>19/08/2024</b>	Loss of property value  I object to the Stikland development	With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.  This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.
<b>JOHANI ERASMUS</b> Via website and WhatsApp	<b>19/08/2024</b>	Hereby my written objection against the proposed development To whom it may concern As a Blommendal resident I am hereby objecting to the proposed development on Erf6300 Bellville (Stikland Hospital grounds). Regards JOHANI ERASMUS Ysterhout Street	Your objection is noted.
<b>Jason Skippers</b> Via website	<b>19/08/2024</b>	I am a resident of Del La Haye and I object this development.	Your objection is noted.
<b>Marthinus Johannes Rossouw</b>	<b>19/08/2024</b>	I will inherit the above property when my parents pass on in future, and this property will be greatly affected by the Development of	With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from

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Via website		the Stikland South Hospital site as currently proposed. I strongly object to and oppose the current proposal.	<p>making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
Dieter Becker Via email	19/08/2024	<p>To whom it may Concern,</p> <p>We do NOT support the development you are planning in Stikland.</p> <p>This will affect our living conditions in Blommendal and surrounding areas. It will have a direct impact on traffic, our roads, our water and electricity infrastructure. The proposed plans of improving / adjusting the current infrastructure will cause delays in our service deliveries and will not be sufficient either way. This area CANNOT handle an influx of so many people.</p>	<p>Your opposition to the proposed development has been noted.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p> <p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see Appendix G6), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendix G7). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity</p>

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			<p>to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off.</p> <p>The City has recommended electrical infrastructure upgrades (see Section I of the BAR). This will be determined at the detailed design stage of the project. Please see the Baseline Report for Electrical infrastructure conducted by Triocon Consulting Engineers (Pty) Ltd (refer to Appendix G7).</p>
		There are not enough schools to accommodate the extra families, there are not enough roads to accommodate the new influx of people. You will cause more traffic, more infrastructure problems, and our safety is in your hands.	The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.
		We already have water pipes bursting every week, and now you want to put extra pressure on an old and vulnerable system. Think about the safety of our children that walks to school, us taking a walk or running through the neighbourhood.	The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT. More information is available in Appendix G6.
		<p>We are a quiet and safe suburb with little vehicle and foot traffic. This will directly impact the suburb's appeal, and the values of our properties will decrease. This will become an unsafe neighbourhood!</p> <p>Having just bought a home in Blommendal, we are unsure about our future here and this will become a big factor in our future plans.</p>	Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N.

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		<p>I repeat, we DO NOT support this development, and we OPPOSE this 1000000%.</p> <p>Please take us as residents in consideration. PLEASE do not continue with this development.</p> <p>Kind regards Dieter Becker</p>	<p>200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p> <p>According to the Socio-economic Impact Assessment Report (Appendix G5), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
<p><b>Catharina Van Zyl via website</b></p>	<p><b>19/08/2024</b></p>	<p>I oppose the development due to congested traffic and a lack of schools in the area.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments.</p>

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			<p>Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p>
<p><b>Anita Best</b> Via email</p>	<p><b>19/08/2024</b></p>	<p>Good day,</p> <p>As resident of the Blommendal Area, I am strongly against the current plans for suggested development on the Stikland grounds.</p>	<p>Your objection is noted.</p>
		<p>You can't build 4 story social housing buildings in the backyard of residents who paid a lot of money for the houses they live in and think there will be no impact on the community. What is going to happen with the value of our houses? Are you going to reimburse us for the loss of assets, because you are building social development housing units in our backyards??</p>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<p>Currently there are not a week going by that we don't have either water issues or electricity issues in the area. How are you going to accommodate 4 and 8 storey flats in the area?</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand,</p>

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			<p>and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>
		<p>We are already struggling to get place in high schools even when you stay a block from the school, where are you going to accommodate a whole village with 4 and 8 storey social development housing's children?? That excuse for a school on your plans are not even going to address the current resident's shortage for schools!</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p>
		<p>The roads are already a mess, what is going to happen with all the extra traffic?</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (Appendix G4). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p>

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			<ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul>
		<p>Then I am not talking about potential spike of crime in the area? Where are all those people going to work? Or are they going to come and shop in our backyards of which they have a lovely view from the 8th storey??!! We work hard to raise our children in a safe environment. I don't think it is fair towards us as current residents that you are playing with our safety as well as the value of our assets.</p>	<p>The Western Cape Government: Department of Infrastructure is the applicant for this environmental authorisation. The purpose of the application is to obtain land use and environmental approvals in advance, to reduce risk and enable future social and affordable housing and open market development. The Department will not be the end-user or developer for those sites to be sub-divided from the existing hospital site.</p> <p>These sites will be made available to an Developer, together with an accredited social housing institution (SHI) through a separate selection process. As the Developer and SHI have not yet been appointed, the BAR does not identify a final operator. A flexible 'basket of rights' approach has therefore been adopted to allow the future SHI to develop the site within defined parameters, subject to compliance with environmental conditions. Where botanical and wetland management is needed within what will remain Stikland Hospital the Dept of Infrastructure will be the custodian with Dept of Health and Wellness the end user.</p>

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			<p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.'</li> </ul>
		<p>Maybe government should sort out the rest of the country, so everybody is not looking for housing in the Western Cape. Go to abandoned rural areas and put your village there where it has no impact on the community.</p> <p>Kind regards, Anita Best</p>	<p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and</p>

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			<p>provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information</p>
<p><b>Stefen Nel on behalf of Blommendal community Via email</b></p>	<p><b>19/08/2024</b></p>	<p>Dear Sir/Madam,</p> <p>I am writing on behalf of the Blommendal Community to submit the results of a recent poll conducted among residents regarding the proposed development on Stikland North and South.</p> <p>We conducted the poll to gauge the community's opinion on the development, which includes medium-density, mixed-use housing, and eight-storey flats. The feedback received reflects a strong sentiment among residents.</p> <p>Summary of Results:</p> <ul style="list-style-type: none"> <li>•Against: 54%(170) of respondents are opposed to the development.</li> <li>•For: 0% of respondents support the development.</li> <li>•Not Bothered: 0.6%(2) of respondents are indifferent.</li> </ul> <p>This Poll was conducted on Monday 19 August 2024 from 09:39 till 14:00, 315 residents of the Blommendal Neighbourhood WhatsApp group. Evidence of Poll Attached.</p> <p>Key Concerns</p>	<p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul> <p><b>Overall, the anticipated socio-economic benefits outweigh the risks.</b></p>

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		<ul style="list-style-type: none"> <li>Impact on Property Values: Many residents are concerned about a potential decrease in property values.</li> </ul>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
		<ul style="list-style-type: none"> <li>Traffic Congestion: There is significant worry about increased traffic and safety issues.</li> </ul>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<ul style="list-style-type: none"> <li>Community Character: Residents are concerned about the disruption to the existing character of our neighbourhood.</li> </ul>	<p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p>


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		<ul style="list-style-type: none"> <li>Environmental Impact: There are concerns about the loss of green spaces and its impact on local wildlife.</li> </ul>	<p>According to the heritage impact assessment, the landscape should have a distinctive and representative character, including topographic and visual unity and harmony.</p> <p>The following Green Belt and Recreational Spaces will be accommodated for as outlined in the Landscape Framework (Appendix G8):</p> <ul style="list-style-type: none"> <li>Green Belt &amp; Cycle/Jogging Track: Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>Recreational Spaces: Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>Sports Fields: Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>Tree Planting: Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>Tree Management: The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>Private Recreation Spaces: Develop small gardens and relaxation areas within walk-up clusters.</li> <li>Adventure Park: Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a management and service node with ablution facilities, event pavilion, and parking</li> </ul> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland; however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces. These</p>

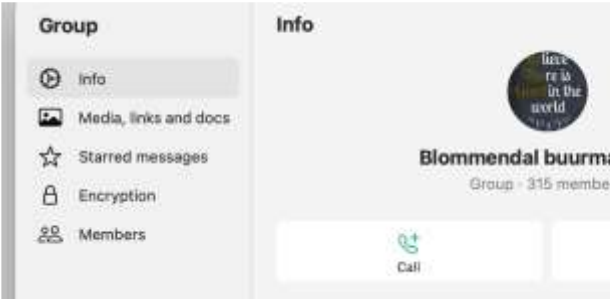
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			<p>changes have been incorporated into the proposed Development Framework.</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report (<b>Appendix G2</b>) initially considered loss of low ecologically important wetland however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework.</p> <p>The grey squirrel (<i>Sciurus carolinensis</i>) is an invasive species that originates from North America. They are considered pest in the Western Cape Province of South Africa as they can be extremely damaging to vegetation and displace indigenous species.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p>
		<ul style="list-style-type: none"> <li>Population Density Impact: Residents are concerned that schools will become overcrowded due to the influx of additional people in the area</li> </ul>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p>
		<p>In addition to sharing our concerns, the Blommendal community would like to propose alternative:</p>	<p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within</p>


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		<p>Consider developing single-family homes, townhouses, or a senior living community to maintain the area's low-density residential nature.</p>	<p>the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape Town socio-economic context.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information</p>
		<ol style="list-style-type: none"> <li>1. Green Spaces and Parks <ul style="list-style-type: none"> <li>• Create a public park or community gardens to provide recreational spaces and preserve green areas for residents.</li> </ul> </li> </ol>	<p>Your opposition is noted.</p> <p>A Landscape Framework was prepared for the Stikland South development by Viridian Consulting (Pty) Ltd (<b>Appendix G8</b>). This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the LF include preserving the botanical and freshwater value of the environmentally</p>

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			<p>sensitive areas, integrating with the surrounding environment and retaining large mature trees as far as possible</p> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p>
		<p>2. Low-Rise Mixed-Use Development</p> <ul style="list-style-type: none"> <li>Develop low-rise mixed-use buildings (maximum two to three stories) that combine small businesses with residential units, ensuring compatibility with the existing neighbourhood.</li> </ul>	<p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
		<p>3. Environmental Conservation</p> <ul style="list-style-type: none"> <li>Designate a larger part of the land as a nature reserve or wetland restoration area, enhancing biodiversity and offering educational opportunities.</li> </ul>	<p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p>
		<p>4. Health and Wellness Facilities</p> <ul style="list-style-type: none"> <li>Build a health clinic, wellness centre, or sports complex to promote the health and well-being of the local community.</li> </ul>	<p>The proposed Stikland South development is envisaged to create medium-density, mixed use, urban development opportunities that optimise the inherent potential of the site and portions thereof, while integrating respectfully within the surrounding urban fabric and on-site psychiatric functions, to provide maximum inclusivity, economic benefit and spatial transformation within the overall Cape</p>
		<p>5. Community-Centred Development</p>	

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		<ul style="list-style-type: none"> <li>Develop a multi-purpose community centre or an educational facility that serves as a hub for residents of all ages.</li> </ul>	<p>Town socio-economic context. Additionally, a clinic and a school are proposed in the western portion of the site.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>
		<p>6. Privatize the Land and Sell to a Developer If deemed appropriate, consider privatizing the land and selling it to a developer with clear guidelines to ensure any project aligns with community values and standards. This could include stipulations for low-density, environmentally friendly developments.</p>	<p>The Western Cape Government: Department of Infrastructure is the applicant for this environmental authorisation. The purpose of the application is to obtain land use and environmental approvals in advance, to reduce risk and enable future social and affordable housing and open market development. The Department will not be the end-user or developer for those sites to be sub-divided from the existing hospital site. These sites will be made available to an Developer, together with an accredited social housing institution (SHI) through a separate selection process. As the Developer and SHI have not yet been appointed, the BAR does not identify a final operator. A flexible ‘basket of rights’ approach has therefore been adopted to allow the future SHI to develop the site within defined parameters, subject to compliance with environmental conditions. Where botanical and wetland management is needed within what will remain</p>

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		<p>These suggestions aim to provide alternatives that support sustainable growth while preserving the character and quality of life in Blommendal. We hope the City will consider these ideas in their planning process. The community is deeply invested in ensuring that any development aligns with our values and needs. We kindly request that you consider this feedback in your decision-making process. Please feel free to contact us if you require further information or wish to discuss the poll results in more detail.</p> <p>Kind Regards Stefan Nel Blommendal Resident</p>  <p>From attached document:</p>	<p>Stikland Hospital the Dept of Infrastructure will be the custodian with Dept of Health and Wellness the end user.</p> <p>Comments have been considered and addressed. Please see <b>Section H</b> of the BAR for more details on alternatives.</p>

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		<p>Poll conducted on Blommendal Buurmanskap(Neighborhood) WhatsApp Group on Monday 19 August 2024 Members on group 315 Voted against 170 54.0%</p> <p>Voted for it 0 0.0% Not bothered 2 0.6% Did not vote 143 45.4%</p> 	

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<p><b>Noel Solomon</b> Via website</p>	<p><b>19/08/2024</b></p>	<p>I am writing to express my strong opposition to the proposed development of portions of Stikland Hospital. While I understand the need for development and the potential benefits it may bring, I believe that this project poses significant concerns that need to be addressed. Stikland Hospital is a crucial institution in our community, providing essential healthcare services to many individuals. The proposed development could have several adverse effects, including:</p> <p>Impact on Healthcare Services: Any redevelopment could disrupt the delivery of crucial healthcare services. We must ensure that the hospital remains fully operational, and that patient care is not compromised during and after the development.</p>	<p>Your opposition to the development is noted.</p> <p>The Stikland South Site is owned by the Western Cape Government; Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed</p>

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		<p>Community Health: The loss of hospital facilities or services could negatively impact the health and well-being of our community. It is vital to assess how the redevelopment might affect access to healthcare for local residents, particularly those who rely on Stikland Hospital for specialized services.</p>	<p>development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme <b>(Appendix H)</b>.</p>
		<p>Historical and Cultural Value: Stikland Hospital has a significant historical and cultural value. Any development plans should take into account the preservation of its historical aspects and the impact on the local heritage.</p>	<p>The Heritage Impact Assessment (HIA) was conducted by Cindy Postlethwayt <b>(Appendix G3)</b> revealed that the primary significance of the original Stikland Hospital site lies in its social significance as an institution serving a particularly marginalised sector of society, the failures of which can impact society as a whole. Although this is important, it does not fit the definition of intangible cultural heritage and should not be a matter for the heritage sector to regulate. For this reason, the institution and linked uses are considered ungradable in the absence of other attributes of heritage significance.</p>

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		<p>Environmental and Infrastructure Concerns: The proposed development could lead to increased traffic and environmental strain. It is important to evaluate how these changes will affect the surrounding area and ensure that adequate measures are in place to mitigate any negative impacts. I urge you and your team to consider these concerns seriously and explore alternative solutions that prioritize the hospital's role in our community while balancing development needs. Public consultation and transparency in decision-making are crucial to ensure that all stakeholders' voices are heard and considered.</p> <p>Thank you for your attention to this matter. I look forward to your response and hope for a solution that supports both the continued excellence of Stikland Hospital and the needs of our community. Best regards,</p>	<p>In terms of landscape, the significant trees and tree groupings, including the Eucalyptus woodlot on Stikland South are in some part historic, and more generally provide important place-making opportunities. Thus, these significant trees and tree groupings were characterised with a grading of 3C. The heritage specialist assigned a grading of 3A to the High to Medium sensitivity botanical areas identified as part of the botanical assessment.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p> <p>A botanical impact assessment was prepared by Nick Helme Botanical Surveys (refer to Appendix G1) a freshwater impact Assessment was compiled by EnviroSwift Western Cape (refer to Appendix G2).</p> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p>

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<p><b>Johan Fourie</b> Via email</p>	<p>19/08/2024</p>	<p>To: Infinity Environmental (Pty) Ltd</p> <p>Good day Sir/Madam</p> <p>I refer to relevant documentation circulated regarding the subject matter.</p> <p>I herewith submit my objection to the proposed development for the following reasons:-</p> <p>1.1 The northern part of the property adjacent to Blommendal should be developed in line with the existing single residential area of Blommendal and Oak Glen. No multi story flats and or commercial properties should be allowed.</p> <p>1.2 Jessie Street must be extended to run over the Stikland property in order to provide access to the Bellville High School and in order to allow Blommendal to become a gated residential area.</p>	<p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the</p>

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		<p>1.3 I have been a resident in Blommendal before Bellville High School had been built. Records of City of CT Roads Engineer of Bellville/City of Tygerberg (then Mr Laubscher and Mr Ketterer) had many meetings with residents due to objections relating to the use of Douglas Carr Dr as access to the school and growing short cut for easy east/west traffic who wants to avoid congestion on Old Paarl and Suikerbossie Roads.</p> <p>1.4 The objections to the use of Douglas Carr Dr as link road should be resolved as part of the redevelopment plan for Stikland North property i.e. to extend Jessie Street as alternative access road via Stikland property. This matter was raised way back in meetings with aforementioned representatives of then City of Tygerberg, when this matter was raised.</p> <p>1.5 Douglas Carr Dr shall become unbearable and severely overloaded with increased commercial and high density residential developments as proposed. It would be totally misused due to a need to use it as a short cut for traveling in an eastern and western directions.</p> <p>1.6. No development on the land should be allowed before detailed information regarding access roads and the capacity</p>	<p>City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul> <p>The TIA was undertaken for the proposed development. The TIA determined that the development could generate approximately 2 673 vehicle trips per hour during the AM peak hour, and 3 688 vehicle trips per hour in the PM peak hour. The distributional direction of trips is expected to be balanced.</p>

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		<p>of existing roads/infrastructure to deal with the proposed development had been made available to residents.</p>	
		<p>2.1 The City of Cape Town should also provide you with letters of Objection submitted during their proposal to accommodate informal traders along Old Paarl Road.</p>	<p>The Western Cape Government: Department of Infrastructure is the applicant for this environmental authorisation. The purpose of the application is to obtain land use and environmental approvals in advance, to reduce risk and enable future social and affordable housing and open market development. The Department will not be the end-user or developer for those sites to be sub-divided from the existing hospital site. These sites will be made available to an Developer, together with an accredited social housing institution (SHI) through a separate selection process. As the Developer and SHI have not yet been appointed, the BAR does not identify a final operator. A flexible 'basket of rights' approach has therefore been adopted to allow the future SHI to develop the site within defined parameters, subject to compliance with environmental conditions. Where botanical and wetland management is needed within what will remain Stikland Hospital the Dept of Infrastructure will be the custodian with Dept of Health and Wellness the end user.</p>
		<p>2.2. Bellville Central Commercial Area seems to have experienced some decline with some negative effects on its adjacent residential properties. The extension of such proposed commercial activities would thus be a big risk of replication the negative effect associated with such commercial activities in a predominantly residential area and is therefore unacceptable.</p>	<p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul>
		<p>2.3 The Stikland property must be kept and used for hospital/medical/educational and care facilities.</p>	<p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use</p>

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			<p>development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p>
		<p>3. I could not find any indication on the number of people that would be drawn into the area but it seems to be out of bounce with the actual need for housing in the immediate area. The City/Provincial Government's efforts must follow new developments on the outskirts of the City and not be located here merely because there is a piece of vacant land, e.g. If jobs are in Brackenfell, then Brackenfell land should be identified for the need for such housing opportunities.</p> <p>3.2 If no serious effort is made to first determine the actual area in need for such housing, then you will just contribute to commuting people/traffic congestion on already failing infrastructure and this is unacceptable.</p>	<p>The Western Cape Provincial SDF identified an urgent need for affordable housing (See <b>Section E</b> of the BAR for more information).</p> <p>The proposed development framework includes 2682 residential units. It also proposes the development of a school, as well as other social services (clinic, urban green spaces, and access to commercial opportunities). The development is bordered by the R101 to the north, providing easy access to major highways (less than 1km to the east is the R300, which provides access to the N1). Less than 3km to the west of the proposed development is the Bellville Metrorail Station, and less than 3km to the east is the Brackenfell Railway Station. There are multiple schools, places of worship, shops and various other economic and social opportunities in the broader Stikland area. Thus, the proposed development provides affordable and social housing in a well-located area, facilitating access to economic and social opportunities.</p>
		<p>The high number of people that the proposal tries to accommodate with inter alia an excessive number of 4 and 8 story flats and its impact on predominately single residential area would be very negative on the value of such single residential properties. No</p>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p>

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		<p>information on the number of residents expected could be traced and as such it is not possible to understand the ambit of the proposal and or the impact on existing residents in surrounding areas.</p>	<p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p>
<p><b>Rentia Hanekom &amp; Jaco Hanekom</b> Via email</p>	<p>19/08/2024</p>	<p>Good afternoon</p> <p>We have a number of concerns about the mentioned development.</p> <p>We are greatly concerned about the infrastructure that is already under pressure.</p> <hr/> <p>Privacy and safety of the current residents in single-storey houses in the area with the high-rise (4 - 8 storey) buildings that are planned.</p> <p>The high number of potential new residents will exacerbate pressure on the infrastructure.</p> <hr/> <p>The impact it will have on traffic with the already busy roads, especially Old Paarlweg which is already a nightmare.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <hr/> <p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the draft BAR Sections H and I.</p> <hr/> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill</p>

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			<p>Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p>Safety of residents, scholars and pedestrians in the area.</p>	<p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> </ul> <p>Assign a dedicated person to deal with complaints and concerns of affected parties.</p>
		<p>Overcrowded schools in the area</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p>

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		<p>What happens to the people who are already accommodated on site, where do they go?</p>	<p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>
		<p>What happens to the wetlands that need to be preserved?</p>	<p>The Freshwater specialist report initially considered loss of low ecologically important wetland; however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces. These changes have been incorporated into the proposed Development Framework.</p>
		<p>Great concern about the impact that the large amount of people and movement on the premises will have on the psychiatric patients in Stikland Hospital</p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>
<p><b>Sunell Lötter</b> <b>Via website</b></p>	<p><b>19/08/2024</b></p>	<p>Good afternoon</p>	<p>Your concerns have been noted.</p>

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		<p>As a home owner in Blommendal and more specifically as a resident of Vlamboom Crescent that is directly adjacent to the proposed development, I would like to raise some concerns.</p> <p>Traffic: I am already struggling to exit Vlamboom Crescent in the mornings between 7:15 and 7:45 as the high volume of vehicles driving down Douglas Carr Road makes it difficult to cross into Douglas Carr in the direction of Brackenfell. Further to that there is a huge traffic congestion in the afternoons in De la Haye Road and Jessie Street when the school comes out.</p> <p>The parents/ lift clubs park on both sides of the roads to pick children up and often vehicles can't pass them. The residents of the retirement village (Chrismar Villas) also struggle to exit into Jessie Street during peak times. Since the majority of the residents are over 70 years of age this already creates a safety hazard. If another 2000-3000 units will be erected on the grounds on the Blommendal side of Stikland it will create a living nightmare as far as traffic is concerned.</p> <p>The fact that one of the three exits from the new development will be into Jessie Street will create further bottle necks. When one drives towards Bill Bezuidenhout one often waits 10 minutes or longer to just get to the Bill Bezuidenhout robot. Jessie Street is not wide enough to handle any extra traffic and</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>

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		<p>definitely not that of a further 2 000-3 000 housing units.</p> <p>Water and sanitation: There are already lots of problems with water and Blommendal is without water many times a year due to burst pipes. The infrastructure will not be able to handle the extra burden on the sanitation</p> <p>Schools: There is only one high school in the area and long waiting lists for the primary schools. Parents of current students that resides in the area are already struggling to get schools for their children close to home.</p> <p>Privacy: I live in Vlamboom Crescent and my home is directly adjacent to where 4 story blocks of flats are planned. I walked the area the past week and even with a 2 storey block the residents of the flats would be able to look into my back yard. There will be no privacy, and this will influence the prices of our homes as nobody would be interested in paying the current rate for it if one wants to sell. We are seriously requesting that this proposal is relooked at.</p>	<p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, and commercial spaces supported by a school and community facilities. The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>
<p><b>Alma Wiese</b> Via email</p>	<p><b>19/08/2024</b></p>	<p>Good day Counsellor Van Zyl</p> <p>I have only recently learned about the proposed housing development drafted for Stikland. I reside at 50 Ganzekraal Street, Oak Glen at the upper part of the street. I am basically 3 houses away from the wall perimeter of Stikland.</p>	<p>The Freshwater specialist report initially considered loss of low ecologically important wetlands however, due to botanical informants, the design changed. All wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework <b>(Appendix B1)</b>.</p>

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		<p>I have numerous concerns.</p> <p>The area marked for the planned development for social housing and commercial businesses consists of various wetlands which form a healthy part of the biological environment. The area identified is well known for its pine trees which are a breeding and feeding habitat for various birds and mammals. The well-known Hadida Ibis returns every night to roost trees. There are more than a thousand guinea fowl that also use Stikland as a pasture.</p>	<p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>In summary, please refer to the Freshwater specialist report (<b>Appendix G2</b>) and EMPr (<b>Appendix H</b>) for additional information regarding the wetlands on site.</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p>
		<p>One of the planned entrances of the project is in Harrod Street. Harrod Street is a single road that borders houses thus there will be no space for the road to be expanded. This will result in huge traffic problems. Harrod Street is also not a taxi route but with the planned development it might become a huge problem for the residents.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments.</p>

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		<p>The planned housing development will have a huge influx of new residents, and it can certainly be predicted that will have an impact on crime statistics (housebreaking, drug-related crime, etc). This will directly impact house values as the suburb is well-known for its young and upcoming residents as well as its pensioners.</p>	<p>Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site,</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site,</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site,</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park,</li> <li>• A new access point with the Meerlust Street Extension north of the site, and</li> <li>• A new access point with the St Harrod Drive north of the site.</li> </ul> <p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p>

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		<p>Currently the value of our houses is stable but will definitely drop in value should this proposed project move forward.</p>	<ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.'</li> </ul> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and - moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area,</p>

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		<p>In principle, we are not against such a development, but we will have no privacy as the proposed flats will be four stories or higher. Residents from those flats will have a clear view in to our premises. Should it not be revisited that the four stories be downgraded to a two story?</p>	<p>and the site has long been identified for this purpose in spatial planning frameworks (<b>See Section E of the BAR</b>). In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability, as the government does not subsidise the development other than the initial capital grant. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have a maximum of four-storey buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p>

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		<p>Furthermore, numerous psychiatric outpatients live in and around Stikland. What will be the impact of heightened noise levels as well as a huge influx of people for those people?</p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a “villa system” with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme <b>(Appendix H)</b>.</p>
<p><b>Kobus van Antwerpen</b> Via email</p>	<p><b>19/08/2024</b></p>	<p>Good day,</p> <p>I will be directly affected by die proposed Development and are therefore objecting for the Development to continue.</p>	<p>Your comments and concerns on the proposed redevelopment of Stikland have been noted.</p>

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		<p>I stay in the neighbourhood Blommendal which is directly next to the area where the Development is planned.</p> <p>The traffic and crime increased over the past eight years, and this is without the new planned Development. Have studies been done about incidents in the area and how the new Development will impact the safety of children and people in next-door neighbourhoods? This will destroy all the peaceful neighbourhoods in the area.</p> <p>Schools are already a problem and Bellville High school will not be able to accommodate a new Development like this and the planned new school is too small.</p> <p>Based on the above I strongly object the proceeding of the Development.</p>	<p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> </ul> <p>Assign a dedicated person to deal with complaints and concerns of affected parties.</p> <p>The proposed development is a medium-density, mixed-use development that is proposed for existing vacant land in an urban area, well-located within existing infrastructure and service networks. The proposed development also includes social services that will benefit the broader public, such as affordable and social housing, supported by a school and community facilities.</p>
<b>Estelle Boucher</b> Via email	<b>19/08/2024</b>	Estelle Boucher	You have been registered as an Interested and Affected Party.
<b>Annelize van Zyl</b> Via email	<b>19/08/2024</b>	<p><b><u>COMMENTS ON THE PROPOSED DEVELOPMENT: STIKLAND SOUTH</u></b></p> <p>The area proposed in the document was included in the City of Cape Town's most</p>	<p>Your comments have been noted.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified</p>

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		<p>recent District Spatial Plan (2022/23) as a newly identified area for development and it is in line with the National, Provincial and Local development goals and use of public land.</p> <p>As a principle, a properly planned, managed development with constructive engagements and inputs from the community is a preferred option which will add much more value to the area/ward than an informal development without any rules or structure.</p> <p>My comments are mostly based on the current infrastructure and the challenges experienced daily by the residents and the City of Cape Town regarding the immediate area and surroundings.</p>	<p>living conditions. This housing is affordable to low- and moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance. The SHI cannot allow the housing to be occupied by people who do not pay rent or who disrupt the well-functioning of the area in any way.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the</p>

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		<p><b>Road infrastructure</b> – the site is surrounding by roads which are currently not effective nor in a good condition. And not able to cope with the large number of vehicles on the road as it was not designed for that purpose. Neither De la Haye Avenue nor Old Paarl Road have a storm water infrastructure and as a result thereof wetlands are created next to the road and flooding occurs from time to time. A large number of commuters travel to and from Bellville during peak times on Old Paarl Road, including learners being transported to schools in Bellville. The current single carriage</p>	<p>City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p> <p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.</p>

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		<p>ways are not able to cope with the large number of traffic and accidents on Old Paarl Road are weekly occurrence and few lives have been lost as a result thereof. And an extensive number of additional road users will worsen the situation and add additional pressure on an already challenging situation.</p> <p><b><u>Water and sewer infrastructures</u></b> Besides the road infrastructure, the current in the area are under extreme pressure and are not able to provide effective services to the current residents in the area. Sewer spills and blockages and water pipe burst occurs almost daily and residents are sometimes for 6/8 hours and sometimes even longer without water supply. The sewer spills (the most reported complaint according to the monthly reports) impact severely on quality of live and the health of the affected residents. Currently the budget of the City of Cape Town does not allow for permanent solutions for some of the affected areas and residents have to wait for extensive periods of time for the matter to be attended to effectively and in a sustainable manner e.g. sewer pipe collapses and other challenges. In De La Haye a number of properties are being used (legally or illegally) as student houses and/or guest houses, which also have a significant impact on the sewer infrastructure and the situation will definitely not change or improve in the near future, especially with the City's budget being under pressure and the lack of sufficient funding, even on a national level.</p>	<p>The site is well serviced with water infrastructure. The proposed Stikland South development will generate an estimated annual average daily demand (AADD) of 919.18 kl/day for potable water. The existing DN225 water in De La Haye Avenue will likely have sufficient capacity to accommodate this demand, but this must be confirmed through a capacity assessment by the CoCT.</p> <p>The proposed Stikland South development is estimated to produce a foul sewer discharge demand of 840.62 kl/day. Sustainable wastewater practices, such as greywater recycling, will be incorporated into the detailed design to reduce pressure on the municipal system.</p> <p>The development will need to incorporate comprehensive stormwater management systems to mitigate flood risks, improve water quality, and enhance groundwater recharge opportunities</p>

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		<p><b><u>No public transport</u></b> – there are no public transport in the immediate area, or actually in the whole Northern Suburbs. Although Stikland station is nearby, train services are, as you are aware, no reliable nor effective and there is no regular service. There is also no bus service in the area and the roll-out of the My City service will not be rolled out to the Northern Suburbs for the next 10 – 20 years. Future residents on the mentioned site will then either have private transport (which is not in line with the City's policy of decreasing the number of road users) or rely on taxis which is also placing additional pressure on the road infrastructure and surely the worst road users and offenders.</p>	<p>According to the Municipal Spatial Development Framework (2023), the increased development of affordable housing and mixed-use precincts along main transit routes with good public transport access should be encouraged. Old Paarl Road (R101) is a part of the existing taxi route. the proposed development by HHO Consulting Engineers to assess the potential impact of the development on traffic operations and surrounding road network. A high-level assessment was completed and was subjected to review by the City of Cape Town's Urban Mobility Directorate regarding trip generation for the envisaged land uses. Based on the review, iteration to the development framework was made with reduced land uses. This transport framework.</p> <p>It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>A modal share analysis indicates that private transport users could comprise 68% of total movement demand, public transport users 18%, and Non-Motorised Transport (NMT) users 14%. At this stage of the planning phase, it is</p>

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			<p>sufficient to note that the number of public transport users could be approximately 1 000 passengers.</p> <p><b>Please Appendix G4 for the TIA.</b></p>
		<p><b>Schools.</b> The proposal makes provision for a school. The schools in the area (the Northern Suburbs) are overextended and a number of learners are travelling from surrounding areas, e.g. Kraaifontein, Brackenfell, Wallacedene, etc. to schools in the Bellville area and most schools have long waiting lists. No details regarding the school(s) were provided and I am not sure if the school(s) will be primary as well as a high school. The fact is that the schools in the area will not be able to accommodate any additional learners.</p>	<p>The proposed development is considered acceptable with no major issues from a socio-economic perspective since the proposed development will make provision for affordable, Social Housing, as well as open market housing, supported by a school and community facilities.</p> <p>The proposed development of Stikland South is still in its initial phase and still requires a detailed design phase. Additional information will be provided in the design phase.</p>
		<p><b>Vulnerable groups.</b> The area surrounding the site host a number of vulnerable groups, a segment of society which must be looked out for and be protected. There is a large retirement village just around the corner (in Jessie Street) and a few house hosting the elderly in Old Paarl road. Bellville High School is also adjoining to Old Paarl Road and less than 500 m away and Bellville Technical High School just down the road. It is worth mentioning that a learner from the High School was hit by a driver in Old Paarl Road one morning before school and has a result thereof not been able to complete high school nor has he been able to look after himself or develop into an active member of society. Besides the aforementioned vulnerable groups (who use the road infrastructure and</p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped.</p> <p>The development will include:</p> <ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> </ul>

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		<p>move freely and frequently in the area), the site also hosts a psychiatric hospital and houses and a large number of patients. A large number of additional future residents will surely impact on the quality of their treatment and live.</p> <p><b>Impact on the environment.</b> The Stikland South site has a number of wetlands, and the protection thereof is crucial and as you are</p>	<ul style="list-style-type: none"> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> <li>• The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</li> </ul> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a "villa system" with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p> <p>Noise generation during the construction phase including maintenance equipment utilised and general construction activities will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (<b>Appendix H</b>).</p> <p>To reduce the impact of urban development on the wetland systems all wetlands were identified and delineated by a hydrogeologist (GEOSS). Additionally, a</p>

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		<p>aware, must be managed in accordance with specific legislation (e.g. National Water Act). No information was provided the regarding a report on the wetlands on the site and that is a serious concern. A report from a freshwater specialist is of the utmost importance in order for the community to have an understanding of the sensitivity of the piece of land and it could impact significantly on the proposed development.</p>	<p>detailed freshwater ecological assessment was undertaken by a freshwater specialist (<b>Appendix G2</b>) which noted presence of five natural wetlands while the additional two areas exhibiting wetland characteristics identified by GEOSS were found to be of artificial origins.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetlands however, due to botanical informants, the design changed. All wetlands will be retained, buffered and will form a part of the proposed open spaces on site, either as part of the development framework or the new Stikland Hospital boundary. These changes have been incorporated into the proposed Development Framework (<b>Appendix B1</b>).</p> <p>In summary, please refer to the Freshwater specialist report (<b>Appendix G2</b>) and EMPr (<b>Appendix H</b>) for additional information regarding the wetlands on site.</p>
		<p><b><u>Designs and other details.</u></b> The proposed development and the design of the buildings should fit in with the current design and “look and feel” of the surrounding areas. High buildings which are not more or less in line with the current buildings in the area would not add any value or ensure the buy-in and support of the community. The City of Cape Town is currently busy drafting an Urban Design Policy which could provide guidance. There are already 3 storey buildings in Old Paarl Road and similar (not higher) buildings could be regarded as suitable.</p>	<p>The proposed development includes a school as well as a community clinic. The proposed development is aligned with various planning policies of the Western Cape, this includes the provincial spatial development framework, municipal SDF and the Tygerberg District SDF.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul>

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			<p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information.</p> <p>The following Green Belt and Recreational Spaces will be accommodated as indicated in the Landscape Framework (Appendix G8):</p> <ul style="list-style-type: none"> <li>• <b>Green Belt &amp; Cycle/Jogging Track:</b> Extensive tree planting, ensuring a continuous green belt with a cycle/jogging track. Follow wetland buffers and setbacks.</li> <li>• <b>Recreational Spaces:</b> Include active (play areas, bike tracks, gym equipment) and passive (walking paths, boardwalks, seating) recreational spaces.</li> <li>• <b>Sports Fields:</b> Must be water-wise, durable, and suitable for intensive use (consider artificial turf), available for community use outside school hours.</li> <li>• <b>Tree Planting:</b> Plant trees in parking areas (1 tree per 4 parking bays) and along the green belt for shade and screening.</li> <li>• <b>Tree Management:</b> The Eucalyptus Forest needs a tree management plan, including pruning and root zone management, under arborist guidance.</li> <li>• <b>Private Recreation Spaces:</b> Develop small gardens and relaxation areas within walk-up clusters.</li> </ul>

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			<ul style="list-style-type: none"> <li>• <b>Adventure Park:</b> Activities may include Acrobranch, outdoor climbing walls, and cross-fit. Provide a management and service node with ablution facilities, event pavilion, and parking.</li> </ul> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have four storey buildings. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road and along De La Haye Road. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties</p>
		<p><b>Traffic volumes.</b> The traffic volumes on Old Paarl Road are excessive and the behaviour of the road users make it an extremely dangerous road which is a risk for the non-motorised users and the passengers in the taxis and other vehicles. The speeding by taxis results in weekly accidents and more than one live has been lost on Old Paarl Road. And as a result of the classification of the road, there are very little that can be done, within the current legal framework, to remedy the situation.</p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p><b>Lack of impact studies.</b> The fact that no impact studies have been done to determine the impact of the proposed development on the environment, the surrounding areas, the current resident nor the future residents in the area is very concerning. The communication</p>	<p>Specialist studies and statements were conducted to inform this impact assessment, these include:</p> <ul style="list-style-type: none"> <li>• A Freshwater Impact Assessment</li> <li>• Botanical Impact Assessment</li> <li>• A Heritage Impact Assessment</li> </ul>

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		<p>provided and on which the affective and interested parties had to comment, were vague and incomplete and the outcome thereof had therefore fast room for improvement. And the consultant who hosted the information session was not able to respond to some of the question of the attendees.</p> <p>In order to have constructive engagement, detailed and factual information is needed and unfortunately the information provided, and the quality of the engagement lacked the basic principles of transparency and factual information.</p>	<ul style="list-style-type: none"> <li>• Socio-Economic Assessment</li> <li>• A Transport Specialist Assessment</li> <li>• Bulk Services Assessment</li> </ul> <p>Please see Appendix G of the draft BAR.</p>
<p><b>M. P .Gibbons</b> <b>Via WhatsApp</b></p>	<p><b>16/08/2024</b></p>	<p>This project will influence the property value and bring crime and bad elements into the heart of Bellville. Great schools and old age homes are next to this area. I am against this. My property will lose its value. No. No, no.</p>	<p>With regards to the proposed redevelopment impacting property values, the Spatial Planning and Land Use Management Act (2013) prohibits an authority from making land-use decisions based on the value of another property.</p> <p>To plan inclusionary housing exclusively in areas with low property values would be simply to perpetuate the existing unsustainable norm, in which people with lower incomes live in places furthest removed from economic activity.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development (See section E of the BAR).</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result</p>

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			<p>in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
<p><b>Anonymous Via WhatsApp</b></p>	<p><b>16/08/2024</b></p>	<p>I am against the project on the land of Stikland Hospital. All this infrastructure issues and they want to add all that people next door.</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>
<p><b>CP and J Joubert Via WhatsApp</b></p>	<p><b>16/08/2024 and</b></p>	<p>Problems with developments as per the Groenvallei People.</p> <ol style="list-style-type: none"> <li>1. traffic - this area is already congested.</li> </ol>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the</p>

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	17/8/2024	<p>2. The 8 story buildings are to darken the area, take away the sunshine, etc.</p>	<p>implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.</p> <p>The report suggests that there will be six access points/road extensions in total, including:</p> <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul> <p>See Section B of the Draft Basic Assessment Report for more information.</p> <p>The initial proposal for this proposed development included properties of 8-10 storeys however, the new proposal shows that the development will have four storey buildings. These buildings will be on the northern boundary of Stikland South, opposite Old Paarl Road and along De La Haye Road.</p>

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			Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.

		<p>3. Animals in area will have to move such as Guinea fowls, squirrels, wild geese, etc.</p> <p>4. Wetlands with a specific frog, next to Midmar Street towards the railway line. The noise level with new high-rise buildings next to Groenvallei.</p> <p>The wetlands will be channelled to somewhere according to your supplement, but where to? It can cause terrible flooding in Groenvallei. The water from the municipality is already a problem, and if the new development is to be included, even more major problems for our area.</p>	<p>The Freshwater specialist report initially considered loss of low ecologically important wetland; however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces. These changes have been incorporated into the proposed Development Framework. These open spaces can accommodate animals in the area.</p> <p>Endangered terrestrial biodiversity and Species of Conservation Concern (SoCC) on site will be retained for long term conservation.</p> <p>Two wetlands and a portion of medium-high sensitivity botanical space will be accommodated within the development framework. The majority of the botanically sensitive spaces will remain undeveloped and managed as part of the new Stikland Hospital boundary. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>The retention of these environmentally sensitive areas will preserve the aesthetic views of the site.</p> <p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme <b>(Appendix H)</b>.</p> <p>The proposed development is expected to increase surface runoff due to impermeable surfaces. To mitigate</p>
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			<p>the associated impacts, comprehensive stormwater management systems will be implemented to reduce flood risks, improve water quality, and enhance groundwater recharge opportunities. Additionally, stormwater on-site will be managed in compliance with the City of Cape Town's Urban Stormwater Impact Policy of 2009. For more details, please refer to Bulk Services Report in <b>Appendix G6</b>.</p>
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Anonymous Via WhatsApp	19/08/2024	Hi  Objection for Stikland	Your opposition to the proposed development is noted.
Mlungisi Njongonkulu Via WhatsApp	19/08/2024	I Mlungisi Njongonkulu object to Stikland development	Your opposition to the proposed development is noted.
Anonymous Via WhatsApp	19/08/2024	          Morning where can I get a commenting sheet for the proposed development on Stikland?  I am opposed to the plans regarding the plans for Stikland hospital the traffic will be a nightmare.	Your opposition to the proposed development is noted.  A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site.  The report suggests that there will be six access points/road extensions in total, including: <ul style="list-style-type: none"> <li>• The existing Stikland South access on Old Paarl Road north of the site (P1B);</li> <li>• The existing access to Nurses' College on De La Haye Avenue west of the site (P1A),</li> <li>• A new access point to the Stikland Psychiatric Hospital on De La Haye Avenue west of the site (P5),</li> <li>• A new access point on De La Haye Avenue opposite Wenning Park (P4),</li> </ul>

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			<ul style="list-style-type: none"> <li>• A new access point with the Meerlust Street Extension north of the site (P2), and</li> <li>• A new access point with the St Harrod Drive north of the site (P1C).</li> </ul> <p>See Section B of the Draft Basic Assessment Report for more information.</p> <p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The Stikland Psychiatric Hospital site and the surrounding vegetation will be retained. Stikland Psychiatric Hospital was designed as a "villa system" with 20 villas or wards to allow patients outdoor space but with more of a functional purpose, less security and more community facilities. This space around the hospital will be retained (Please see Figure 2: Proposed Development Framework in the draft Basic Assessment Report).</p>
<b>Anonymous Via WhatsApp</b>	<b>19/08/2024</b>	I against the development.	Your opposition to the proposed development is noted.
<b>Pierre Smit Via WhatsApp</b>	<b>18/08/2024</b>	<p>Hi Goeie dag! Dit is Pierre Smit van Blommendal, ek is 'n huis eienaar hier en ons is verwittig van die beplande ontwikkeling in Stikland. Ek wil graag dit teenstaan en stel dat ek dit nie ondersteun nie.</p> <p>Dankie en lekker dag</p> <p><b>Translation:</b></p> <p>Hi Good day! This is Pierre Smit from Blommendal, I am a house owner here and we</p>	Your opposition to the proposed development is noted.

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		were informed of the planned development in Stikland. I would like to oppose it and state that I do not support it.	
Moesfeka Wessels Via WhatsApp	19/08/2024	Hi, my objection to the low-cost housing project is as follows:  1)The Guinea fowl, ducks and owls natural habits will be affected. Moving their home is not acceptable as this is their natural habitat.	The Freshwater specialist report initially considered loss of low ecologically important wetland; however, due to design changes, all wetlands will be retained, buffered and will form a part of the proposed open spaces. These changes have been incorporated into the proposed Development Framework.
		2)The increase of traffic on Old Paarl Road is going to be of a nightmare. Already for the past 3 weeks we've had 4 (taxi related accidents of which 3 has died).	A Transport Impact Assessment was conducted by HHO Consulting Engineers ( <b>Appendix G4</b> ). It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic.
		3) Increase of vagrants which is going to result in an increase in theft, loitering, littering and kidnapping.	According to the Socio-economic Impact Assessment Report ( <b>Appendix G5</b> ), it was determined that the influx of job seekers and the introduction of new labour may result in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include: <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> </ul>

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			<ul style="list-style-type: none"> <li>Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>
		<p>4) An increase of high density property will attract more people from other provinces .</p>	<p>The revision of the draft development framework has led to a decrease in density from a high density to medium density, specifically due to capacity constraints identified by the traffic engineers. The feasibility of the proposed development is discussed in the <b>draft BAR Sections H and I</b>.</p> <p>This development aligns with Provincial, Local and District Spatial Development Frameworks and various planning instruments, including the Western Cape Provincial Spatial Development Framework (2014) and the Tygerberg Integrated District Spatial Development and Environmental Management Framework (2022) (more detail in <b>Section E of the draft BAR</b>).</p> <p>The district plan supports the high-density mixed-use development on site along Old Paarl Road with a range of housing typologies including affordable housing. The District Plan encourages development along transit corridors, specifically streets such as De La Haye and Old Paarl Road. The site is bounded by these streets and is proposed for mixed use development which will contribute towards provision of affordable housing.</p>
		<p>5) The infrastructure will not be able to handle an additional 360 000 units as the sewers are already overflowing into De La Haye Estate residents backyards</p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development,</p>

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			<p>and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p>
		<p>6) Parking is going to be of a major issue.</p>	<p>The proposed development will include parking areas.</p> <p>The provision of on-site parking at the ratios stipulated for a standard zone would not be feasible (95% of the site), as the development model does not allow for extensive structured parking to be provided. Proposed parking ratios at 1 bay/unit for open market housing, 0.8 bays/unit for first home finance housing, and 0.6 bays/unit for social housing require a departure application from the zoning requirements. Additionally, parking will be available in the central service area and adventure park. PI</p>
		<p>7) An increase in noise levels and influx of Uber drivers that obstruct our driveways.</p>	<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
<p><b>Anonymous Via WhatsApp</b></p>	<p><b>19/08/2024</b></p>	<p>Good day. I hereby add my voice to objecting and opposing the Development of Stikland South Hospital site.</p> <p>Regards</p>	<p>Your objection has been noted.</p>

Commented by	Date Received	Comments/concerns / Questions	Response
<p><b>Anonymous Via WhatsApp</b></p>	<p><b>19/08/2024</b></p>	<p>Beswaar teen enkele besonderhede in die konsep: 26 Oktober 2023. vir die ontwikkeling van die Stikland Hospitaal.</p> <p>Die Weste behoort nie outomaties vir verdere ontwikkeling te kwalifiseer net omdat die noorde en suide ontwikkel is nie In die verslag is dit duidelik dat hierdie eiendom vir 'n hospitaalperseel gekies is as gevolg van die oop ruimte wat die geduldiges in die huidige fasiliteit benodig het. Daar word gesê dat hulle die "plaasgevoel" nodig het wat goed is vir herstel. Die pasiente het lae lig nodig, wat straatligte 10 verdiepings geboue en omliggende huise sekerlik sal weerspreek. Die dwelmverslaafdes, baie kwesbare mense, selfmoord- en bendeverwante wat reeds die geraas vanaf Ou Paarl-pad kan hoor. Die ontwikkeling sal die verkeer, geraas en effek op hierdie mense wat besig is met hul herstel verhoog? Die hele punt van rehabilitasie is om by die samelewing aan te sluit as 'n waardetoevoegende lid. As dit stil is wat hulle nodig het, sal hierdie ontwikkeling dit van hulle steel na dwelmtransaksies wat met die publiek in aanraking kan kom. Ek verwys na die area wat gekies is vir die oop ruimte dit het die hospitaal wat altyd vol is, dit kan aanvaar word dat hierdie hospitaal en die huidige voorkoms en gevoel is wat die samelewing nodig het en geen negatiewe effek van hierdie ontwikkeling behoort in te meng met die goeie werk wat hulle doen al meer as 60 jaar.</p>	<p>Your opposition to the proposed development is noted. Responses are provided in the translated comment below.</p>

Commented by	Date Received	Comments/concerns / Questions	Response
		<p>Bome - die eerste verwysing na bome sê dat soveel moontlik bome ongeskonde gehou moet word. Soos van bo af gesien kan word, is die voorkoms en gevoel die rede waarom hierdie area gekies is, die plaasgevoel is die rede vir die pasiënt se herstel. Die boom vorm deel van die belangrike Ek stem saam die bome moet beskerm word. Dit is om geestesgesondheidsdienste te verbeter/verbeter en om behuising aan die verpleegsters en hospitaalpersoneel te verskaf. Ek is jammer maar nêrens verder word die doel bespreek nie en dit lyk nie of die doel van die ontwikkeling is om die verpleegsters en hospitaalpersoneel te help nie aangesien dit nie is waarvoor die verblyf voorsiening maak nie. As dit net die verpleegsters en mense is wat op hierdie perseel werk, sal jy nie 'n behoefte hê aan kommersiële of 10 verdiepings geboue nie. Ek dink die idee is wonderlik en as dit die doel is, herwaardeer asseblief die spesifikasies van wat jy bou. Huidige infrastruktuur: Verkeer – Regdeur hierdie hele verslag word gesê dat die laaste opname in Februarie 2014 gedoen is. Dit is onmoontlik om enige gevolgtrekkings te maak oor 10 jaar oue data oor verkeer.</p> <p>Daar word gesê dat hulle die "plaasgevoel" nodig het wat goed is vir herstel. Die geduld het lae lig nodig, wat straatligte 10 verdiepings geboue en omliggende huise sekerlik sal weerspreek. Die dwelmverslaafdes, baie</p>	

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		<p>kwesbare mense, selfmoord- en bende- verwante wat reeds die geraas vanaf Ou Paarl-pad kan hoor. Die ontwikkeling sal die verkeer, geraas en effek op hierdie mense wat besig is met hul herstel verhoog? Die hele punt van rehabilitasie is om by die samelewing aan te sluit as 'n waardetoevoegende lid.</p> <p>Die gebiede se infrastruktuur is baie oud en die nuwe opgraderings is slegs om tred te hou met die huidige vraag. Die enigste huidige kommersiële eiendomme langs Ou Paarl-pad oorkant hierdie ontwikkeling is 'n brandstoftasie te hanteer nie. 1 Kommersiële gebou bepaal nie die voorkoms en gevoel nie en kan dus nie regverdig dat die hele gang van kommersiële geboue langs Ou Paarl-pad opduik nie.</p> <p>Om hierdie plan vir die byvoeging van meer leë geboue 'n slegte belegging te maak met 'n probleem vir al die belanghebbendes. Werksure moet nie 8vm tot 5nm oorskry nie aangesien die woongebied naby is en die hospitaal stilte benodig vir herstel. Die voorkoms en gevoel van hierdie area is nie hoë geboue nie. Dit is 'n rustige woongebied. As die voorkoms en gevoel in hierdie area behou moet word, moet dit van 'n residensiële standaard wees en miskien onder 11 meter limiet of 3 verdiepings akkommodasie vir die verpleegsters en hospitaalpersoneel met bome om hulle en vleilande met eende, ganse en wilde lewende. Die uile maak nes in</p>	

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		<p>die bome en die eekhorings gebruik hierdie area.</p> <p>Ek is nie teen die ontwikkeling van 'n gebied wat die waardes en gevoel van die gebied lewend hou nie. Dit kan die area verbeter en die hospitaal se geduld dien.</p> <p>Hierdie ontwikkeling maak daarop aanspraak dat dit mikpunt is vir groen geboue – dit kan sekerlik nie begin deur bome te verwyder en vleilande en wildlewe se huise te vernietig nie</p>	
		<p><b>Translation:</b></p> <p><i>Objection to some details in the draft: "Contextual Framework Stikland South Draft 1 : 26 October 2023"; for the development of the Stikland Hospital</i></p> <p><i>The West should not automatically qualify for further development just because the north and south has been developed.</i></p>	<p>Your opposition to the proposed development has been noted. It is important to note that the Draft Contextual Framework for Stikland South Draft 1 is outdated. Please refer to the draft Basic Assessment Report (2025).</p>
		<p><i>In the report it is clear that this property was chosen for a hospital site due to the open space needed by the patients in the current facility. They are said to need the "farm feel" - that is good for recovery. The patients need low light, which streetlights, 10 story buildings and surrounding houses will surely contradict. The drug addicts, very vulnerable people, suicidal and gang related that can already hear the noise from Old Paarl Road. How will this development not increase the traffic, noise</i></p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p>

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		<p><i>and effect on these people who are busy with their recovery? The entire point of being in rehab is to join society as a value-adding member. If it is quiet they need this development will steal that from them, to drug deals that might encounter the public. I am referring to the area having been chosen for the open space it has. The hospital is always full, it can be assumed that this hospital and the current look and feel is what society needs and no negative effect from this development should interfere with the good work they have been doing for over 60 years.</i></p>	
		<p><i>Trees - the first reference to trees says that as much possible trees need to be kept intact. As can be seen from above the look and feel is the reason this area was chosen, the farm-feel is the reason for the patient's recovery. The trees form a part of the important character of the area. I agree the trees need to be protected.</i></p>	<p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p>
		<p><i>The point of this development is to enhance/improve mental health services and to supply housing for the nurses and hospital staff. I am sorry but nowhere further is the purpose discussed and it does not seem like the purpose of the development is to help the nurses and hospital staff as that is not what the accommodation is catering for. If it is only the nurses and people that work on these premises you will not have a need for commercial or 10 story buildings! I think the idea is great and if this is the purpose please reevaluate the specs of what you are building!</i></p>	<p>The proposed development of Stikland South aims to optimise the use of available vacant land through a mixed-use, environmentally sensitive urban expansion. The development framework promotes sustainable land use while preserving ecological features and enhancing public health infrastructure. Key features of the development framework include the integration of botanical and wetland open spaces along Old Paarl Road (north of the site) and De La Haye Road (west of the site), with the eastern portion of the site along Midmar Road to remain undeveloped. The development will include:</p>

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			<ul style="list-style-type: none"> <li>• Four-storey mixed-use buildings along Old Paarl Road, comprising affordable, social, and open market housing, commercial spaces and supported by a school and community facilities.</li> <li>• The western edge is being considered for a Community Clinic and a new Main Entrance to Stikland Hospital.</li> </ul>
		<p><i>Current infrastructure: Traffic – Throughout this entire report it is stated that the last survey was done in February 2014. It is impossible to draw any conclusions on 10-year-old data about traffic.</i></p>	<p>A Transport Impact Assessment was conducted by HHO Consulting Engineers (<b>Appendix G4</b>). The data was collected in February 2025.</p> <p>It was determined that the increase in vehicle trips generated can be accommodated by the surrounding road network with the implementation of the road upgrades indicated in the City's Right-of-Way Plan, and with the inclusion of the extension of De la Haye Avenue to link with Bill Bezuidenhout Avenue, which will substantially improve the connectivity of the local area and the traffic modelling undertaken by the City in the greater Bellville area, which took into account development on the Stikland South site. Additionally, the assessment anticipates the upgrading of Old Paarl Road with some amendments. Recommendations are made for the design of each intersection, granting access to the site</p>
		<p><i>They are said to need the “farm feel” - that is good for recovery. The patients need low light, which streetlights, 10 story buildings and surrounding houses will surely contradict. The drug addicts, very vulnerable people, suicidal and gang related that can already hear the noise from Old Paarl Road. How will this development not increase the traffic, noise and effect on these people who are busy with their recovery? The entire point of being in</i></p>	<p>The Stikland South Site is owned by the Western Cape Government: Department of Public Health. The site has been earmarked for development; space will be retained for public health facilities.</p> <p>The CEO and operational staff of the Stikland Hospital have been consulted in detail at every step, and the proposed development scope is acceptable and approved by them as the persons responsible for the well-being of the patients.</p>

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		<p><i>rehab is to join society as a value-adding member.</i></p> <p><i>The areas infrastructure is very old, and the new upgrades are only to keep up with the current demand. The only current commercial properties along Old Paarl Road across from this development is a fuel station. 1 Commercial building does not determine the look and feel and can thus not justify and entire corridor of commercial buildings popping up along Old Paarl Road.</i></p>	<p>Civil Engineering Bulk Services Assessment Report was conducted by HHO Consulting Engineers (see <b>Appendix G6</b>), and a Baseline Report for Electrical infrastructure was conducted by Triocon Consulting Engineers (Pty) Ltd (refer to <b>Appendices G7</b>). These reports assessed the demand of the proposed development on electricity, potable water, foul sewer, solid waste management and stormwater. It was determined that municipal services have the capacity to handle the potable water demand, foul sewer demand, and solid waste demand produced by the development, and recommendations are made to reduce the demand on the municipal infrastructure. Stormwater infrastructure will be required to accommodate the increase in run-off. Electrical infrastructure will need to be upgraded to supply the increase in demand generated by the proposed development.</p> <p>The proposed development aligns with 2 core policies outlined in the Western Cape Provincial Spatial Development Framework (PSDF), 2014 i.e.</p> <ul style="list-style-type: none"> <li>• Policy S3: which supports promotion of compact, mixed-use and integrated settlements.</li> <li>• Policy S5: which supports promotion of sustainable, integrated and inclusive housing in formal and informal markets.</li> </ul> <p>The Tygerberg District Spatial Development Framework (2022) earmarked the site for high-density mixed-use development (excluding industrial) along Old Paarl Road. It encourages development for mixed land uses and high-density residential development along high accessibility</p>

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			<p>streets such as De La Haye and Old Paarl Road and provision of a range of housing typologies including more affordable housing.</p> <p>Please see Section E of the draft Basic Assessment Report and Appendix K for additional information</p>
		<p><i>This development claims to be aimed for green buildings – surely it cannot start by removing trees and destroying wetlands and wildlife's homes.</i></p>	<p>Your opposition to the development is noted.</p>
		<p><i>Making this plan for adding more empty buildings a bad investment with a problem for all the stakeholders. Hours of work should not exceed 8am till 5pm as the residential area is in close proximity and the hospital requires quiet for recovery an area that keeps the values and feel of the area alive. It could enhance the area and serve the hospital patients.</i></p>	<p>Noise generation during the construction phase, including maintenance equipment utilised and general construction activities, will be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013.</p> <p>Noise experienced during the operational phase will be similar to that of medium-density residential areas and must be compliant with the Western Cape Noise Control Regulations, P.N. 200/2013. The impact of noise is discussed in detail in the Environmental Management Programme (Appendix H).</p>
		<p><i>The look and feel of this area is not high-rise buildings. It is a peaceful residential area. If the look and feel is to be kept in this area it needs to be of a residential standard and maybe under 11 metre limit or 3 story . accommodation for the nurses and hospital staff with trees surrounding them and wetlands with ducks, geese and wildlife. The owls nest in the trees and the squirrels use this area. I am not against the development of</i></p>	<p>The initial proposal for this proposed development included properties of 8-10 stories however, the new proposal shows that the development will have a maximum of four-story buildings. Where possible, high-rise buildings have been removed, particularly in areas where they impact the privacy of neighbouring properties.</p> <p>A Landscape Master Plan was prepared for the Stikland South development. This framework will guide the development process and includes comprehensive landscape guidelines. Key considerations of the Landscape Plan include preserving the botanical and freshwater value of the environmentally sensitive areas,</p>

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			<p>integrating with the surrounding environment and the retention of large mature trees as far as possible.</p> <p>A large portion of the eucalyptus forest and large mature trees on site will be retained according to the tree survey conducted.</p> <p>The Freshwater specialist report initially considered loss of low ecologically important wetland however, due to design changes all wetlands will be retained, buffered and will form a part of the proposed urban park facilities. These changes have been incorporated into the proposed Development Framework</p> <p>A series of wetlands and botanical spaces will be accommodated in urban parks along the western, northern and eastern boundaries. These features will enhance the ecological value of the wetlands while providing attractive open spaces and recreational opportunities for residents and visitors to enjoy.</p> <p>Moreover, the site has no endangered faunal species or Species of Conservation Concern were observed on site.</p>
<p><b>Morne Hoffman Via Email</b></p>	<p><b>20/08/2024</b></p>	<p>Good day,</p> <p>I am firmly opposed to the construction of low-cost housing and flats in my neighborhood. Such developments would undoubtedly create significant disruption for the residents of OakGlen and the surrounding areas. We are already facing serious issues with rising crime, vagrancy, robberies, and break-ins. I respectfully urge you to consider an alternative location for this project.</p>	<p>Your opposition to the development has been noted.</p> <p>This proposed development aligns with the Municipal Spatial Development Framework (2023) by promoting inclusivity and addressing historical imbalances in residential development.</p> <p>The intent of the social housing programme is to provide well located medium to high density, well managed formal rental accommodation that provides safe and dignified living conditions. This housing is affordable to low- and -</p>

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		<p>Sincerely,</p> <p>Morne Hoffman</p>	<p>moderate income households (with monthly household incomes between R1 850 and R22 000).</p> <p>The development and management of these units is undertaken primarily by non-profit social housing institutions (SHIs) that are required to report on a quarterly basis for the management of the stock and tenancies and whose performance is linked to strict Key Performance Indicators to ensure quality management and long-term sustainability. The Social Housing Regulatory Authority (SHRA) is responsible for regulating both the quality of the accommodation as well as the management performance of social housing institutions. There are strict norms and standards for the types of development applied and monitored by the SHRA intended to protect the public investment in the stock and ensure that the stock meets national and local formal building regulations.</p> <p>Social housing is essential in reducing inequality, promoting social cohesion and boosting economic growth. Affordable housing is also a significant priority for the area, and the site has long been identified for this purpose in spatial planning frameworks. In a context of limited public land and resources, social housing has been prioritised in this instance.</p> <p>Social Housing is not the same as Council Housing. The SHI has to operate the housing on a basis that ensures financial viability as the government does not subsidise the development other than the initial capital grant.</p> <p>According to the Socio-economic Impact Assessment Report (<b>Appendix G5</b>), it was determined that the influx of job seekers and the introduction of new labour may result</p>

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			<p>in social conflicts between local labour and external labour. Additionally, the influx of labour in the area may lead to incidents of crime, noise, and illicit land occupation, particularly by unskilled labourers and those seeking employment who cannot afford housing in the primary area. Mitigation measures proposed include:</p> <ul style="list-style-type: none"> <li>• Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour)</li> <li>• Prioritize local hiring to reduce competition between locals and external job seekers.</li> <li>• Assign a dedicated person to deal with complaints and concerns of affected parties.</li> </ul>