

Prepared for:

Infinity Environmental



PROPOSED DEVELOPMENT OF PORTIONS OF
STIKLAND HOSPITAL, ERF 6300, CITY OF CAPE
TOWN, WESTERN CAPE

SOCIO-ECONOMIC IMPACT ASSESSMENT

Prepared by:

Urban Econ Development Economists



August 2025

Table of Contents

Specialist Report Requirements	1
Document Information	3
Section One: Introduction.....	4
1.1. Introduction.....	4
1.2. Scope and Purpose of the Project.....	4
1.3. Methodology.....	4
1.4. Report Outline	6
Section Two: Situational Analysis	7
2.1. Introduction.....	7
2.2. Project Locality	7
2.2.1. Zoning and Land use	9
2.3. Project Description.....	10
2.4. Surrounding Land Uses.....	12
2.5. Relevant New Development Areas.....	13
2.6. Needs and Desirability.....	14
Section Three: Policy Framework.....	17
3.1. Introduction.....	17
3.2. Policy Understanding.....	17
3.3. Conclusion	24
Section Four: Socio-Economic Profile	26
4.1. Introduction.....	26
4.2. Social Profile.....	26
4.2.1. Population and Households.....	26
4.2.2. Age	28
4.2.3. Education.....	28
4.2.4. Skills.....	30
4.2.5. Employment	31
4.2.6. Dwellings.....	32
4.2.7. Tenure	34

4.2.8. Household Income	35
4.3. Economic Context.....	36
4.3.1. Gross Value Added (GVA) Growth	36
4.3.2. GVA Growth per Sector	37
4.3.3. Conclusion.....	38
Section Five: Impact Analysis.....	40
5.1. Introduction.....	40
5.2. Methodology.....	40
5.3. Impact on Production and Gross Domestic Product.....	43
5.3.1. Temporary increase in production and GDP in national and local economy during construction	43
5.3.2. Sustainable increase in production and GDP in national and local economy during operation	46
5.4. Impact on Employment	47
5.4.1. Temporary impact on employment during the construction phase	47
5.4.2. Sustainable Impact on employment during operation	49
5.5. Impact on Household Income	51
5.5.1. Temporary Increase in household income during construction	51
5.5.2. Sustainable increase in household income during operation	53
5.6. Impact on Social Conflicts Associated with an Influx of Workers.....	55
5.6.1. Temporary Increase in Social Conflicts due to an Influx of People during Construction	55
5.7. Impact on Traffic Congestion	57
5.7.1. Temporary Impact on traffic during the construction phase	57
5.8.2. Sustainable Impact on Traffic congestion	60
5.8. Impact on Noise, Dust, and Pollution.....	61
5.8.1. Temporary impact on noise, dust, and pollution during construction.....	61
5.9. Impact on Urban Regeneration.....	63
5.9.1. Sustainable impact on Urban Regeneration.....	63
5.10. Impact on Affordable and Social Housing.....	65
5.10.1. Sustainable impact on the provision of Affordable and Social Housing..	65

5.11. Impact on Sense of Place (Visual) 68

 5.11.1. Sustainable impact on Sense of Place (Visual) during construction..... 68

5.12. Cumulative Statement 70

5.13. Net Effective Trade-Offs 70

5.14. Decommissioning Phase 72

Section Six: Assessment of Project Alternatives 73

 6.1. Site Area 73

 6.2. No Go Alternative 73

Section Seven: Conclusion and Recommendation 74

Section Eight: References 75

Appendix A: Specialists Declaration 77

Appendix B: Specialists Curriculum Vitae 78

Specialist Report Requirements

NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) AND ENVIRONMENTAL IMPACT REGULATIONS, 2014 (AS AMENDED)

Regulation GNR 326 of 4 December 2014, as amended 7 April 2017, Appendix 6	Section of Report
1. A specialist report prepared in terms of these Regulations must contain- a) details of- i. the specialist who prepared the report; and ii. the expertise of that specialist to compile a specialist report including a curriculum vitae;	Appendix A Appendix B
b) a declaration that the specialist is independent in a form as may be specified by the competent authority;	Appendix A
c) an indication of the scope of, and the purpose for which, the report was prepared;	Section 1
(cA) an indication of the quality and age of base data used for the specialist report;	Section 1
(cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change;	Section 5
d) the date and season of the site investigation and the relevance of the season to the outcome of the assessment;	Section 1
e) a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;	Section 1
f) details of an assessment of the specific identified sensitivity of the site related to the proposed activity or activities and its associated structures and infrastructure, inclusive of a site plan identifying site alternatives;	Section 6
g) an identification of any areas to be avoided, including buffers;	N/A
h) a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;	N/A
i) a description of any assumptions made and any uncertainties or gaps in knowledge;	Section 1
j) a description of the findings and potential implications of such findings on the impact of the proposed activity, (including identified alternatives on the environment) or activities;	Section 6
k) any mitigation measures for inclusion in the EMPr;	Section 5

l) any conditions for inclusion in the environmental authorisation;	
m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;	Section 6
n) a reasoned opinion- i. (as to) whether the proposed activity, activities or portions thereof should be authorised; (iiA) regarding the acceptability of the proposed activity or activities; and ii. if the opinion is that the proposed activity, activities or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr, and where applicable, the closure plan;	Section 6
o) a description of any consultation process that was undertaken during preparing the specialist report;	Section 2
p) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and	N/A
q) any other information requested by the competent authority.	N/A
2) Where a government notice <i>gazetted</i> by the Minister provides for any protocol or minimum information requirement to be applied to a specialist report, the requirements as indicated in such notice will apply.	N/A

Document Information

Document Title:	Stikland South Redevelopment Social Impact Assessment
Prepared by:	Urban-Econ Development Economists (Pty) Ltd
Contact Details:	Unit A6 Salt Orchard Shannon Street Salt River, 7925
Contact Person(s):	Mwajuma Kamanzi
Prepared for:	Infinity Environmental (Pty) Ltd
Contact Details:	Collingwood Building, Black River Park South, 2 Fir Street Observatory Cape Town 7925
Contact Person(s):	Anathi Skweyiya anathi@infinityenv.co.za

Section One: Introduction

1.1. Introduction

This document was prepared by **Urban-Econ Development Economists (Pty) Ltd**, as per request by **Infinity Environmental (Pty) Ltd** to undertake a Socio-Economic impact Assessment as part of the Environmental Impact Assessment (Basic Assessment) process managed by Infinity Environmental (Pty) Ltd. The purpose of the Basic Assessment is to quantify and assess the potential positive and negative socio-economic impacts that could ensue from the proposed development in the context of the local communities and affected economies.

1.2. Scope and Purpose of the Project

The purpose of the Basic Assessment is to determine and assess the potential socio-economic impacts of the proposed project activities. The requirement for the assessment of the socio-economic impacts associated with these developments are reduced to a basic assessment level, objectives of which are as follows:

- A baseline description of the study area, specifically focusing on the socio-economic environment of the locality where the proposed development is to be implemented, is provided.
- Identify and analyse positive and negative socio-economic impacts (direct, indirect, and cumulative) associated with each of the project components during the development and operational phases.
- Develop mitigation measures to address possible negative effects and enhancement measures to increase the benefits derived from the project.

1.3. Methodology

The figure below provides a visual illustration of the methodology utilised to complete the report.

Figure 1: Methodology.



In addition to the above methodology the following key aspects should be noted as indicated in Error! Reference source not found..

Table 1:: Key Aspects

Aspect	Description
Information Source	Sources of information utilised for this report, include: <ul style="list-style-type: none"> - Review of planning documents - Quantec Easy Data - Infinity Environmental (PTY) Ltd
Quality and Age of Data	The data utilised for the completion of this report is based on up-to-date information obtained through Infinity Environmental (PTY) Ltd. Sources of information are of high quality.
Duration, Date and Season of Site Investigation and Relevance of Season to Outcome of Assessment	An onsite site investigation was not required at this stage due to a sufficient understanding of the site being provided through Infinity Environmental and relevant specialist documentation. Thus, duration, date, and season of the site investigation are not relevant.
Identification of Areas to be Avoided	From a socio-economic perspective, no areas should be avoided.
Assumptions, Limitations and Gaps in Knowledge	key assumptions that form the basis of the assessment and discussions of the study:

Aspect	Description
	<ul style="list-style-type: none"> - Project-related information supplied by the team involved in the project was assumed to be reasonably accurate. Thus, all potential impacts are predicted based on this information. - The secondary data sources used to compile the economic baseline can be viewed as being indicative of broad trends within the study area; and - Impacts cannot be predicted with complete accuracy and these predictions are based on research and years of experience, taking the specific set of circumstance into account.
Required Permits	From a socio-economic perspective, no permits are required.
Specialist Declaration	See Appendix A
Specialist CV	See Appendix B

1.4. Report Outline

The structure utilised to finalise the report is as follows:

- **Section Two:** Situational Analysis
- **Section Three:** Policy and Planning Environment
- **Section Four:** Status Quo
- **Section Five:** Specialist Assessment of Impacts
- **Section Six:** Assessment of Project Alternatives
- **Section Seven:** Conclusion and Recommendations

Section Two: Situational Analysis

2.1. Introduction

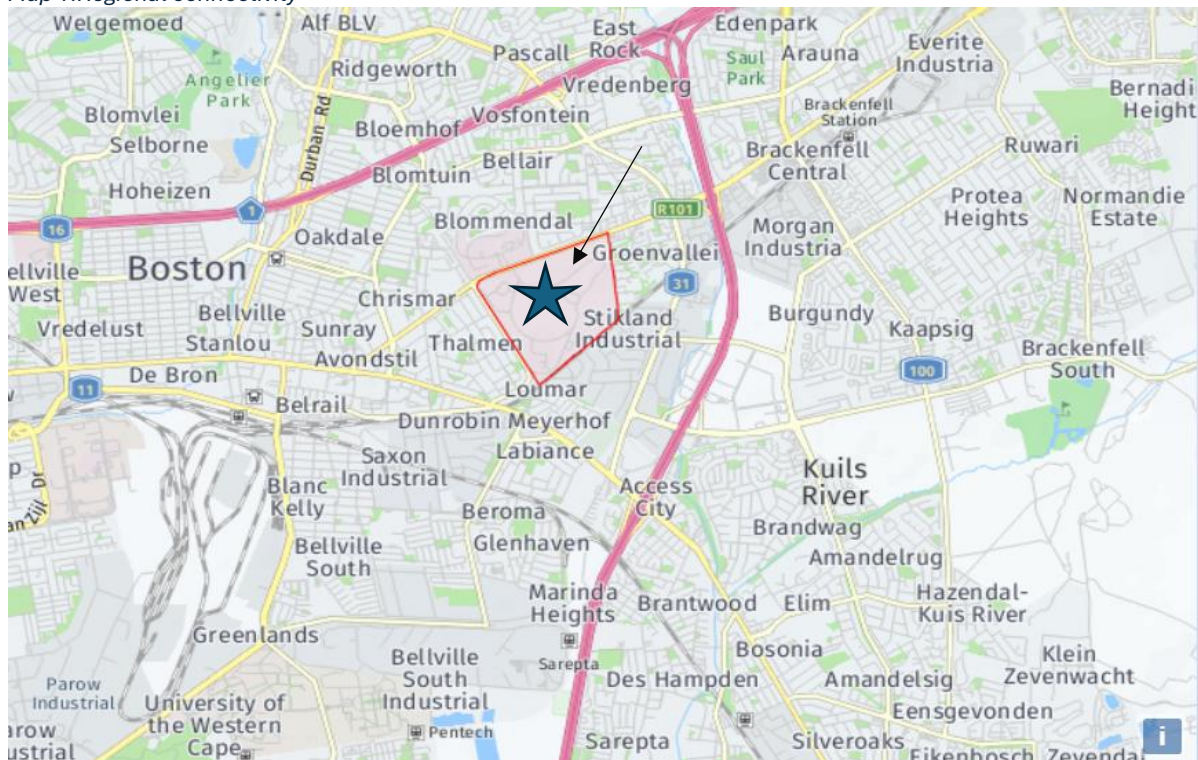
The proponent of the project, the Western Cape Government's Department of Infrastructure, holds custodianship of Erf 6300 in Bellville, commonly referred to as the Stikland Hospital Estate. The property is divided by Old Paarl Road into two sections, Stikland North and Stikland South. This brownfield site has a long history of institutional and community development, with the Stikland Psychiatric Hospital situated in Stikland South and mental health-related NGO facilities and residential units located in Stikland North. Despite its historical use, much of the site remains underutilised, with large vacant areas.

In 2010, the Western Cape Government Cabinet approved the mandate for a Regeneration Programme, which includes the Stikland Hospital Precinct. The project is now part of the Department of Infrastructure's Special Projects Directorate, aimed at maximising the social value of publicly owned land. This section outlines an overview of the proposed development framework, including its concept, location, surrounding land uses, and future development plans.

2.2. Project Locality

Stikland South is situated along the Provincial Main Road R101 (Old Paarl Road), which connects Bellville (to the west) with Brackenfell and Kraaifontein (to the east). It is located at the intersection of Old Paarl Road, De La Hay Avenue, and Midmar Road. The area is surrounded by established low-density residential suburbs, including Thalmes, Groenvallei, and Stikland Industrial.

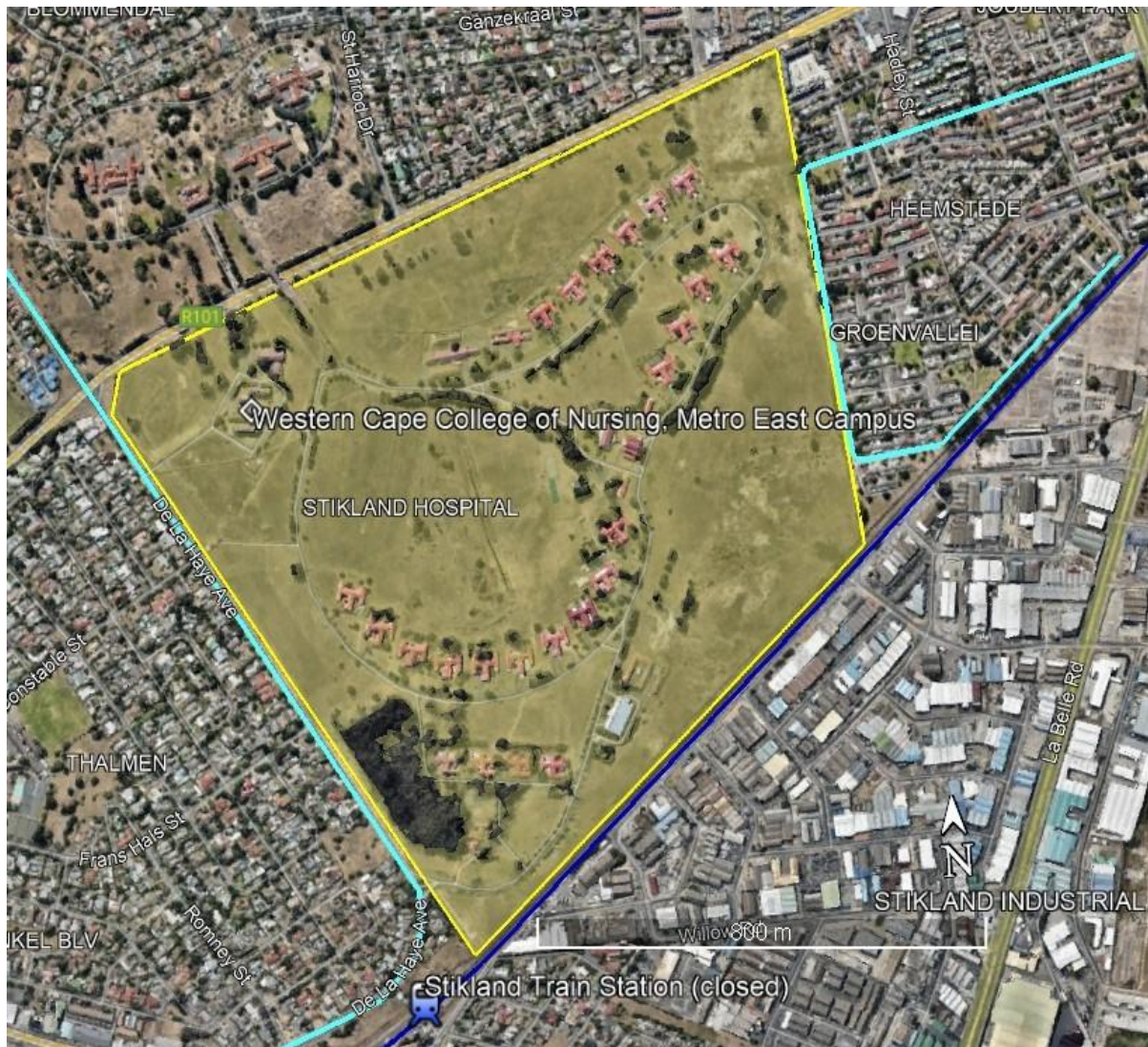
Map 1: Regional connectivity



(Urban-Econ via MapAble, 2024)

The study area benefits from access to several major regional roads (R101, R300, R102) and metropolitan routes (M31, M10), as well as the N1 freeway. It is also close to nearby industrial hubs such as Brackenfell, Stikland, Sacks Circle, and Kuils River, and commercial centres like Tyger Valley, Brackenfell, Cape Gate, and Bellville. Public transport services, including the Stikland Train Station, are easily accessible. **Map 2** illustrates the location of the Stikland South Precinct.

Map 2: Stikland South Site Boundary



Google Earth Pro, 2024

Stikland South is located on Erf 6300 in Stikland, Bellville, bordered by the R101 to the north, De La Hay Avenue to the west, Midmar Road to the east, and the railway line to the south. The site spans approximately 114 hectares, of which over 60 hectares remain undeveloped. The developed portion includes the Stikland Psychiatric Hospital, Stikland Hospital Pharmacy, and the Western Cape College of Nursing Metro East Campus. Due to the large extent of underutilised land, no demolition of existing structures will be needed to accommodate this proposed development of the Stikland South site.

2.2.1. Zoning and Land use

The Stikland South site is zoned as Community 2, which allows for primary uses such as institutions, hospitals, places of instruction, worship, and assembly, telecommunication stations, open space, and filming. Consent

uses include cemeteries, urban agriculture, veterinary practices, and certain telecommunication stations. Currently, the site is used for an institution/hospital (Stikland Psychiatric Hospital) and a place of instruction (Western Cape College of Nursing Metro East Campus). Its current land use is consistent with its zoning and complements the surrounding areas, which include residential, industrial, business, and open spaces, acting as a community resource for mental health services and a buffer between industrial and residential zones. If a mixed-use development is proposed, a rezoning application would be required, and this could diversify land use in the area, particularly with residential activities, which would fit well with the predominantly residential surroundings (Western Cape Government, 2023).

2.3. Project Description

The proposed Stikland South Development Framework consists of a mixed-use, precinct-based development centred around the expansion and reconfiguration of Stikland Hospital ($\pm 813,083\text{m}^2$). The framework integrates healthcare, residential, community, and environmental functions as follows:

- **Healthcare & Institutional Core:** The development retains and upgrades Stikland Hospital, with relocated psychiatric NGOs and a new $9\,526\text{m}^2$ community clinic. The hospital precinct will include new gates, support buildings, and a 3m double security fence.
- **Residential & Mixed-Use Precincts:** Precincts 1–5 proposes medium to high-density housing ($14\,000\text{--}54\,000\text{m}^2$), with mixed-use buildings of up to four storeys in height, and affordable rental/ownership opportunities along Old Paarl Road and De la Haye Avenue.
- **Social and Community Amenities:** The design makes provisions for a school, local parks, and civic facilities to support family settlement and small businesses.
- **Environmental Integration:** The framework also incorporates wetlands, detention ponds, and tree planting to manage stormwater and improve ecological sustainability.

Overall, the proposed Stikland South development aims to create a multi-precinct, integrated urban node centred on health and wellness. It balances specialised healthcare infrastructure with residential, mixed-use, and community facilities, supporting Stikland as a strategic social services hub in Cape Town's metro east. The development framework ensures healthcare continuity through hospital expansion, housing delivery across income bands, with a focus on medium- to high-density options, socio-economic upliftment through community facilities, clinics, education, and mixed-use opportunities, as well as environmental sustainability through wetlands and green buffers.

Figure 2 below shows the Stikland South Development Framework

Figure 2: Proposed Development Framework



STIKLAND SOUTH DRAFT DEV. FWK.

KEY	4 Storey Walk-Ups	School	Park	Proposed Tree
	4 to 7 Storey Mixed Use	Clinic	Wetland	Existing Tree
	Outer Boundary of Stikland Hospital	Detention Pond		

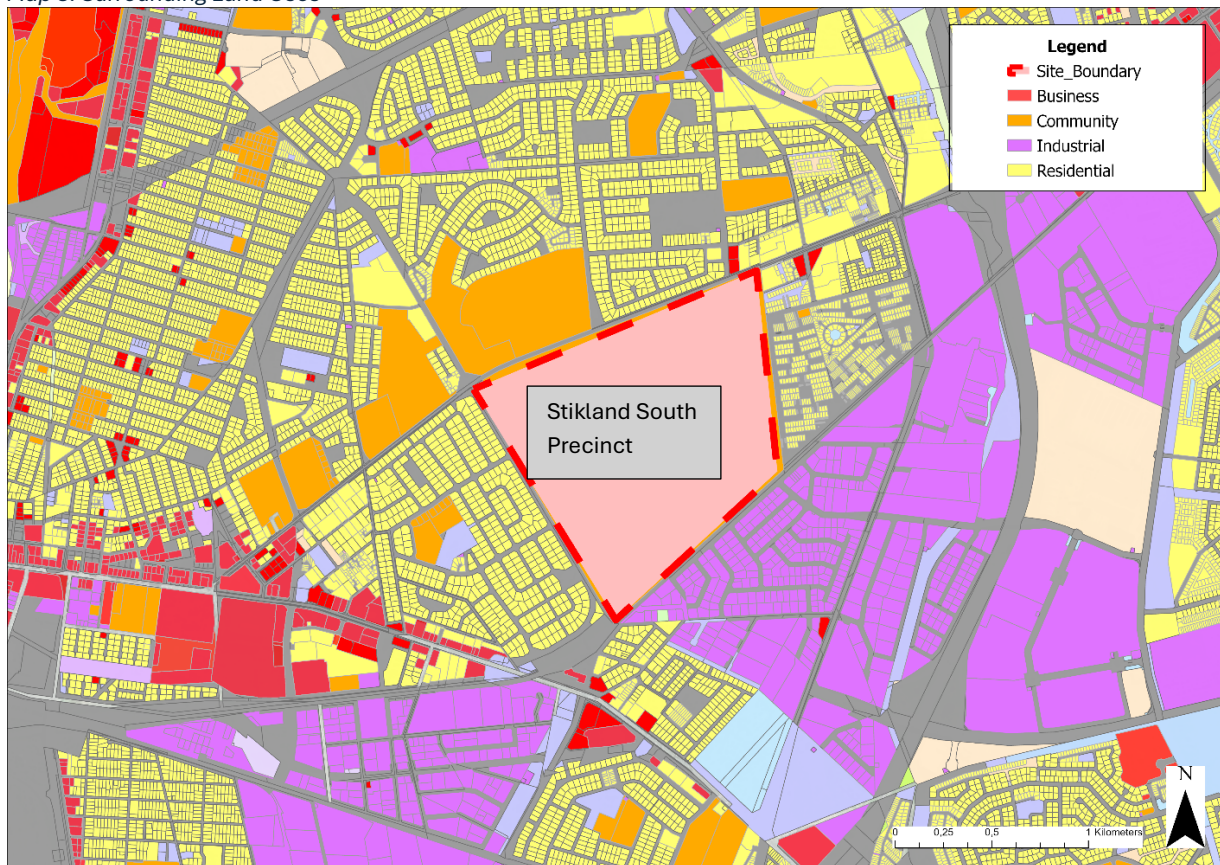


Western Cape Government, 2025

2.4. Surrounding Land Uses

The area surrounding Stikland South comprises a diverse range of land uses, including healthcare, educational, and residential facilities. Key establishments include the Community Mental Health and Psychiatry Foundation Clinic, New Beginnings/Stikland Hospital, and Iris House Children’s Hospice, highlighting the area’s focus on healthcare services. In addition, Dunatos Private School and an office building serving as a filing archive contribute to the educational and administrative landscape. The neighbourhood also features 10 residential homes and The Collar Club, adding a residential and community element to the surroundings. Land uses surrounding the proposed development are delineated in **Map 3**

Map 3: Surrounding Land Uses



(ArcGIS, City of Cape Town, 2024)

- **South:** The Stikland Industrial Area, located across the railway line, is a light industrial zone with small to medium-scale warehouses and factories. It serves as a key job center in the region. The railway creates a barrier, and the only crossing is at Stikland Station, situated at the southwest corner of the hospital site.
- **East:** The suburbs of Groenvallei, Heemstede, and Joubert Park consist of small to medium-sized housing developments, mainly double and single-storey units. Groenvallei, with homes valued

between R750 000 and R1 500 000, features a unique layout where Midmar Road runs along the Stikland Hospital boundary.

- **North:** Across Old Paarl Road lies the suburb of Oakglen, predominantly made up of single residential homes, with a few apartment complexes. Property values here are higher than in Groenvallei, and the suburb is only accessible through the St Harrod and Meerlust Road intersections.
- **West:** The Stikland North portion of the hospital land lies to the west of Oakglen, suitable for medium-density mixed-use development. A similar development on Stikland South would complement it on the opposite side of Old Paarl Road.
- **West (De la Haye Ave):** Along De la Haye Ave is the well-established single residential suburb of Thalmen, where property values range from R1 500 000 to R3 000 000. The properties here have direct access to De la Haye Ave, making this an important interface for future development of the vacant land on the western side of Stikland South (Western Cape Government, 2023).

2.5. Relevant New Development Areas

The Tygerberg Planning District is located centrally within the metropolitan area, spanning approximately 18,965 hectares (189 km²) and featuring a diverse array of urban land uses. This district includes several established older suburbs, such as Goodwood, Elsies River, Bonteheuwel, Bishop Lavis, Parow, Bellville, and Kuils River, as well as newer developments like Delft, Belhar, Bothasig, Panorama, Ridgewood, Platteklouf, and Edgemoed. It offers a wide range of employment opportunities along the Voortrekker corridor, the Bellville CBD (which hosts the city's second-largest public transport interchange), and various industrial areas, including Epping 2, Sacks Circle, Stikland, Parow Industria, and the Cape Town International Airport (CTIA) as a key transport hub with associated industrial and mixed-use zones (City Of Cape Town, 2023). The following is a list of new future development areas within the district:

De Grendel Farm:

- Located along the future BRT route, Giel Basson Drive.
- Opportunity for land use intensification due to increased accessibility from BRT infrastructure.
- Extent of development to be determined through applicable planning processes, including specialist studies.

Stikland Hospital Precinct:

- Opportunity for extensive urban restructuring and mixed-use development (commercial/office/residential).

- New developments must integrate positively with the existing urban fabric, including residential developments and public open spaces.

Unibell Station Precinct:

- Proposed mixed-use development on undeveloped land south and east of Unibell Station.
- Significant opportunity for transit-oriented development near the local transport interchange.
- Encouragement of mixed-use development, including commercial, office, community, and medium- to high-density residential.

Symphony Way Corridor:

- Identified as a development corridor creating a north-south link.
- Primarily serves a mobility function, with opportunities for land use intensification at appropriate locations along the route.

De Grendel Station Precinct:

- Encourage investigations, prefeasibility studies, and development options for Parow Golf Course.
- Studies should identify and test future development options, including retaining a significant portion of the golf course as a recreational precinct with limited development adjacent to the station.

Haasendal/Annandale:

- Undeveloped land parcels along Bottelary Road present opportunities for medium- to higher-density residential development.
- Pursuit of affordable housing opportunities to promote income group mixing.
- Design should include locally appropriate and sensitive interfaces along the river corridor.

Stellenbosch Farms (Zevenwacht):

- Opportunity for medium-density residential development (various typologies) with mixed use, including commercial along Zevenzicht Link Road.

2.6. Needs and Desirability

Needs and Desirability

The need for and desirability of the proposed mixed-use development in Stikland are considered in this socio-economic impact assessment in terms of its fit with spatial planning and policy, its social context and social

impacts, and its response to the principles of environmental management, including the mitigation of environmental impacts of the activity.

Fit with Spatial Planning and Policy:

The proposed development aligns well with existing spatial planning frameworks and policies for the Stikland South area. It supports the Tygerberg District Plan (2023), which highlights Stikland's potential for medium-density mixed-use development, particularly along high-accessibility routes like Old Paarl Road and De La Haye Road. By integrating medium-density, mixed-use urban development opportunities, the proposed development optimises the inherent potential of the Stikland South site and complements surrounding land uses. The development's focus on creating residential and mixed-use buildings alongside a large urban park and affordable housing is in direct response to the City's goals for spatial transformation and economic benefit, thereby promoting urban regeneration.

Social Context and Social Impacts:

The development addresses several critical social needs in the area. The provision of affordable and social housing, along with schools and community facilities, directly responds to the high demand for inclusive and accessible living options. This approach aligns with the social context of Stikland South, which includes existing healthcare facilities like the Community Mental Health and Psychiatry Foundation Clinic and Iris House Children's Hospice, as well as educational institutions such as Dunatos Private School. By enhancing residential and community infrastructure, the development promotes social cohesion and contributes positively to the well-being of the local population. Furthermore, the proposed development supports the District Plan's emphasis on high-density residential development and a diverse range of housing typologies, including more affordable options. The integration of green spaces, such as wetlands and urban parks, will also promote mental and physical health, providing recreational areas that benefit all residents.

Environmental Management and Impact Mitigation:

The proposed development shows a strong commitment to environmental management and sustainability. Incorporating wetlands and urban parks enhances the ecological value of the site and addresses potential environmental impacts by promoting biodiversity and improving water management. This aligns with the Tygerberg District's focus on encouraging redevelopment for mixed land uses and high-density residential development while ensuring compatibility with the existing urban nature of the area. The Environmental Impact Assessment (EIA) process for the proposed development includes assessments by environmental specialists, such as the biodiversity assessment, which identifies mitigation measures to address potential environmental impacts. By proactively addressing these aspects, the project contributes to sustainable development and supports broader goals of environmental conservation and responsible land use.

In summary, the proposed mixed-use development in Stikland is both needed and desirable, as it effectively responds to the spatial, social, and environmental requirements of the area. It aligns with planning policies, addresses critical social needs, and incorporates sustainable practices, thereby ensuring a positive and lasting impact on the Stikland South community. The development offers significant opportunities for urban restructuring and regeneration, with transport integration supported by site access via Old Paarl Road and De la Haye Avenue, upgrades to Old Paarl Road, and the site's proximity to Stikland Station as a public transport facility, ultimately contributing to the area's revitalisation.

Moreover, the integration of affordable and social housing within the development will address the pressing need for accessible living options, promoting social inclusion and diversity. The creation of community facilities, schools, and recreational spaces will enhance social cohesion and enhance the overall quality of life for residents. Additionally, the anticipated increase in local employment opportunities during both the construction and operational phases will stimulate economic growth and support local businesses. By improving accessibility and connectivity, the development will attract new investments and promote sustainable economic development in the region, ensuring that the benefits are felt widely across the Stikland community.

Section Three: Policy Framework

3.1. Introduction

This chapter examines the key legislation and policies relevant to the proposed development and includes a review of pertinent national, provincial, and local policies that have a direct bearing on the development.

3.2. Policy Understanding

The overall aim of this review process is to provide insight into the government's priorities and plans regarding the proposed development. This assists in determining the project's importance to the development objectives of the various spheres of government in identifying potential developmental conflicts that the project might create. **Table 2** provides a brief review of the most relevant documents.

Table 2: Overview of Relevant Policies

Policy	Key Policy Objectives	Source
National Policy: South Africa		
National Development Plan 2030	<p>The National Development Plan outlines a strategy for the nation to eradicate poverty and diminish inequality by 2030:</p> <ul style="list-style-type: none"> ➤ Uniting all South Africans around a common programme to achieve prosperity and equity. ➤ Promoting active citizenry to strengthen development, democracy and accountability. ➤ Bringing about faster economic growth, higher investment, and greater labour absorption. ➤ Focusing on key capabilities of people and the state. ➤ Building a capable and developmental state. ➤ Encouraging strong leadership throughout society to work together to solve problems. <p>Implication: According to the NDP, a core objective is to enhance communities by promoting mixed housing strategies and more compact urban development, helping people access public spaces, facilities, state agencies, and work and business opportunities. This aligns with the proposed development, which aims to provide a variety of housing options, tenure choices, and mixed-use commercial</p>	(National Government, 2010)

Policy	Key Policy Objectives	Source
	<p>and business opportunities, all in close proximity to existing infrastructure, socio-economic hubs, and transport links. The proposed development will attract investment and stimulate economic activity in the Bellville area, contributing to the NDP's goal of faster economic growth. During both the construction and operational phases, the project is expected to create numerous job opportunities, directly supporting the NDP's objective of enhancing labour absorption by providing employment for local residents and helping reduce unemployment levels.</p>	
<p>The National Social Housing Policy (2003)</p>	<p>The National Social Housing Policy of 2003 is built on several key principles to guide social housing development. These include promoting social, physical, and economic integration into existing urban areas to foster urban regeneration, particularly in inner-city areas. Social housing developments must align with local Integrated Development Plans (IDPs) and incorporate adequate social facilities and recreational spaces. The policy emphasises a demand-driven approach, ensuring that housing institutions respond to local needs while engaging residents at various stages of project development.</p> <p>Further, the policy aims to support low-income communities by providing housing close to job opportunities and promoting economic growth through the involvement of small and medium enterprises (SMEs) in housing services. Residents must be involved in decision-making, management, and have secure tenure, following legislation such as the Housing Act and Rental Act. Clear roles for tenants and social landlords are crucial, as is cooperation between government spheres to create an enabling environment for social housing.</p> <p>Implication: The proposed development aligns with the National Social Housing Policy's goals of promoting social, physical, and economic integration into the urban structure. In Bellville, the project supports urban regeneration by</p>	<p>(South African Government, 2003)</p>

Policy	Key Policy Objectives	Source
	<p>revitalising underutilised areas such as the proposed development site, creating quality living environments, and integrating with surrounding neighbourhoods. The inclusion of affordable and social housing alongside other uses encourages a blend of income levels, promoting social cohesion and cross-subsidization. This alignment ensures the development supports a diverse, inclusive community while enhancing the financial sustainability of the social housing component.</p>	
<p>The Integrated Urban Development Framework (IUDF) 2016</p>	<p>The Integrated Urban Development Framework (IUDF) supports the efficient administration of urbanisation to ensure that the growing concentration of an economically active population results in increased economic activity, enhanced productivity, and higher growth rates. This, in turn, aims to transform South African cities into catalysts for economic growth:</p> <ul style="list-style-type: none"> ➤ Spatial Integration: To forge new spatial forms in settlement, transport, social and economic areas. ➤ Inclusion and Access: To ensure people have access to social and economic services, opportunities, and choices. ➤ Inclusive Growth: To harness urban dynamism for inclusive, sustainable economic growth and development. ➤ Effective Urban Governance: To enhance the capacity of the state and its citizens to work together to achieve spatial and social integration. <p>Implication: The proposed development in Bellville aligns with the goals of the IUDF by promoting spatial integration, inclusivity, and sustainable economic growth, all while prioritising affordable and social housing. By combining residential units with commercial spaces, the development enhances access to economic services. This mixed-use strategy will not only stimulate urban dynamism and attracts</p>	<p>(Department of Cooperative Governance and Traditional Affairs, 2016)</p>

Policy	Key Policy Objectives	Source
	<p>businesses that cater to a wide range of residents but also addresses the critical need for affordable housing in the area.</p>	
Provincial Policy: Western Cape		
<p>The Western Cape Provincial Strategic Plan 2019 – 2024</p>	<p>The Medium-term Strategic Framework (MSF) 2019 – 2024 sets out the package of interventions and programmes that will advance the seven priorities adopted by the government, namely</p> <ul style="list-style-type: none"> • Building a capable, ethical, and developmental state. • Economic transformation and job creation. • Education, skills, and health. • Consolidating the social wage through reliable and quality basic services. • Spatial integration, human settlements, and local government. • Social cohesion and safe communities; and • A better Africa and world. <p>Given the above, the MTSF 2019-2024 aims to address the challenges of unemployment, inequality, and poverty through achieving a more capable state, driving a strong and inclusive economy, as well as building and strengthening the capabilities of South Africans Invalid source specified.</p> <p>Implication: The proposed development aligns with the MTSF 2019-2024 by addressing the priorities set forth by the government, particularly in economic transformation and job creation. The MTSF aims to tackle unemployment, inequality, and poverty through the advancement of a capable, ethical, and developmental state, fostering a strong and inclusive economy, and enhancing the capabilities of all South Africans. The development's emphasis on economic growth and investment aligns with these objectives, offering potential benefits such as job creation during construction and operation phases. By integrating spatial development and human settlements, the development concept</p>	<p>(Western Cape Government, 2019)</p>

Policy	Key Policy Objectives	Source
	<p>contributes to spatial integration and supports local government initiatives.</p>	
<p>The Western Cape Spatial Development Framework (2014)</p>	<p>Spatial planning needs to be linked with transport and infrastructure investment programmes, such as mixed-use and compact settlement, that are correlated with social inclusion, quality of life in terms of liveability, and access to amenities, as well as the efficient delivery of affordable services. The policy also highlights the following:</p> <ul style="list-style-type: none"> ➤ CAPITALISE and build on the Western Cape’s comparative strengths and leverage the sustainable use of its unique spatial assets. ➤ CONNECT urban and rural markets and consumers, fragmented settlements, and critical biodiversity areas. ➤ CONSOLIDATE existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation. ➤ CLUSTER economic infrastructure and facilities along public transport routes (to maximise the coverage of these public investments and respond to unique regional identities within the Western Cape.) <p><u>Implication:</u> The proposed development of the Stikland Hospital Estate aligns with spatial planning policies by integrating new infrastructure with mixed-use, compact settlements that prioritise social inclusion and quality of life. By transforming underutilized land into medium-density buildings, the project will provide affordable and social housing alongside essential community facilities and green spaces. This initiative aims to enhance residents' access to amenities, boost economic opportunities, and promote inclusivity, while also consolidating regional economic nodes.</p>	<p>(Western Cape Government, 2014)</p>
<p>Local Policy</p>		

Policy	Key Policy Objectives	Source
<p>City of Cape Town Integrated Development Framework 2022 -2027</p>	<p>The City of Cape Town Integrated Development Plan 2022 – 2027 is a strategic plan that provides guidelines for achieving the vision of the City of Cape Town which is to build a more inclusive, integrated, and vibrant city that addresses the legacies of the apartheid era regarding the environment and avoids new structural imbalances in the delivery of services. The city aims to transform the built environment through transit-oriented development and associated densification. The city has identified five priorities that span its strategic focus areas (<i>The Opportunity City, The Safe City, The Caring City, The Inclusive City, and the Well-Run City</i>), such as:</p> <ul style="list-style-type: none"> ➤ Economic inclusion. ➤ Safe communities. ➤ Building-integrated communities. ➤ Resource efficiency and security; and ➤ Leveraging technology for progress. <p>In addition, the Integrated Development Plan 2022 – 2027 states that Cape Town’s environment, including its natural resources, landscapes, infrastructure, forms the basis of its economy and plays a vital role in building resilience.</p> <p>Implication: The proposed development meets the guidelines for achieving an inclusive, vibrant, and integrated City by addressing key aspects of economic and social integration. The proposed development will contribute towards creating employment opportunities through both the construction and operation phase. If mitigation measures are implemented that ensure the employment of local labour, communities which are low-income areas with high unemployment rates would positively benefit through employment opportunities. This in turn would improve their income levels and improve upon their standard of living.</p>	<p>(City of Cape Town, 2022)</p>
<p>City of Cape Town Municipal Spatial</p>	<p>The <i>City of Cape Town Municipal Spatial Development Framework 2023</i> (City of Cape Town, 2022) highlights that the</p>	<p>(City of Cape Town, 2023)</p>

Policy	Key Policy Objectives	Source
<p>Development Framework</p>	<p>City is intent on building a more inclusive and vibrant city that addresses the legacy of apartheid, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services. The CoCT MSDF retains three spatial strategies, namely:</p> <ul style="list-style-type: none"> • Building an inclusive, integrated, vibrant city; • Managing urban growth and create balance between urban development and environmental protection; and • Planning for employment and improve access to economic opportunities. <p>The MSDF has an overall intention of guiding and managing urban growth, and to balance competing land use demands, by putting in place a long-term, logical development path that will shape the spatial form and structure of Cape Town.</p> <p>Implication: The proposed development aligns with the MSDF 2023 by promoting inclusivity and addressing historical imbalances in residential development. By providing affordable and social housing within a mixed-use framework, the project contributes to creating a more integrated and vibrant community. Additionally, the development plans emphasize environmental protection through the incorporation of green spaces and sustainable design, while enhancing access to economic opportunities through job creation and improved connectivity. This alignment supports the MSDF's goal of guiding urban growth in a balanced manner, promoting equitable access to services and amenities for all residents.</p>	
<p>Tygerberg District Plan Volume, 2023</p>	<p>The Tygerberg District Plan is a medium-term framework (approximately 10 years) designed to guide spatial development processes within the district. It offers policy direction regarding the nature and form of development, providing more detailed guidance for land use and environmental decisions than the MSDF. The plan encourages</p>	<p>(City Of Cape Town, 2023)</p>

Policy	Key Policy Objectives	Source
	<p>land use intensification, promoting a greater mix of residential and non-residential uses (diversification) through increased vertical and horizontal space utilisation (densification). This is particularly recommended in areas with good public transport access, high concentrations of employment, commercial development, and other amenities, or where such conditions are planned. It supports a wide range of employment opportunities along the Voortrekker corridor, the Bellville CBD (home to the city's second-largest public transport interchange), and various industrial areas, including Epping 2, Sacks Circle, Stikland, and Parow Industria, along with the Cape Town International Airport as a key transport node with associated industrial and mixed-use areas.</p> <p>Implication: The proposed development aligns with the Tygerberg District Plan by promoting land use intensification through the integration of residential and non-residential spaces in areas with excellent public transport access and employment opportunities. By promoting a mix of uses, including affordable housing, commercial facilities, and community amenities, the development contributes to the district's goal of diversifying land use. This approach supports the efficient use of space, enhances accessibility to jobs and services, and encourages sustainable urban growth in line with the district's spatial development objectives.</p>	

3.3. Conclusion

The policy framework relevant to the proposed development highlights key national, provincial, and local policies that support urban regeneration, social inclusion, and economic growth. Nationally, policies like the NDP 2030, National Social Housing Policy, and the Integrated Urban Development Framework prioritise poverty reduction, inequality, and urban integration through mixed-use developments that create economic opportunities and enhance accessibility. Provincially, the Western Cape's Spatial Development Framework and Strategic Plan emphasize spatial integration, job creation, and sustainable development, aligning with the proposed development's focus on affordable housing and urban revitalisation. Locally, the City of Cape Town's Integrated Development Plan and Municipal Spatial Development Framework underscore inclusivity,

transit-oriented growth, and balanced land use. The Tygerberg District Plan complements these goals by encouraging land use intensification and the creation of integrated communities with access to public transport and employment opportunities. Together, these policies support the proposed development's vision of a sustainable, inclusive, and economically stimulating urban space.

Section Four: Socio-Economic Profile

4.1. Introduction

The purpose of compiling a demographic profile is to develop an understanding of the trends, issues, and dynamics of the local economy in terms of its micro and macro context. This is essential as it provides both qualitative and quantitative data related to the economies under observation, creating a baseline against which the impacts can be assessed. **The Stats SA Census 2011 is used as the basis for the analysis, and using Quantec Standardised Regional data, the indicators for 2023 were estimated.**

4.2. Social Profile

Stikland South Psychiatric Hospital is located in Stikland, a small area in Bellville within the Tygerberg Planning District. It is a medical institution serving both the local community and the surrounding metropolitan area, all within the City of Cape Town, hence for the analysis of the social profile of the proposed development, the above-mentioned study areas have been taken into account.

4.2.1. Population and Households.

Understanding population size, household size, and growth trends is critical in evaluating the socio-economic impacts of the proposed mixed-use development within the Tygerberg PD. These factors directly influence both present and future demands on infrastructure, housing, and services, contributing to the overall sustainability and feasibility of the proposed development.

Table 3 provides an overview of the population and households in the Stikland, Bellville, Tygerberg PD, and City of Cape Town (CoCT).

Table 3: Population and Households (2023)

Aspects	Stikland ¹	Bellville	Tygerberg PD	City of Cape Town
Population	218	136 908	854 010	4 853 997
Households	64	42 638	215 821	1 369 703
Ave Household size	3	3	4	4

(Urban-Econ Via Quantec (EasyData), 2024)

The Tygerberg PD, includes areas like Bellville and Stikland, is a densely populated district with a total population of 854 010 people and 215 821 households. Bellville, a key area within the district, houses approximately 136 908 people across 42 638 households. In contrast, Stikland, which is more industrially focused, has a smaller population of 218 and 64 households.

¹ Stikland Industrial excluded due to land use exclusively for commercial use. Stikland Hospital excluded due to data inaccuracy.

The CoCT supports a significantly larger population of 4 853 997 individuals and 1 369 703 households. The average household size in most of the study areas ranges from 3 to 4 individuals per household. This indicates a common trend of smaller family units within urban and suburban contexts, which is an important factor to consider when evaluating the socio-economic implications of the proposed mixed-use development.

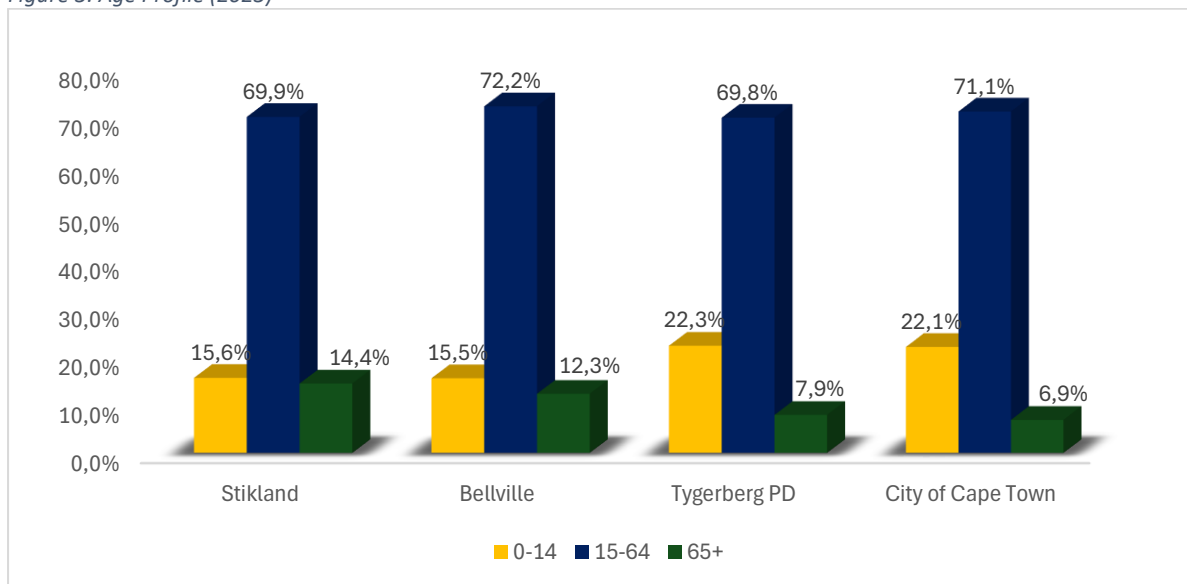
The annual population growth rate across all study areas is projected at 2.0%, which is significant given the existing population base. This steady growth will likely result in increased demand for housing, employment, and services in the coming years. The proposed mixed-use development will help accommodate this growing population by providing residential and commercial spaces. This will also potentially alleviate the pressure on existing infrastructure and create economic opportunities for local residents.

Implication: The rising population and household formation within the Tygerberg PD indicate a growing need for housing, public services, and employment opportunities. The proposed development will contribute to fulfilling this demand by offering a blend of residential, and commercial spaces. Given the annual growth rate, the development aligns with the area's socio-economic needs, ensuring that it addresses both present demands and future expansion requirements. Moreover, it is expected to stimulate local economic activity by attracting businesses, creating jobs, and improving the overall quality of life for residents.

4.2.2. Age

The age profile of Stikland, Bellville, Tygerberg PD, and City of Cape Town are highlighted in **Figure 3**.

Figure 3: Age Profile (2023)



(Urban-Econ Via Quantec (EasyData), 2024)

In Stikland, 69.9% of the population falls within the economically active age group (15-64 years), which is slightly lower than Bellville (72.2%), but comparable to Tygerberg (69.8%) and slightly lower than the City of Cape Town (71.1%). This reflects a strong labour force in Stikland, indicating a demand for employment opportunities and commercial services in the proposed development.

The remaining population in Stikland consists of 15.6% children (aged 0-14), which is similar to Bellville (15.5%) but significantly lower compared to the broader Tygerberg PD (22.3%) and the CoCT (22.1%). Additionally, 14.4% of Stikland’s population is aged 65 and older, which is higher than both Tygerberg PD (7.9%) and the CoCT (6.9%), but similar to Bellville’s 12.3%. This age distribution shows that Stikland has a relatively low child dependency ratio, but a higher proportion of elderly residents compared to the broader municipal averages.

Implication: The high percentage of working-age individuals supports the idea that the mixed-use development should focus on creating employment opportunities and business services, which could attract professionals and contribute to local economic growth. While the lower proportion of children suggests less immediate demand for family-oriented services, the elderly population might benefit from amenities that cater to older residents, such as medical services or recreational spaces suited to retirees.

4.2.3. Education

Education plays a significant role in shaping the socio-economic landscape of any region, influencing employment opportunities, economic development, and the overall quality of life. Analysing the highest

level of education for individuals over 20 years old provides insights into the workforce's skill levels and the potential for growth in the study areas.

Table 4 below illustrates the estimated highest level of education for people older than 20 in Stikland, Bellville, Tygerberg PD, and the City of Cape Town.

Table 4: Level of Education (Age 20+), 2023

	Stikland	Bellville	Tygerberg PD	City of Cape Town
No Schooling	7.2%	0.7%	7.2%	5.4%
Some Primary Education	0.9%	0.9%	4.8%	4.7%
Completed Primary	1.5%	0.5%	3.6%	3.1%
Some High School	14.5%	7.5%	30.5%	31.4%
Grade 12	42.0%	17.5%	32.5%	33.1%
Higher	34.0%	18.7%	14.5%	16.2%
Other	0.0%	54.1%	7.0%	6.2%

(Urban-Econ Via Quantec (EasyData), 2024)

The educational profile of Bellville presents a workforce with a notable proportion of individuals who have completed secondary or tertiary education. Bellville shows a relatively low percentage of individuals without schooling (0.7%), significantly lower than in Tygerberg PD (7.2%) and the CoCT (5.4%). This possibility indicates better access to basic education and literacy in Bellville compared to its neighbouring districts.

Approximately 17.5% of Bellville’s population has completed Grade 12, and 18.7% holds higher education qualifications. These figures highlights the area’s potential to support a wide range of economic activities, from retail and commercial services to administrative and technical jobs. In contrast, Tygerberg PD shows a slightly higher portion of individuals who have completed Grade 12 (32.5%) but a lower rate of higher education (14.5%). This suggests that while the broader Tygerberg PD may have more residents who complete secondary school, Bellville surpasses it in terms of access to and completion of post-secondary education, making the Bellville area more attractive for professional or specialised industries.

Stikland, being a more industrially focused area, has 42% of its population completing Grade 12, but it is characterised by a smaller overall population and a workforce more aligned with technical or industrial sectors, given its high percentage of higher education attainment (34%).

Bellville’s educational profile also positions it above the broader CoCT average in terms of post-secondary education (18.7% compared to 16.2%). This aligns with Bellville’s role as a hub for business and commerce

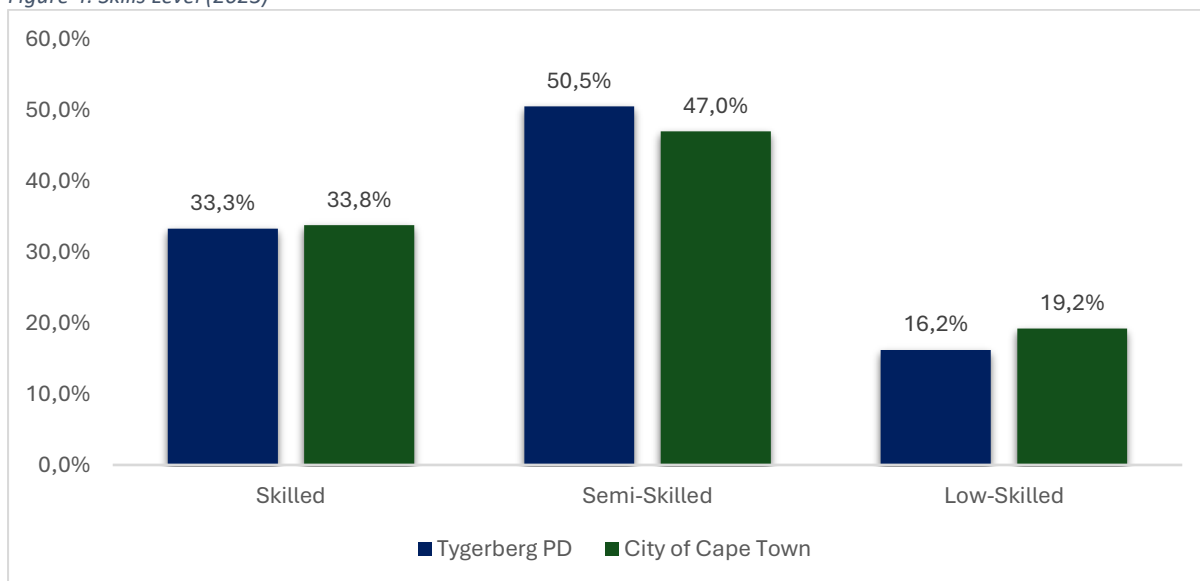
within the Tygerberg PD, with its population reflecting a skill level that supports economic growth, professional services, and the ability to attract investment.

Implication: Education plays a vital role in societal development. Low education levels result in a less competitive workforce, while higher education creates skilled individuals for competitive industries. Increased education positively impacts earning potential, and a highly educated population often leans towards entrepreneurship, promoting business growth, increasing economic activity, generating more job opportunities, and enabling higher spending in the economy. Lower levels of education could lead to lower levels of income and standard of living. The proposed development could assist in improving local income levels and standard of living by providing employment opportunities during both the construction and operational phase.

4.2.4. Skills

Figure 4 below provides an indication of the skills profile in the Tygerberg PD and the CoCT. Information relating to skills level in the PSA is not available as information is obtained through Census 2011 and skill-related data is not provided.

Figure 4: Skills Level (2023)



(Urban-Econ Via Quantec (EasyData), 2024)

Many workers in the Tygerberg PD are estimated to be semi-skilled (50.5%), followed by highly skilled individuals (33.3%), and the lowest proportion of low-skilled individuals (16.2%). A similar trend is observed in the CoCT, where most workers are semi-skilled (47.0%), followed by skilled workers (33.8%), and low-skilled workers (19.2%). Individuals classified as semi-skilled and skilled are more likely to secure employment.

Implication: Given the prevalence of semi-skilled and skilled workers in both areas, this proposed development requires a workforce with specific skills during construction. This could involve trades, technical expertise, and specialised knowledge. Additionally, construction activity presents opportunities for unskilled labour participation. With a significant proportion of semi-skilled and skilled individuals in the labour force, there will be potential for ongoing employment opportunities during the operation phase of this development. This is particularly relevant for roles in maintenance, service, and management.

4.2.5. Employment

Table 5 highlights the estimated profile of labour in terms of people who are between the ages of 15 and 64 who are employed, unemployed or not economically active in Stikland, Bellville, Tygerberg PD, and the CoCT.

Table 5: Employment Profile (2023)

Aspect	Stikland	Bellville	Tygerberg PD	City of Cape Town
Employed	56.9%	53.3%	48.4%	46.5%
Unemployed	5.8%	1.1%	13.0%	15.1%
Not economically Active	37.3%	45.6%	38.6%	38.4%

(Urban-Econ Via Quantec (EasyData), 2024)

The employment profile across the study areas shows distinct differences. As one of the smaller population areas within Bellville, Stikland, has a strong employment rate of 56.9%, surpassing Bellville (53.3%), Tygerberg PD (48.4%), and the CoCT (46.5%). However, Stikland also has a slightly higher unemployment rate of 5.8%, compared to Bellville’s 1.1%, although both remain below the figures seen in Tygerberg PD (13.0%) and the CoCT (15.1%). Stikland's "not economically active" population, at 37.3%, is somewhat lower than Bellville (45.6%) but is in line with the broader Tygerberg PD and CoCT averages. This data suggests that while Stikland has a relatively engaged workforce, there is still a notable portion of the population not participating in the labour market.

Implication: The employment profile data suggests that the proposed development could potentially benefit the local economy, particularly in Stikland, where 5.8% of the population is unemployed. By creating diverse job opportunities through residential, commercial, and service spaces, the development can potentially address unemployment rate and the 37.3% of individuals classified as "not economically active." Additionally, incorporating skills development programs and engaging with local stakeholders will further enhance residents' employability, promoting a more diversified economic landscape. Overall, this proposed development has the potential to stimulate local economic growth and improve the socio-economic conditions of the community.

4.2.6. Dwellings

Dwelling units in an area can provide an indication of future demands for accommodation as well as the level of development in the area. Table 6 outlines the dwelling types in Stikland, Bellville, and CoCT.

Table 6: Dwelling Types (2023)

Type of Dwelling	Stikland	Bellville	City of Cape Town
House or brick structure on a separate stand or yard	22.2%	66.2%	56.3%
Traditional dwelling/hut/structure made of traditional materials	0.0%	0.3%	0.4%

Type of Dwelling	Stikland	Bellville	City of Cape Town
Flat in a block of flats	77.8%	17.1%	9.9%
Town/cluster/semi-detached house (simplex, duplex or triplex)	-	9.4%	9.6%
House/flat/room, in backyard	-	1.5%	1.5%
Informal dwelling/shack, in backyard	-	1.5%	7.0%
Informal dwelling/shack, NOT in backyard, e.g., in an informal/squatter settlement	-	0.2%	13.5%
Room/flatlet not in backyard but on a shared property	-	1.9%	1.0%
Other/unspecified/NA	-	1.9%	0.7

(Urban-Econ Via Quantec (EasyData), 2024)

The analysis of dwelling types in the study areas reveals distinct housing patterns that inform socio-economic development strategies. In the CoCT, 56.3% of households reside in houses, while 13.5% live in informal dwellings, indicating challenges with housing security. Bellville has a higher percentage of houses (66.2%) and a notable demand for flats (17.1%), suggesting a preference for suburban living. In contrast, Stikland features a high concentration of residents in flats (77.8%), catering to a workforce seeking affordable housing, with a minimal presence of houses or brick structures on separate plots or yards (22.2%).

Implications: The analysis of dwelling types in Stikland reveals a high concentration of residents living in flats, which indicates a demand for affordable, formal, mixed tenure housing options. The proposed Stikland South development addresses this demand by incorporating affordable and social housing in the southeastern precinct, providing stable living conditions for low- and moderate-income families. Additionally, the development of mixed-use buildings alongside residential areas will promote economic

activity and create employment opportunities, ultimately enhancing the overall quality of life for Stikland's residents and creating a more sustainable, integrated community.

4.2.7. Tenure

Tenure status provides information about the type of household ownership. This offers insight into households' preferences and/or ability to own homes. Furthermore, tenure status gives an indication of the type of ownership residents and households would demand from the proposed development.

Table 7 present the various tenure statuses for Stikland, Bellville and CoCT.

Table 7: tenure (2023)

Tenure status	Stikland	Bellville	City of Cape Town
Tenure status: Owned and fully paid off	13.4%	28.7%	23.8%
Tenure status: Owned but not yet paid off	18.8%	30.8%	33.3%
Tenure status: Rented	67.9%	36.8%	42.9%
Tenure status: Occupied rent-free	0.0%	2.3%	-
Tenure status: Not applicable/ Other	0.0%	1.3%	-

(Urban-Econ Via Quantec (EasyData), 2024)

The analysis of tenure status in Stikland, Bellville, and the CoCT shows clear differences that reflect the housing dynamics in these areas. In Stikland, a significant majority of households (67.9%) rent their homes, indicating a high demand for rental properties and possibly limited access to homeownership. This contrasts with Bellville and the broader CoCT, where homeownership is more prevalent, with 28.7% and 33.3% of households fully owning their homes, respectively. Additionally, existing homeowners in Stikland have owned their properties for an average of 11 years or more. In Bellville, 56% of homeowners have also resided in the area for 11 years or more, with 35% of current stable owners aged 50 to 64, while recent buyers (45%) fall within the 36 to 49 age range (Lightstone, 2024). The proportion of households in Stikland that own their homes, whether fully paid off (13.4%) or not yet paid off (18.8%), is considerably lower than in the other areas, highlighting a potential gap in affordable homeownership options.

Implication: Given this context, the proposed Stikland South development's focus on affordable and social housing is particularly relevant, as it aims to address the needs of a predominantly renting population. By incorporating various housing options, including those for first-time buyers and low-income families, the

development can support homeownership aspirations and contribute to a more balanced tenure profile in the area, ultimately enhancing the community's stability and economic resilience.

4.2.8. Household Income

Table 8 provides an overview of the average annual household income in Stikland, Bellville, and CoCT.

Table 8: Average annual Household Income (2023)

	Income Brackets	Stikland	Bellville	City of Cape Town
Low Income	No income	4.7%	8.6%	13.9%
	R1 - R8 997	0.0%	0.4%	2.8%
	R8 998 - R17 994	0.0%	0.6%	4.0%
	R17 995 - R35 989	12.5%	3.8%	10.6%
	R35 990 - R71 977	0.0%	6.1%	15.9%
Medium income	R71 978 - R143 955	15.6%	10.3%	14.4%
	R143 956 - R287 909	14.1%	16.9%	13.0%
	R287 910 - R575 819	40.6%	21.0%	11.9%
High income	R575 820 - R1 151 638	12.5%	19.1%	8.6%
	R1 151 639 - R2 303 275	-	9.5%	3.6%
	R2 303 276 - R4 606 550	-	2.5%	0.9%
	R4 606 551 or more	-	1.2%	0.5%

(Urban-Econ Via Quantec (EasyData), 2024)

Table 9 shows a summary of the household income of the above-mentioned areas.

Table 9: Summary of Annual Household Income (2023)

Income Category	Stikland	Bellville	City of Cape Town
Low Income (R0- R71 977)	17.2%	19.6%	47.1%
Medium Income (R71 978 – R575 819)	70.3%	48.2%	39.3%
High Income (R575 820 – R4 606 551 plus)	12.5%	32.3%	13.6%

(Urban-Econ Via Quantec (EasyData), 2024)

The analysis of household income in Stikland, Bellville, and the CoCT shows notable differences among these areas. In Stikland, a substantial portion of the population comprises middle-income earners (70.3%), followed by low-income earners (17.2%) and high-income earners (12.5%). The higher-income earners are mainly concentrated in Stikland Industrial and Stikland North, where commercial developments and well-maintained residential properties attract individuals with higher disposable incomes. In contrast, Bellville has

a more balanced income distribution, with 48.2% of residents classified as middle-income earners, 32.3% as high-income earners, and 19.6% as low-income earners. Wealthier areas in Bellville include neighbourhoods like Pine Park and Pinehurst, which feature more upscale housing options and amenities. On the other hand, the overall CoCT primarily comprises low-income earners (47.1%), followed by middle-income earners (39.3%) and high-income earners (13.6%).

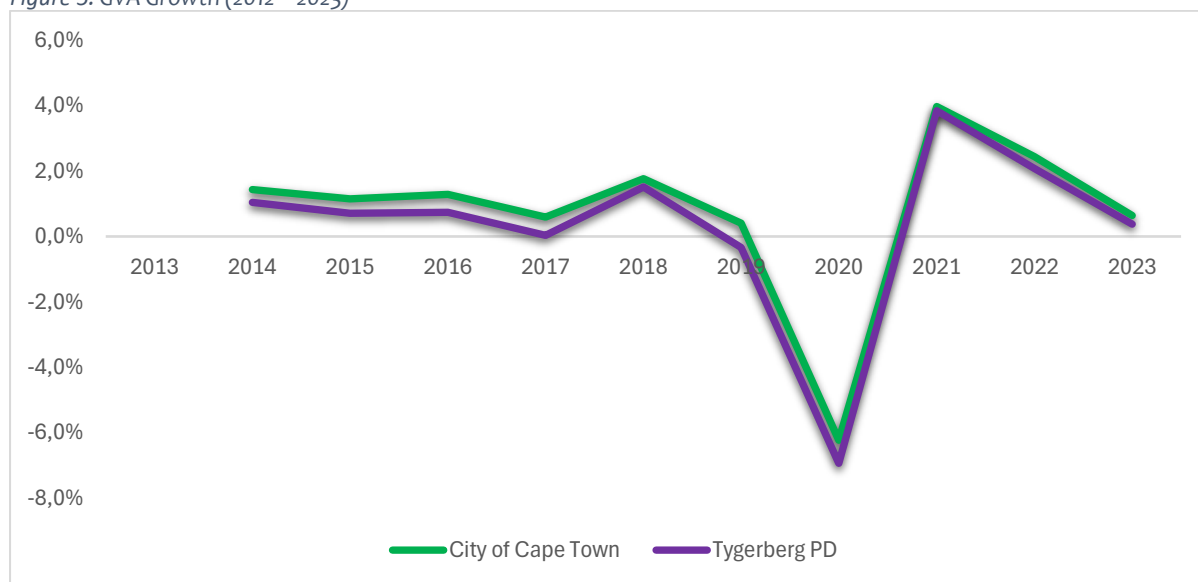
Implication: A high portion of Stikland’s population falls within the middle-income category, indicating a strong need for affordable and social housing options. Addressing this gap will meet local housing demand across various income levels, improving living conditions and stability. Additionally, the presence of high-income earners in areas like Stikland Industrial and Stikland North suggests potential for economic growth and investment. By integrating affordable housing into the development, a more inclusive community can emerge, attracting diverse demographics and promoting community unity.

4.3. Economic Context

4.3.1. Gross Value Added (GVA)² Growth

This section examines the economic landscape of the study areas, focusing on key indicators that highlight the region's economic performance and growth trends. Analysing GVA growth provides insights into the contribution of various sectors to the local economy over time. **Figure 5** provides a visual illustration of the GVA growth.

Figure 5: GVA Growth (2012 – 2023)



² GVA measures the value of goods and services that are produced in an area, industry or sector of an economy. GVA is linked as a measurement of GDP. GVA is the difference between output and intermediate consumption for any area/sector/industry and it thus is used as a measure of a local or regional economy. GVA data available on a municipal level is only available up to 2023.

(Urban-Econ Via Quantec (EasyData), 2024)

The GVA growth rates for the CoCT and Tygerberg PD from 2012 to 2019 demonstrated a stable economic environment, with gradual growth peaking in 2017 at 1.8% for the CoCT and 1.5% for Tygerberg PD. However, the onset of the COVID-19 pandemic in 2020 led to a sharp decline, with the CoCT's GVA dropping by 6.2% and Tygerberg PD experiencing a steeper decline of 6.9%. As the economy reopened in 2021, GVA growth rebounded to 4.0% for the CoCT, driven by a resurgence in consumer spending and business activities, while Tygerberg PD saw modest growth of 0.4%. The subsequent years, however, showed mixed performance, with growth slowing to 0.6% in 2022 for the CoCT. The significant drop in GVA growth in 2023 can be attributed to ongoing energy supply issues, particularly frequent load shedding, which have severely impacted business productivity and operational efficiencies, alongside high inflation constraining consumer spending.

Implication: The positive GVA performance trends from 2012 to 2023, with the exception of the significant downturn in 2020 due to the COVID-19 pandemic, reflect relative economic stability and resilience in both the CoCT and Tygerberg PD. Despite experiencing fluctuations, these areas have demonstrated overall growth, suggesting an ability to withstand external shocks. However, the decline in economic performance in 2022 and 2023, primarily attributed to ongoing load shedding, highlights the challenges confronting the region. Load shedding disrupts business operations, diminishes productivity, and undermines investor confidence, ultimately constraining economic growth and development.

4.3.2. GVA Growth per Sector

The top contributing sector in both the Tygerberg PD and the CoCT is the finance, insurance, real estate, and business services (27.2% and 32.6%, respectively). This was followed by the manufacturing sector (19.8% and 16.5%, respectively) In the above-mentioned areas. **Table 10** below highlights the economic profile of the Tygerberg PD and CoCT.

Table 10: Sectoral GVA Distribution, 2023

Sector	Tygerberg PD	City of Cape Town
Agriculture	1.5%	1.7%
Mining and Quarrying	0.2%	0.2%
Manufacturing	19.8%	16.5%
Electricity, Gas and Water	3.0%	3.0%
Construction	3.0%	3.4%
Trade ³	14.9%	14.9%
Transport and Communication	12.7%	10.3%

³ Wholesale and retail trade, catering and accommodation

Sector	Tygerberg PD	City of Cape Town
Finance and Business Services	27.2%	32.6%
General Government	6.5%	6.1%
Community Services	11.2%	11.3%
Total GVA (million)	R108 531	R631 726

(Urban-Econ Via Quantec (EasyData), 2024)

The analysis of the GVA per sector contribution in the Tygerberg PD and the CoCT highlights the prominence of the finance, insurance, real estate, and business services sector. This sector plays a key role in driving the local economies, reflecting the area's strength in financial services and business activities. The manufacturing sector is also a significant contributor, showing the importance of industrial production in both areas. The trade and transport and communication sectors also contribute considerably to economic output, reflecting the role of commerce and logistics in these regions. While sectors like agriculture and mining remain small contributors, the distribution of GVA across sectors points to a diverse economy in both areas, with a balance between service-oriented sectors and traditional industries like manufacturing and trade. However, the relatively low contribution from sectors like construction and electricity, gas, and water (both at around 3%) may suggest areas with growth potential, especially considering the infrastructure demands and energy challenges.

Implication: The proposed development through its resultant capital and operational expenditure will likely have the largest economic impact in the following:

- Manufacturing⁴
- Finance, insurance, Real Estate, and Business services
- Transport and communication
- Building and construction
- General government and community services.

4.3.3. Conclusion

The socio-economic profile highlights the key demographic, educational, employment, and dwelling characteristics of the study areas, especially focusing on Stikland, Bellville, and the Tygerberg PD. Stikland, including its industrial area, shows a smaller population with a predominantly working-age group, but faces significant challenges with low employment levels and a high percentage of individuals not economically active. Bellville, on the other hand, presents a more balanced profile with a stronger labour force and higher levels of educational attainment.

⁴ Metal products, machinery, equipment falls under input resources and materials that will be used under construction.

The proposed mixed-use development stands to address these gaps by providing a range of residential, commercial, and employment opportunities. It will particularly benefit Stikland by stimulating local economic activity, creating jobs, and catering to the area's demographic needs, including its higher proportion of older residents and its working-age population. The development aligns with the area's growing demand for infrastructure and services and has the potential to uplift the local socio-economic conditions, ultimately contributing to the broader goals of sustainable and inclusive growth in the region.

Section Five: Impact Analysis

5.1. Introduction

This section presents an analysis of the socio-economic impacts expected to result from the proposed development, along with an evaluation of these impacts based on predefined criteria. The potential socio-economic impacts identified arise from the construction and operational phases of the proposed development framework; therefore, the impacts are assessed for both phases, where applicable.

5.2. Methodology

The methodology utilised for assessing the following impacts is indicated in the table below.

This section outlines the impact assessment methodology, based on the DEAT 2006 Guideline on Assessment of Alternatives and Impacts.

Impacts are defined as the changes in an environmental parameter that result from undertaking an activity. The change is the difference between the effect on the environmental parameter where the activity is undertaken compared to that where the activity is not undertaken. Impacts occur over a specific period and within a defined area.

Impacts may occur during the construction, operational and decommissioning phases of the development, and may be direct, indirect and/or cumulative in nature.

- Direct impacts are impacts that are caused directly by the activity and generally occur at the same time and at the place of the activity. These impacts are usually associated with the construction, operation or maintenance of an activity and are generally obvious and quantifiable.
- Indirect impacts of an activity are indirect or induced changes that may occur because of the activity. These types of impacts include all the potential impacts that do not manifest immediately when the activity is undertaken, or which occur at a different place because of the activity.
- Cumulative impacts, in relation to an activity, means the past, current and reasonably foreseeable future impact of an activity, considered together with the impact of activities associated with that activity, that may not be significant, but may become significant when added to the existing and reasonably foreseeable impacts eventuating from similar or diverse activities.

To identify potential impacts (both positive and negative) the nature of the proposed projects is interrogated so that the impacts associated with the projects can be assessed. The process of identification and assessment of impacts included:

1. Determining the current environmental conditions in sufficient detail so that there is a baseline against which impacts can be identified and measured, including by:
 - Determination of site conditions via a visual inspection;
 - Review of recent and historical aerial imagery; and
 - Specialist assessments as required.
2. Determining future changes to the environment that will occur if the activity does not proceed, based on knowledge of local conditions, trends, and processes and on specialist assessment;
3. Developing an understanding of the activity in sufficient detail to understand its consequences; and
4. The determination of significant impacts which are likely to occur if the activity is undertaken.

As per the DEAT Guideline, the following criteria have been applied to the prediction and assessment of impacts. Potential impacts are rated in terms of their:

- **Spatial extent** – The size of the area that will be affected by the impact:
 - Immediate (site only);
 - Local (<2 km from site);
 - Regional (within 30 km of site);
 - National; or
 - International.
- **Intensity** – The anticipated severity of the impact:
 - High (severe alteration of natural systems, patterns or processes);
 - Medium (notable alteration of natural systems, patterns or processes); or
 - Low (negligible alteration of natural systems, patterns or processes).
- **Duration** – The timeframe during which the impact will be experienced:
 - Temporary (less than 1 year).
 - Short term (1 to 6 years).
 - Medium term (6 to 15 years).
 - Long term (the impact will cease after the operational life of the activity); or
 - Permanent (reversal will not occur in such a way or in such a time span that the impact can be considered transient).
- **Reversibility** – The extent to which the impacts will be reversible when the project has reached the end of its life cycle (decommissioning phase, if applicable):
 - High reversibility of impacts (impact is highly reversible at end of project life).
 - Moderate reversibility of impacts.
 - Low reversibility of impacts; or
 - Impacts are non-reversible (impact is permanent).

- **Irreplaceability of resources lost** – the degree to which the impact causes irreplaceable loss of resources:

- High irreplaceability of resources (project will destroy unique resources that cannot be replaced);
- Moderate irreplaceability of resources.
- Low irreplaceability of resources; or
- Resources are replaceable (the affected resource is easy to replace/rehabilitate).

Using the criteria above, the impacts are further assessed in terms of the following:

Probability – The probability of the impact occurring:

- Improbable.
- Unlikely.
- Probable; or
- Very likely.

Significance – Will the impact cause a notable alteration of the environment?

- Low to very low (the impact may result in minor alterations of the environment and can be easily avoided by implementing appropriate mitigation measures, and will not have an influence on decision-making);
- Medium (the impact will result in moderate alteration of the environment and can be reduced or avoided by implementing the appropriate mitigation measures, and will only have an influence on the decision-making if not mitigated); or
- High (the impacts will result in major alteration to the environment even with the implementation on the appropriate mitigation measures and will have an influence on decision-making).

Status - Whether the impact on the overall environment will be:

- Positive – environment will benefit from the impact.
- Negative – environment will be adversely affected by the impact; or
- Neutral – environment will not be affected.

Confidence – The degree of confidence in predictions based on available information and specialist knowledge:

- Low.
- Medium; or

- High.

Impact mitigation measures have been incorporated into the EMPr, which includes where appropriate:

- Standards for measuring and monitoring mitigatory measures and enhancements, and a programme for monitoring and reviewing the recommendations to ensure their ongoing effectiveness; and
- Mitigation and management measures to avoid or reduce negative impacts.

Other aspects taken into consideration in the assessment of impact significance are:

- Impacts are evaluated for the construction and operation phases of the development.
- Impacts are evaluated with and without mitigation, stating the effectiveness of mitigation measures to reduce the significance of a particular impact.
- The impact evaluation takes into consideration the cumulative effects associated with this and other projects which are either developed or in the process of being developed in the local area; and

The impact assessment attempts to quantify the magnitude of potential impacts (direct and cumulative) and outline the rationale used. Where appropriate, national standards are used as a measure of the level of impact.

5.3. Impact on Production and Gross Domestic Product

5.3.1. Temporary increase in production and GDP in national and local economy during construction

Table 11 indicates the impact on the temporary increase in production and GDP in national and local economy during construction.

Table 11: Temporary increase in GDP (Construction)

Description of Impact
The capital expenditure of the proposed development would equate to a direct, indirect ⁵ , and induced impact on production and new business sales within the local area. The localised expenditure on the project will

1. ⁵ **Direct Contribution:** The expenditure on construction materials, labour wages, and equipment rentals directly contributes to GDP. This includes spending on concrete, steel, machinery, and wages paid to construction workers.
2. **Indirect Contribution:** Construction activities stimulate demand in related sectors such as manufacturing (for construction materials), transportation (for transporting materials to the construction site), and professional services (architects, engineers, consultants). The income generated in these sectors also contributes to GDP.

stimulate the local and national economies, albeit for a temporary period during the construction phase. The most significant effects on economic activity will be through production and Gross Domestic Product stimulated during construction activities due to the proposed development created through the multiplier effects, specifically through production and consumption induced effects. The former refers to the impacts generated along backward linkages when the projects create the demand for goods and services required for construction. This stimulates the business sales of the suppliers of inputs that are required to produce these goods and services. The latter refers to the effects of household spending, which is derived from increased salaries and wages directly and indirectly stimulated by the projects' expenditure.

Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
CONSTRUCTION PHASE		
Potential impact and risk:		
NAME OF IMPACT: Temporary increase in Production and Gross Domestic Product (Construction)		
Nature of impact:	Positive	N/A
Extent of impact:	Regional	N/A
Duration of impact:	Short term	N/A
Consequence of impact or risk:	The temporary increase in production and GDP during construction will provide a significant boost to the local and regional economies, with direct, indirect, and induced impacts creating a multiplier effect across various sectors.	N/A
Probability of occurrence:	Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	N/A	N/A
Cumulative impact prior to enhancement:	High	N/A

3. **Multiplier Effect:** The income earned by workers and businesses involved in construction leads to increased consumer spending, further stimulating economic activity in other sectors. This multiplier effect amplifies the initial impact of construction on GDP.

Significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	Low	N/A
Degree to which the impact can be enhanced:	Moderate	N/A
Proposed Enhancement	<ul style="list-style-type: none"> - The developer should encourage contractors to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to local economies. - The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers where feasible. 	N/A
Residual impacts:	Short term Economic injection into the local and regional economy.	N/A
Cumulative impact post enhancement:	High	N/A
Significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A

5.3.2. Sustainable increase in production and GDP in national and local economy during operation

Table 12 indicates the impact on the sustainable increase in production and gross domestic product in national and local economy during operation.

Table 12: Sustainable increase in Production and GDP (Operation)

Description of Impact		
During the operational phase, the impact is created through the production and consumption multiplier effect. The most significant effects on economic activity stem from production and GDP. The production effect occurs when demand for goods requires operational inputs, stimulating business sales within the region. The consumption effect arises from increased household incomes of permanent employees at the project site, leading to higher household spending. Both effects stimulate the economy and boost regional GDP. Local suppliers are encouraged to provide materials, goods, and products necessary for facility operations, further enhancing the positive impact on the local economy.		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
OPERATION PHASE		
Potential impact and risk:		
NAME OF IMPACT: Sustainable increase in Production and Gross Domestic Product (Operation)		
Nature of impact:	Positive	N/A
Extent of impact:	Local	N/A
Duration of impact:	Long-term	N/A
Consequence of impact or risk:	Increased economic activity leads to permanent job creation and improved community services; however, reliance on local suppliers should be maintained to avoid potential economic downturns if external suppliers are favoured.	N/A
Probability of occurrence:	Highly probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Low	N/A
Indirect impacts:	Increased demand for local services and infrastructure improvements as a	N/A

	result of higher household incomes and business growth.	
Cumulative impact prior to enhancement:	Medium-High	N/A
Significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	Moderate	N/A
Degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	- Encourage the use of local suppliers for operational inputs to maximise economic benefits for the community.	N/A
Residual impacts:	Sustained increase in local GDP and household incomes as a result of long-term operational activities.	N/A
Cumulative impact post enhancement:	Medium-High	N/A
Significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A

5.4. Impact on Employment

5.4.1. Temporary impact on employment during the construction phase

Table 13 indicates the impact on employment during the construction phase.

Table 13: Temporary Impact on Employment (Construction)

Description of Impact		
<p>The construction of the proposed development will create direct Employment during construction, where contractors, sub-contractors, and professional staff will recruit labour. In contrast, indirect Employment will be provided by industries and sectors that supply tools, materials, plants, and equipment during construction. Also, induced Employment will be created through forward linkages as households benefiting from direct and indirect jobs spend some of their additional income on goods and services in the economy. Beyond the direct employment opportunities created by the project during the construction phase of the development, the project will also have a positive spin-off effect on the employment situation in other sectors of the national and local economies. Most of these positions will be in construction, business services and trade sectors. The expenditure on the project outside of the regional economies will also have a positive effect on employment creation, albeit for a temporary period. Throughout the construction phase, it is recommended that the developer encourage the contractor to fill as many local positions as possible using labour from within the broader Bellville area. Overall, the proposed development will require skilled and unskilled labourers during construction. Thus, the construction process will immediately boost the local economy through Employment. This can be attributed to contractors using local labourers during the construction process.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
CONSTRUCTION PHASE		
Potential impact and risk:		
NAME OF IMPACT: Temporary increase in Production and Gross Domestic Product (Construction)		
Nature of impact:	Positive	N/A
Extent of impact:	Regional	N/A
Duration of impact:	Short term	N/A
Consequence of impact or risk:	The project's construction will positively impact the community and beyond by creating several job opportunities (albeit temporary).	N/A
Probability of occurrence:	Highly probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Low	N/A
Indirect impacts:	Increased employment in sectors supplying goods and services for	N/A

	construction, leading to enhanced economic activity in the area.	
Cumulative impact prior to enhancement:	Medium	N/A
Significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	Moderate	N/A
Degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	<ul style="list-style-type: none"> - maximize community benefits. - Where feasible, effort must be made to employ locally to create maximum benefit for the communities. - Sub-contract to local construction companies particularly SMMEs and BBBEE compliant enterprises where possible 	N/A
Residual impacts:	Short term boost in local employment and economic activity during the construction phase	N/A
Cumulative impact post enhancement:	Medium	N/A
Significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A

5.4.2. Sustainable Impact on employment during operation

Table 14 indicates the impact on employment during operational phase.

Table 14: Sustainable impact on Employment (Operation)

Description of Impact		
<p>The proposed development will create direct employment opportunities through the operations and management of the mixed-use development, particularly in terms of security personnel, administrative staff, retail and office staff, maintenance personnel, and educational roles such as teachers and trainers, among others. Indirect employment in the backward-linked industries, supplying tools, materials, and equipment for the maintenance of the proposed mixed-use development will be minimal, if at all. Lastly, induced employment will be generated through forward linkages, as households benefiting from direct and indirect employment will spend some of their income on goods and services in the economy.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
OPERATION PHASE		
Potential impact and risk:		
NAME OF IMPACT: Sustainable Impact on Employment (Operation)		
Nature of impact:	Positive	N/A
Extent of impact:	Local + Regional	N/A
Duration of impact:	Long-term	N/A
Consequence of impact or risk:	Positive impact on local employment levels, enhancing economic stability and sustainability.	N/A
Probability of occurrence:	Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	N/A	N/A
Cumulative impact prior to enhancement:	Medium	N/A
Significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
Degree to which the impact can be avoided:	Unavoidable	N/A

Degree to which the impact can be managed:	Moderate	N/A
Degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	- Where feasible, effort must be made to employ locally to create maximum benefit for the communities.	N/A
Residual impacts:	Ongoing economic benefits from sustained employment and increased local spending.	N/A
Cumulative impact post enhancement:	High	N/A
Significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A

5.5. Impact on Household Income

5.5.1. Temporary Increase in household income during construction

Table 15: Temporary Impact on Household Income (Construction)

Description of Impact		
<p>The proposed developments will create employment positions during construction, generating revenue for the affected households within the surrounding local areas through direct, indirect and induced effects. This increase in household income levels is due to the anticipated increase in unskilled to skilled employment opportunities (construction workers, site managers, security, engineers, builders, painters, specialists, etc.) to be created as part of the construction phase of the proposed Development. Salaries, and wages within low to high-income levels would be paid out depending on the employment position. Although temporary, this increase in household earnings would have a positive effect on the livelihood of workers during the construction phase.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
CONSTRUCTION PHASE		
Potential impact and risk:		
NAME OF IMPACT: Temporary increase in Production and Gross Domestic Product (Construction)		
Nature of impact:	Positive	N/A
Extent of impact:	Local Regional	N/A
Duration of impact:	Short term	N/A
Consequence of impact or risk:	Employed individuals will increase the income of their respective households and thereby experience a temporary improvement in their standard of living.	N/A
Probability of occurrence:	Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Moderate	N/A
Indirect impacts:	Some households may benefit from increased income in related sectors, such as retail or services due to construction workers' spending.	N/A
Cumulative impact prior to enhancement:	medium	N/A
Significance rating of impact prior to enhancement	Medium	N/A

(e.g. Low, Medium, Medium-High, High, or Very-High)		
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	Moderate	N/A
Degree to which the impact can be enhanced:	Low	N/A
Proposed enhancement:	<ul style="list-style-type: none"> - Local small and medium enterprises should be approached as far as feasible to investigate the opportunities for supply inputs required for the construction of the proposed development - Where possible, the local labour supply should be considered for employment opportunities to increase the positive impact on the area's economy. 	N/A
Residual impacts:	Short-term increase in household disposable income, leading to higher local spending.	N/A
Cumulative impact post enhancement:	Medium	N/A
Significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A

5.5.2. Sustainable increase in household income during operation

Table 16 indicates the impact on the sustainable increase in household income during operation.

Table 16: Sustainable Increase in Household Income (Operation)

Description of Impact		
<p>The proposed development will create employment positions within the local region, which will generate personal income and be sustained for the entire project's lifespan. It is important to note that these employment opportunities will be long-term, compared to the short-term and limited opportunities created during construction that will end once construction is completed. The employment opportunities created during the operation phase will likely be for unskilled, semi-skilled and skilled positions. The sustainable income generated because of the proposed mixed-use developments' operation will positively affect nutrition, living conditions, access to better health care, access to more options regarding education, and improved ability to make economic choices.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
OPERATIONAL PHASE		
Potential impact and risk:		
NAME OF IMPACT: Sustainable increase in Household Income (Operation)		
Nature of impact:	Positive	N/A
Extent of impact:	Regional	N/A
Duration of impact:	Long- term	N/A
Consequence of impact or risk:	Employed individuals will increase the income of their respective households and thereby experience an improvement in their standard of living.	N/A
Probability of occurrence:	Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	Increased spending on local goods and services, which can enhance economic activity in related sectors.	N/A
Cumulative impact prior to enhancement:	High	N/A
Significance rating of impact prior to enhancement	Medium	N/A

(e.g. Low, Medium, Medium-High, High, or Very-High)		
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	Low	N/A
Degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	<ul style="list-style-type: none"> - Local small and medium enterprises should be approached as far as feasible to investigate the opportunities for supply inputs required for the maintenance and operation of the proposed development. - Local labour supply should be considered for employment opportunities to increase the positive impact on the area's economy. 	N/A
Residual impacts:	Long-term increases in disposable income leading to improved living conditions and economic choices for households.	N/A
Cumulative impact post enhancement:	High	N/A
Significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High	N/A

5.6. Impact on Social Conflicts Associated with an Influx of Workers

5.6.1. Temporary Increase in Social Conflicts due to an Influx of People during Construction

Table 17 indicates the impact on social conflicts during construction.

Table 17: Temporary Impact on Social Conflicts due to influx of people (Construction)

Description of Impact		
<p>The analysis of population dynamics reveals that the size of the population is increasing not only in the broader Bellville area but also in local areas such as Stikland and its surroundings, placing high demands on housing, resources, and opportunities. The Tygerberg PD area has a population of unemployed young people at 20.0%. This proposed development is likely to attract job seekers from other parts of the City of Cape Town. 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 could 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. In turn, this will have a direct impact on the social and economic state of the area. Therefore, employment opportunities should focus on prioritizing locals to eliminate competition between local and external job seekers.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
CONSTRUCTION PHASE		
Potential impact and risk:		
NAME OF IMPACT: Temporary increase in social conflict caused by an influx in job seekers (Construction)		
Nature of impact:	Negative	N/A
Extent of impact:	Local	N/A
Duration of impact:	Short term	N/A
Consequence of impact or risk:	Temporary increase in safety concerns associated with the influx of people during the construction phase.	N/A
Probability of occurrence:	Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Reversible	N/A
Indirect impacts:	N/A	N/A
Cumulative impact prior to mitigation:	Medium	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A

Degree to which the impact can be avoided:	Moderate	N/A
Degree to which the impact can be managed:	Low	N/A
Degree to which the impact can be mitigated:	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour) - Prioritize local hiring to reduce competition between locals and external job seekers. - Assign a dedicated person to deal with complaints and concerns of affected parties. 	N/A
Residual impacts:	None	N/A
Cumulative impact post mitigation:	Low	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A

5.7. Impact on Traffic Congestion

5.7.1. Temporary Impact on traffic during the construction phase

Table 18: Temporary increase in traffic congestion (Construction)

Description of Impact		
<p>The proposed development at Stikland South, situated in Bellville, is likely to significantly impact traffic congestion during its construction phase. The site is bordered by several key roadways, including the Provincial Main Road R101 (Old Paarl Road), De La Haye Avenue, and Midmar Road. Given the strategic location of the site, these roads serve as crucial transit routes for commuters, local residents, and commercial vehicles.</p> <p>The construction activities are expected to generate increased vehicle traffic, including construction vehicles, delivery trucks, and workers' vehicles accessing the site. The primary access points to the development, three new intersections onto Old Paarl Road at the entrance to Stikland North, Harrod Drive, and Meerlust Street will experience heightened congestion. Old Paarl Road, already a busy thoroughfare, is likely to face delays, especially during peak traffic hours when commuters are traveling to and from work, is most at risk of delays and safety concerns.</p>		
Alternative:	Layout Alternative 01	Alternative 04: No-go Alternative
CONSTRUCTION PHASE		
Potential impact and risk:		
NAME OF IMPACT: Temporary increase in Traffic congestion (Construction)		
Nature of impact:	Negative	N/A
Extent of impact:	Local ((Old Paarl Rd, De la Haye Ave, Midmar Rd)	N/A
Duration of impact:	Short term	N/A
Consequence of impact or risk:	Delays in commuter traffic, increased travel times, and safety risks.	N/A
Probability of occurrence:	Highly probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Moderate	N/A
Indirect impacts:	Increased noise pollution, potential air quality deterioration, and disruption to local businesses due to congestion.	N/A
Cumulative impact prior to mitigation:	Medium	N/A
Significance rating of impact prior to mitigation	Medium-High	N/A

(e.g. Low, Medium, Medium-High, High, or Very-High)		
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	Medium	N/A
Degree to which the impact can be mitigated:	Medium	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Compliance with traffic management/control measures included in the Environmental Management Programme (EMPr) for the project. - Comply with traffic regulations and management (such as using flag people) to ensure a minimal impact on traffic. 	N/A
Residual impacts:	None	N/A
Cumulative impact post mitigation:	Low	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A

5.8.2. Operational impact on Traffic congestion

Table 19 highlights Impact on traffic congestion during operation

Table 19:Operational Impact on Traffic Congestion

Description of Impact		
<p>The operational phase of the Stikland South development will generate additional traffic on Old Paarl Road, De la Haye Avenue, and surrounding intersections. This increase in volumes will place added pressure on the local road network and result in higher levels of congestion compared to the current situation.</p> <p>According to the Transport Impact Assessment (HHO Consulting Engineers, 2025), the planned road upgrades, including widening of Old Paarl Road, new turning lanes, signalisation at key intersections, and localised improvements along De la Haye Avenue will ensure that this additional traffic can be accommodated. With these interventions in place, intersections are projected to continue operating at acceptable Levels of Service (LOS C/D) during peak hours. Hence, while congestion will increase compared to the current situation, the negative effects are manageable and mitigated to a neutral or very low negative impact, provided the proposed upgrades are implemented.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
OPERATIONAL PHASE		
Potential impact and risk:		
NAME OF IMPACT: Sustainable Impact on Traffic flow (Operation)		
Nature of impact:	Negative	N/A
Extent of impact:	Regional	N/A
Duration of impact:	Long-term	N/A
Consequence of impact or risk:	. Increased traffic volumes on Old Paarl Road, De la Haye Avenue, and surrounding intersections during the operational phase of the development.	N/A
Probability of occurrence:	Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	reversible	N/A

Indirect impacts:	Supports non-motorised transport and public transport and reduces car dependence	N/A
Cumulative impact prior to mitigation:	Medium	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	N/A
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	Low	N/A
Degree to which the impact can be mitigated:	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Implement ongoing traffic management strategies, including regular assessments - Complete road upgrades, adjust signal phasing, implement travel demand management, promote public & non-motorised transport 	N/A
Residual impacts:	None	N/A
Cumulative impact post mitigation:	Low	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very Low	N/A

5.8. Impact on Noise, Dust, and Pollution

5.8.1. Temporary impact on noise, dust, and pollution during construction

Table 20 highlights the sustainable impact on noise, dust, and pollution during construction

Table 20: Temporary impact on noise, dust, and pollution (Construction)

Description of Impact

Activities that will take place during the construction of the proposed mixed-use development and accompanying road infrastructure will be as a result of the following:

- Heavy Machinery: Construction equipment such as bulldozers, cranes, and pile drivers produces high levels of noise pollution and dust.
- Pile Driving: Pile driving, which is used to support structures like bridges and buildings, can generate loud and persistent noise and dust.
- Dust Emissions: Construction activities will lead to increased dust emissions, which can negatively impact air quality and may pose health risks to sensitive populations, including children, the elderly, and individuals with respiratory conditions.

Dust and noise pollution can have serious negative effects on the environment, including impacts on air quality and disruptions to the surrounding community. While these impacts are inevitable during the construction phase, measures can be put in place to regulate operational times and nuisance that can cause disruptions.

Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
CONSTRUCTION PHASE		
Potential impact and risk:		
NAME OF IMPACT: Temporary increase in Dust, noise and pollution (Construction)		
Nature of impact:	Negative	N/A
Extent of impact:	Local	N/A
Duration of impact:	Short-term	N/A
Consequence of impact or risk:	Dust and noise pollution caused by construction activities.	N/A
Probability of occurrence:	Highly probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Moderate	N/A
Indirect impacts:	Disruption to local residents	N/A
Cumulative impact prior to mitigation:	Moderate	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A

Degree to which the impact can be avoided:	Low	N/A
Degree to which the impact can be managed:	Moderate	N/A
Degree to which the impact can be mitigated:	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Schedule noisy activities for times when they will have the least impact on nearby residents. - Regularly clean and maintain the construction site to prevent the accumulation of dust. - Implement suitable dust management and prevention measures during the construction phase. 	N/A
Residual impacts:	Low	N/A
Cumulative impact post mitigation:	Low	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	N/A

5.9. Impact on Urban Regeneration

5.9.1. Sustainable impact on Urban Regeneration

Table 21 highlights the sustainable impact on Urban Regeneration during operation

Table 21: Sustainable Impact on Urban Regeneration (Operation)

Description of Impact		
<p>The proposed development will significantly contribute to urban regeneration by revitalizing the Stikland Hospital precinct and surrounding areas. As the project progresses into its operational phase, it will create a vibrant mixed-use environment that promotes economic activity, enhances accessibility, and promote community engagement. The inclusion of affordable and social housing will address existing housing shortages, promoting inclusivity and diversity within the community.</p> <p>Furthermore, the proposed development will improve local infrastructure, such as transportation and public amenities, making the area more attractive to residents and businesses alike. The integration of green spaces, such as an urban park and wetlands, will not only enhance the aesthetic appeal but also provide recreational opportunities for the community, fostering a sense of belonging and ownership among residents.</p> <p>The operation of the proposed mixed-use development within the Bellville area will support local businesses and create additional job opportunities, thereby stimulating the local economy. Overall, the development will serve as a catalyst for ongoing urban regeneration efforts, leading to a more sustainable, inclusive, and economically vibrant community in the long term.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
OPERATIONAL PHASE		
Potential impact and risk:		
NAME OF IMPACT: sustainable impact on Urban Regeneration (Operation)		
Nature of impact:	Positive	N/A
Extent of impact:	Local	N/A
Duration of impact:	Permanent	N/A
Consequence of impact or risk:	Increased economic activity, improved community cohesion	N/A
Probability of occurrence:	High	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	irreversible	N/A
Indirect impacts:	None	N/A
Cumulative impact prior to enhancement:	Positive economic and social changes in the community	N/A
Significance rating of impact prior to enhancement	Medium	N/A

(e.g. Low, Medium, Medium-High, High, or Very-High)		
Degree to which the impact can be avoided:	N/A	N/A
Degree to which the impact can be managed:	Medium-High	N/A
Degree to which the impact can be enhanced:	N/A	N/A
Proposed enhancement:	- Continued community engagement and monitoring of social and economic outcomes	N/A
Residual impacts:	N/A	N/A
Cumulative impact post enhancement:	High	N/A
Significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A

5.10. Impact on Affordable and Social Housing

5.10.1. Sustainable impact on the provision of Affordable and Social Housing

Table 22 highlights the sustainable impact on Affordable and Social Housing provision during operation

Table 22: Sustainable Impact on Affordable and Social Housing (Operation)

Description of Impact		
<p>The Tygerberg District Development Guidelines emphasise several key initiatives to promote housing development. These include supporting high-density, affordable rental housing (social housing) in the urban inner core as the City’s priority restructuring zone (City Of Cape Town, 2023). The guidelines advocate for the delivery of affordable housing (GAP or social housing) in regions with focused public sector investment, such as NDAs and urban nodes. To maximize land use, new City-provided housing structures should include semi-detached single-storey units for the elderly and disabled, as well as double-storey and walk-up buildings. Innovative designs in state-subsidised housing programs should align with the City’s densification and sustainability targets. Furthermore, the guidelines promote the inclusion of diverse housing typologies in new developments to cater to various income groups and densities, fostering mixed-market and affordable housing in mixed-use intensification areas and development corridors. Support for incremental growth through micro-developers creating small-scale rental units is also highlighted, along with the need for tenure-blind design in mixed-market developments to encourage integration. Overall, the proposed development in Stikland South will play a crucial role in promoting affordable housing solutions, enhancing infrastructure, and promoting an integrated community that aligns with the Tygerberg District's vision for sustainable urban growth.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
OPERATIONAL PHASE		
Potential impact and risk:		
NAME OF IMPACT: Sustainable Impact on Affordable and Social Housing (Operation)		
Nature of impact:	Positive	N/A
Extent of impact:	Local	N/A
Duration of impact:	Permanent	N/A
Consequence of impact or risk:	Reduced housing shortages in the area, improved living conditions, and potential positive social integration among diverse income groups.	N/A
Probability of occurrence:	High	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	Enhanced local economy through increased demand for goods and	N/A

	services, as new residents move into affordable housing.	
Cumulative impact prior to mitigation:	Medium	N/A
Significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	High	N/A
Degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	<ul style="list-style-type: none"> - Design units that cater to diverse income groups and family sizes. - Implement inclusive design principles to foster community integration. - Support initiatives for incremental growth through micro-developers. - Ensure ongoing collaboration with local authorities to align with housing strategies. 	N/A
Residual impacts:	Positive long-term impacts on housing availability, social diversity, and economic activity in the area.	N/A
Cumulative impact post enhancement:	Medium-High	N/A
Significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High	N/A

5.11. Impact on Sense of Place (Visual)

5.11.1. Sustainable impact on Sense of Place (Visual) during construction

Table 23 highlights the sustainable impact on Sense of place during operation

Table 23: Sustainable Impact on Sense of Place (Operation)

Description of Impact		
<p>The proposed Stikland South development will alter the current visual character of the site and its surrounds. In its current state, the area is characterised by predominantly single-storey residential suburbs (Oakglen, Thalmen, Groenvallei) and fragmented open land. The introduction of up to 4 - storey mixed-use buildings and 4-storey walk-ups will inevitably create a stronger vertical scale and contrast with the existing built environment. However, this transformation is consistent with the City of Cape Town’s spatial strategy and the Provincial Strategic Plan, which promote densification and mixed-use intensification along high-activity corridors such as Old Paarl Road (R101). By consolidating residential, commercial, and community facilities into a compact, integrated precinct, the development supports sustainable urban growth while aligning with spatial transformation objectives.</p> <p>Importantly, the Stikland South layout plan integrates mitigation measures into the design:</p> <ul style="list-style-type: none"> • Height transitions ensure that 4-storey blocks define sensitive edges adjoining residential areas, while also shaping the primary frontages along Old Paarl Road and the internal activity spines. • A system of parks, wetlands, and green buffers preserves ecological assets and maintains view corridors, softening the massing effect. • Street-tree planting and landscaping enhance streetscapes and integrate the development into the surrounding neighbourhood fabric. • For the hospital precinct, a double permeable security fence combined with landscape screening will mitigate potential visual harshness. <p>Therefore, while the project introduces a permanent change to the visual landscape and sense of place, these changes are manageable and mitigable.</p>		
Alternative:	Layout Alternative 01	Alternative 02: No-go Alternative
OPERATIONAL PHASE		
Potential impact and risk:		
NAME OF IMPACT: Sustainable Impact on Sense of Place (Operation)		
Nature of impact:	Negative	N/A
Extent of impact:	Local	N/A
Duration of impact:	Permanent	N/A
Consequence of impact or risk:	Visual disruption and changed sense of place caused by the contrast between 4	N/A

	storey buildings and surrounding single-storey homes	
Probability of occurrence:	Definite	N/A
Degree to which the impact may cause irreplaceable loss of resources:	None	N/A
Degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	N/A	N/A
Cumulative impact prior to mitigation:	Medium	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
Degree to which the impact can be avoided:	Unavoidable	N/A
Degree to which the impact can be managed:	Low	N/A
Degree to which the impact can be mitigated:	Low	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Engage with the surrounding community to identify specific concerns and incorporate feedback into the design to promote a sense of ownership and minimize disruption to the area's existing character. - Parks/wetlands as green buffers and view corridors; reinforced tree lines; continuous street-tree planting. - Employ articulated façades, mid-tone colour palette, balconies, and screens to reduce visual bulk. 	N/A

Residual impacts:	Permanent change remains but softened; acceptable within the urban context.	N/A
Cumulative impact post mitigation:	Low	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	N/A

5.12. Cumulative Statement

In the table below, it can be seen that both positive and negative cumulative impacts may result from the proposed development alongside other projects within the City of Cape Town. Positive cumulative impacts are expected in terms of employment creation, household income, business turnover, and housing provision. Negative cumulative impacts, such as additional traffic pressures and potential short-term social conflicts, have also been identified. However, these are anticipated to be of low significance and are manageable through the mitigation measures proposed in the assessment.

Importantly, the mitigation strategies outlined for the development have the capacity not only to enhance the positive outcomes but also to ensure that the identified negative cumulative impacts remain within acceptable thresholds avoiding unacceptable risks, losses, or long-term adverse changes to the environment. Overall, the positive socio-economic benefits are expected to outweigh the limited negative cumulative effects.

5.13. Net Effective Trade-Offs

The review of the proposed development is associated with both positive and negative socio-economic impacts. To assess whether the project is beneficial, the additions to the environment brought about by the project need to be evaluated. The additional benefits of the intervention are the difference between the reference case position (i.e., the no-go option) and the position if the intervention is implemented. It involves the evaluation of the net effect and trade-offs associated with the proposed intervention.

The review of the proposed development from a socio-economic perspective is associated with positive and negative impacts. Involves assessing the net effect and trade-offs associated with the proposed intervention will need to be evaluated. Reviewing the project's net effects and the trade-offs between positive and negative impacts suggests that the positive effects and impacts would outweigh the negative effects. This is largely due to the fact that the project is expected to have a positive net impact on economic development, employment and household earnings.

The negative impacts that are expected to occur as a result of the project will be far more localised and would affect a significantly smaller number of people and households than in the case of the net benefits that would be derived by the project.

Indicated below is a summation of the socio-economic gains and losses that are expected to ensue from the projects during the different phases (i.e. construction and operation). The following can be concluded:

- **During construction:** The comparison of gains and losses associated with the projects during the construction phase indicates that gains related to GDP, employment, and household income are expected to outweigh the expected losses with regard to the same indicators. This shows that from a pure economic perspective, the projects’ construction would be highly beneficial to the regional economy and specifically the local economy. The main trade-off during the construction phase would be between the economic net benefits that would accrue in the regional and local economies and the socio-economic dis-benefits experienced by the local communities. The positive net effect on the economy, though, is deemed to be significantly greater than the negative net effects of traffic congestion that can ensue from the projects.
- **During operations:** The projects are associated with a notably greater set of positive net impacts than negative net impacts as no negative impacts were identified during the operational phase. Locally, the proposed development is also associated with greater positive economic gains than losses, especially in respect of Affordable and social housing provision, employment and household income.

Table 24: Summary of Socio-Economic Gains and Losses

Construction Impacts		Operational Impacts	
Impact on Production and Gross Domestic Product	Positive	Impact on Production and Gross Domestic Product	Positive
Impact on Employment	Positive	Impact on Employment	Positive
Impact on Household Income	Positive	Impact on Household Income	Positive
Impact on traffic congestion	Negative	Impact on increased Traffic flow	Negative
Impact on dust, noise and pollution	Negative	Impact on Urban Regeneration	Positive
Impact on Social Conflict	Negative	Impact on Affordable and Social Housing	Positive
		Impact on Sense of Place (Visual)	Negative

5.14. Decommissioning Phase

Due to the nature of the proposed development, it is extremely unlikely that it would be decommissioned. In addition, this is not the intention of the proponent, the Western Cape Government. The proposed development does not have a limited lifespan but is ongoing in duration. However, if it were to be decommissioned, the land would be rehabilitated to return it to pre-project conditions. This means that all impacts, whether positive or negative, which may have occurred during the operational phase would cease to exist. ***The loss of positive impacts would be negative for local and national economies/communities, while the loss of negative impacts would be positive for associated communities and facilities. The status quo that existed before the construction and operation of the proposed development would be restored.*** Spending on the disassembly of the components and rehabilitation of land would increase the demand for construction services and other industries, thus stimulating economic activity in the local area, albeit temporarily.

Socioeconomic impacts stimulated during the decommissioning phase would probably be similar to those that resulted from the construction phase. They would also be temporary, but probably of even shorter duration than impacts experienced in the construction phase. They would also be associated with some expenditure, although considerably less than the investment required during the construction phase.

In addition to the positive impacts on production, employment, and household income that could be gained from the project, some negative impacts may also occur. It is anticipated that these would, for the most part be related to a slight increase in noise, dust and pollution in the area surrounding the site, and an increase in greater traffic congestion.

All of the expected positive impacts can be enhanced to increase benefits to the local communities, while the negative impacts can be mitigated and kept to acceptably low levels. Mitigations and enhancement measures suggested for the construction phase would apply. Overall, the impact that would ensue during the decommissioning phase is anticipated to mostly be of low significance and should not be viewed as an argument against proceeding with the development.

Section Six: Assessment of Project Alternatives

6.1. Site Area

A comprehensive iterative design process has been undertaken to inform the layout for the proposed development. The design responds directly to environmental sensitivities and “no-go” areas, particularly wetlands and natural drainage features, which have been mostly preserved and integrated into the proposed new boundary for the Stikland Hospital. Sensitive residential edges (Oakglen, Thalmen, Groenvallei) are respected through the use of 4-storey walk-ups and careful height stepping, with mixed-use blocks of the same scale positioned along Old Paarl Road (R101) and the central spines to reinforce activity corridors

This approach ensures that ecological corridors are maintained, visual impacts on adjacent neighbourhoods are moderated, and the project integrates with the City’s broader spatial transformation strategy. From a socio-economic and visual perspective, the proposed site area contains no fatal flaws. Instead, it represents a strategically appropriate location for compact, sustainable, and inclusive urban development.

6.2. No Go Alternative

The ‘no-go’ alternative is the option of not constructing the proposed development, where the status quo of the current status and/or activities on the project sites would prevail. This alternative would result in no additional impact on the receiving environment. Should the ‘no-go’ alternative be considered, there would be no impact on the existing environmental baseline and no benefits to the local economy and affected communities. The alternative also bears the opportunity cost of missed socio-economic benefits to the local and regional community. As mentioned in **sub-section 5.14**, the review of the net effects of the proposed development and the trade-offs between positive and negative impacts suggests that positive effects and impacts would outweigh the negative effects. Although the ‘no-go’ alternative will result in the avoidance of negative impacts from a socio-economic perspective, this would also result in the positive effects/impacts not being realised. Since positive effects and impacts would outweigh the negative effects, the construction and operation of the proposed development is preferred over the ‘no-go’ alternative (i.e., it is preferable from a socio-economic perspective that the proposed development be constructed).

Section Seven: Conclusion and Recommendation

Based on the information presented in this report, the following recommendations can be made from a socio-economic perspective. The proposed Stikland South development, through its construction and operation, is envisaged to result in both positive and negative impacts.

The net positive impacts associated with the construction and operation of the proposed development outweigh the net negative 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. In terms of the assessed site area, there are no fatal flaws from a socio-economic perspective; thus the location is deemed acceptable and should be authorised.

The proposed development is seen as acceptable, with no fatal flaws or other potentially significant issues/impacts identified. Additionally, even though the 'no-go' alternative would result in the avoidance of negative impacts from a socio-economic perspective, it would also prevent the realization of positive effects/impacts. Since the positive effects and impacts would outweigh the negative effect, the construction and operation of the proposed development are preferred over the 'no-go' alternative. Therefore, the proposed development should be considered for development, subject to the implementation of the recommended mitigation and enhancement measures.

Section Eight: References

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- Western Cape Government. (2023). *Contextual Framework: Stikland South*. Department of Infrastructure.

Appendix A: Specialists Declaration

I, **Alex Kempthorne**, declare that:

- I act as the independent specialist in this application.
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant.
- I declare that there are no circumstances that may compromise my objectivity in performing such work.
- I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, regulations and any guidelines that have relevance to the proposed activity.
- I will comply with the Act, regulations, and all other applicable legislation.
- I have no, and will not engage in, conflicting interests in the undertaking of the activity.
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan, or document to be prepared by myself for submission to the competent authority.
- All the particulars furnished by me in this form are true and correct.
- I realise that a false declaration is an offence in terms of Regulation 71 and is punishable in terms of section 24F of the Act.

I, **Mwajuma Kamanzi**, declare that:

- I act as the independent specialist in this application.
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant.
- I declare that there are no circumstances that may compromise my objectivity in performing such work.
- I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, regulations and any guidelines that have relevance to the proposed activity.
- I will comply with the Act, regulations, and all other applicable legislation.
- I have no, and will not engage in, conflicting interests in the undertaking of the activity.
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan, or document to be prepared by myself for submission to the competent authority.
- All the particulars furnished by me in this form are true and correct.
- I realise that a false declaration is an offence in terms of Regulation 71 and is punishable in terms of section 24F of the Act.

Appendix B: Specialists Curriculum Vitae

Alex Kempthorne

Education:			
University of Pretoria and SAPOA - 2001	Certificate for the Commercial Property Practitioners		
Cape Town University – 1997	Masters in city and Regional Planning		
Stellenbosch University – 1995	BA Honors in Geography		
Stellenbosch University – 1992	BA		
Professional Membership:			
Development of Society of Southern Africa			
Language Proficiency:	Reading	Writing	Speaking
English	Excellent	Excellent	Excellent
Afrikaans	Good	Good	Good

Key Qualification:

Ms Kempthorne joined the firm six months after the completion of her master's degree in city and Regional Planning. During her third year at Urban-Econ Alex studied part time on a course given through the University of Pretoria and SAPOA (Certificate for the Commercial Property Practitioners). Alex has gained considerable experience in development economics since her appointment at URBAN ECON's Cape Town office 24 years ago. She is currently a Director and the Office Manager of the Cape Town Office. Due to her involvement in high profile economic projects in the Western Cape, such as the Municipal Economic Review and Outlook (MERO), the Western Cape Review of the Agricultural, Agri Business Sector Strategy Impact Assessment, the Cape Town Film Studio, the Macro Impact of the Cape Town International Airport and the CCT ITC Investment Feasibility, she has developed a good understanding of the South African economic legislative and policy environment as well as economic strategies and strategic plans and objectives. She also has extensive experience in project managing large projects with multi-disciplinary teams as well as undertaking socio-economic impact assessments for a range of sectors and proposed developments. Alex has also worked on several property and residential projects throughout the Western Cape and has worked extensively throughout the Western and Northern Cape.

Experience Record	
Project:	Morning Star Phase 1 and 2 Economic Inputs into Development Framework
Year:	2022 and 2023
Location:	Morning Star, Cape Town
Client:	Communicare
Project Features:	Property Market Research, Socio-Economic Impact
Position held:	Economic Project Lead
Activities Performed	Urban-Econ formed part of a multi-disciplinary team responsible for preparing a Development Framework for the 231ha portion of land at Morning Star. Urban-Econ undertook market research to inform a land use budget for the site and then modelling the socio-economic impact if the proposed Development Framework is implemented

<p>Project:</p> <p>Year:</p> <p>Location:</p> <p>Client:</p> <p>Project Features:</p> <p>Position held:</p> <p>Activities Performed</p>	<p>TOTAL Industrial Baseline Studies for Offshore Block 11B/12B</p> <p>2021/2022</p> <p>South Africa</p> <p>Total Energies Exploration and Production South Africa (TEEPSA)</p> <p>Local content and workforce strategy</p> <p>Project Lead</p> <p>TEEPSA is currently investigating opportunities for offshore block 11B/12B. The aim of the Industrial Baseline Study was to identify the localisation opportunities along the project's supply chain and develop a local content strategy to facilitate their realization. The study adopted a mixed methodology approach whereby a combination of qualitative and quantitative research methods was undertaken. Information was gathered (primary stakeholder engagement and secondary research) and a working definition of local content was developed. Current and future local content scenarios and skills gaps were defined and quantified, and the potential of the project was then calculated. Mega projects were then investigated to determine which future projects would either compete or enhance the skills and capacities required for the project. Finally, a local content and workforce strategy was developed to provide guidance on the actions required to maximize local content for all phases of the projects and highlight any potential issues and risks for the project.</p>
<p>Project:</p> <p>Year:</p> <p>Location:</p> <p>Client:</p> <p>Project Features:</p> <p>Position held:</p> <p>Activities Performed</p>	<p>Bid Documents for Disposal of Council Owned Land in the City of Cape Town:</p> <p>2007; 2008-2010; 2011-2013, 2017 -2019</p> <p>City of Cape Town</p> <p>City of Cape Town Property Management Department</p> <p>Assistance to the City of Cape Town in Disposal of Properties and preparation of Bid Documents</p> <p>Project Manager</p> <p>Urban-Econ was appointed by the City of Cape Town: Property Management Department to assist in the preparation of properties and BID Documents for the disposal / lease of council owned properties. They were then reappointed in 2008 for a further 2 years to assist the department and again a further two years until March 2013. Urban-Econ retendered and was appointed for the financial years 2016/17 to 2018/19.</p>
<p>Project:</p> <p>Year:</p> <p>Location:</p> <p>Client:</p> <p>Project Features:</p> <p>Position held:</p> <p>Activities Performed</p>	<p>Oude Molen Precinct Plan for Spatial Development Framework</p> <p>2020 – 2022</p> <p>Western Cape</p> <p>Western Cape Government</p> <p>Contextual Analysis, site due diligence, stakeholder analysis, development vision and project objectives, market analysis and conceptual precinct plan.</p> <p>Project Manager</p> <p>Economic and demographic contextual analysis, Property demand modelling (residential, institutional, retail and office space), Property trends research and analysis, inputs into site visioning</p>
<p>Project:</p> <p>Year:</p> <p>Location:</p> <p>Client:</p> <p>Project features:</p>	<p>Hindle Road Socio-Economic Impact Assessment</p> <p>2021</p> <p>Cape Town'</p> <p>GNEC</p> <p>Socio-Economic Impact Analysis</p>

<p>Position held: Activities Performed:</p>	<p>Project Manager Urban-Econ Development Economists was appointed by GNEC Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.</p>
<p>Project: Year: Location: Client: Project Features: Position held: Activities Performed:</p>	<p>Joostenbergvlakte Conceptual Development Framework – Economic Inputs for Logistics Development 2019 Cape Town, Western Cape Urban Dynamics Project Manager Senior Development Economist The project entailed conducting socio-economic, economic and industry research to assess the capacity of the Cape Town market to sustain warehousing and distribution development at Joostenbergvlakte. The aim of the study was to provide input and motivation into the Conceptual Development Framework which is to be developed for the study area. This framework will be used to provide comments and input into the MSDF.</p>
<p>Project: Year: Location: Client: Project Features: Position held: Activities Performed:</p>	<p>Theewaterskloof Revised Local Economic Development Strategy 2020 Theewaterskloof Theewaterskloof Municipality Local Economic Development Project Oversight The strategy is to facilitate sustainable economic development for all communities within Theewaterskloof. This will promote a conducive economic environment through the development of strategic catalytic interventions</p>
<p>Project: Year: Location: Client: Project Features: Position held: Activities Performed:</p>	<p>Municipal Economic Review & Outlook (MERO) 2016-2018, 2019 & 2020 2016 to 2018; 2019 and 2020 Western Cape Western Cape Provincial Treasury, Financial Management Directorate Municipal Economic Review & Outlook Project Oversight The MERO is a research publication that provides an overview of the economy with a particular focus on the Western Cape economy at a Metro/District/Municipal level. The publication is a comprehensive overview of the performance of the province in terms of economic intelligence and is therefore also utilised as the backdrop for the annual Western Cape municipal budget hearings across the province. The MERO study provided information on the trends, patterns and developments within the Western Cape economic sectors and regions, and specifically of how these are linked to the labour market’s performance in the Western Cape economy. In addition, the study assisted and informed local authorities in the design of credible budgets.</p>

Project: Year: Location: Client: Project Features: Position held: Activities Performed	Two Rivers Urban Park Economic Inputs into Technical Report: 2018 Cape Town City of Cape Town Property Department Property Demand Research Project Lead Urban-Econ provided the economic inputs into undertaking a review of the work undertaken for the TRUP as well as the River Club Development to comment on their alignment and/or gaps in information in terms of the areas market potential and in developing a Technical Report for the Two Rivers Urban Park (TRUP) study
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Rondebosch Residential Feasibility Study 2018 Rondebosch Communicare Market Research Project Lead The study investigated the demand opportunity for residential development at a site in Rondebosch. This was explored through looking at growing property trends and socio-economic data analysis. The residential mix was recommended in conclusion.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Salt River Market Site: Market Feasibility Study 2018 Salt River, Observatory and Woodstock Communicare Market Feasibility Study Project Lead A market feasibility study to determine the net effective demand for various property markets including residential, retail, office and parking in order to comprehend the market forces to ensure that the development capacity of the site is maximised.
Project: Year: Location: Client: Project Features: Position held: Activities performed	Feasibility for Implementing Integrated Sustainable Settlement Principals: 2015 Western Cape DEADP Cost Benefit and Financial Analysis Sub Consultant Urban-Econ is part of the project team with Aurecon to investigate the Feasibility of Implementing Integrated Sustainable Settlement Principals for sites in two municipalities on behalf of the Department of Environmental Affairs and Development Planning. The Department has identified the need for the development of innovative, resource efficient, sustainable solutions in meeting the demand for services and infrastructure in the Western Cape and in light of this need DEADP has decided to investigate and support the development of two 'integrated Sustainable Settlements' in the Western Cape, namely Mossel Bay and Swartland Municipality. Urban-Econ's role in the project is undertake a cost-benefit analysis of the technologies and solutions put forward by the team

Other Projects:

Additional Projects that Alex has worked on (and which detail can be provided on required, include:

- Strandfontein Coastal Node, Economic Inputs into Development Framework
- Tableview socio-economic Impact Assessment
- Imhoff Farm Socio-Economic Impact Assessment
- Langebaan Truckstop Needs and Assessment and Socio-Economic Impact Assessment
- Joostenbergvlakte Market Research
- Economic Valuation of Newlands Rugby Stadium
- Development Impact Monitoring for HIFSA- Years 2011, 2012, 2013, 2014, 2015, 2016, 2017
- Cape Town Stations Market Research
- Matzikama LED Strategy
- Central Karoo Rural Development Plan
- Grand Parade Development Opportunities and Feasibility Study
- Big Data Socio-Economic Impact
- Namies Wind Farm Socio-Economic Impact Assessment
- Groot Brak Filling Station Socio-Economic Impact Assessment
- Implementation & Outcome Evaluation of the City of Cape Town's World Design Capital Initiatives:
- Mossel Bay Airport Development
- Cape Town Art Fair Impact Assessment
- WC Broadband Initiative Socio-Economic Impact Assessment
- Voortrekker Road Affordable Housing Demand
- Voortrekker Road Corridor Affordable Housing Demand
- Invest in Cape Town and Invest in the Western Cape Brochures
- Saldanha Port High Level Market Demand for Industrial Space
- Ten Business Plans for Entrepreneurs in the Western Cape
- Namakwa District Municipality Local Municipality Economic Development Strategy
- Agriculture & Agri-Business Sector Strategy Impact Assessment (2012)

Countries of Work Experience:

- South Africa
- Namibia
- Nigeria
- Zimbabwe
- Botswana

References:

Dr. JL Oberholzer Email: judex@urban-econ.com Cell Phone: +27 (0) 82 770 8770

Ben van der Merwe Email: ben@urban-econ.com Cell Phone: +27 (0) 82 410 9191

Contact Details:

Alexandra Kempthorne Email: alex@urban-econ.com Cell Phone: +27 (0) 84 417 1808

Mwajuma Kamanzi

Education:			
University of The Western Cape– 2013	Bachelor of Commerce		
University of The Western Cape– 2020	BComHons (Economics)		
University of The Western Cape - 2023	MCom (Economics)		
Language Proficiency:	Reading	Writing	Speaking
English	Excellent	Excellent	Excellent
Afrikaans	Good	Good	Good
Swahili	Good	Good	Good

Work Experience:

Urban-Econ	May 2023 -Current	Junior Development Economist
University Of The Western Cape	Contract work: 2018-2021	Administrative Assistant & economics tutor

Key Qualification:

Ms. Kamanzi joined the firm one month after completing her master’s degree in economics. She is a self-starter, naturally charismatic, and finds it easy to conquer any task she puts her mind to, hence her achievement of winning the Golden Key for the recognition of her academic performance. She believes in originality and hard work and will be a good fit in any environment. Her ability to think on her feet and seek out practical solutions to any problem is what sets her apart. She thrives in situations in which she is challenged and must lead. Lastly, her skills include researching economic issues, data collection, verbal communication skills, and teamwork skills, to name a few.

Experience Record	
Project: Year: Location: Client: Project Features: Position held: Activities Performed	Cape Town Art Fair 2023 Western Cape, South Africa Fiera Milano Exhibitions Africa Economic Impact Assessment of the Cape Town Art Fair 2023 Fieldworker Assisted with Economic Impact surveys. The project included surveying and data analysis.
Project: Year: Location: Client: Project Features: Position held: Activities Performed	Cape Town Convention Centre competitors Analysis (CTICC) 2023 Cape Town, Western Cape CTICC Market research Junior researcher Secondary data collection Extracted information from the various convention centres websites and review online sites, to make a comparison on venue capacity, services delivery and overall performance. Further, calls and emails were made and sent out for additional information regarding costs and capacity.
Project: Year: Location:	Gabon: Genmin Limited – Baniaka ESIA Project 2023 Gabon

<p>Client: Project Features: Position held: Activities Performed</p>	<p>Genmin Limited Economic impact assessment Junior researcher The study aims to determine the affected communities and economies located in the zone of influence and identify sensitive receptors and beneficiaries within the delineated study area, i.e., people, land uses and economic activities that could be directly or indirectly negatively affected by the proposed project or benefit from it. Also, to review secondary data and assess data gaps. Lastly, also to quantify the potential positive and negative economic effects of the proposed development on the local and regional economic activities.</p>
<p>Project: Year: Location: Client: Project Features: Position held: Activities Performed</p>	<p>Municipal Economic Review and Outlook 2023 (MERO 2023) 2023-2024 Western Cape, South Africa Western Cape Provincial Treasury MERO is an annual research publication produced by the Western Cape Provincial Treasury Junior Development Economist Involved in data collection, data analysis and revision, and report writing.</p>
<p>Project: Year: Location: Client: Project Features: Position held: Activities Performed</p>	<p>Adam Tas Road Link 2023 -2024 Stellenbosch, Western Cape Guillaume Nel environmental consultants (GNEC) Socio-Economic Site Sensitivity and Scoping Report for the Adam Tas Link Road Junior Development Economist The purpose of this scoping report was to undertake a Socio-Economic Site Sensitivity and Scoping Assessment as part of the Environmental Impact Assessment process.</p>
<p>Project: Year: Location: Client: Project Features: Position held: Activities Performed</p>	<p>Clear Horizon Socio-Economic Site Sensitivity and Scoping Report 2023 Kuilsriver, Western Cape Savannah Environmental (Pty) Ltd Socio-Economic Sensitivity Scoping Assessment Junior Development Economist Provided a socio-economic sensitivity scoping assessment as part of an environmental impact assessment process managed by the client.</p>
<p>Project: Year: Location: Client: Project Features: Position held: Activities Performed</p>	<p>Durbanville Market Feasibility Study 2023 Durbanville, Western Cape City of Cape Town Market Traders Feasibility study Junior Development Economist Collected data by survey to identify and analyse the target market for the trader's market, considering demographics, consumer behavior, and preferences. As well as conducted surveys to gather feedback from potential vendors and customers regarding their interests, preferences, and expectations.</p>

Project:	Grand Parade Market Feasibility Study
Year:	2023
Location:	Cape Town Parade, Western Cape
Client:	City of Cape Town
Project Features:	Market Traders Feasibility study
Position held:	Junior Development Economist
Activities Performed	Collected data by survey to identify and analyse the target market for the trader's market, considering demographics, consumer behavior, and preferences. As well as conducted surveys to gather feedback from potential vendors and customers regarding their interests, preferences, and expectations.
Project:	Strandfontein coastal node development Socio-Economic Basic Assessment
Year:	2023-2024
Location:	Strandfontein, Western Cape
Client:	Infinity Environmental
Project Features:	Impact assessment, stakeholders' engagement
Position held:	Junior Development Economist
Activities Performed	Conducted primary data collection through interviews with relevant stakeholders, investigated secondary data sources, analyzed the gathered data, and ultimately prepared a comprehensive report.
Project:	N1 Nooitgedacht development Socio-Economic Impact Assessment
Year:	2024
Location:	Joostenbergvlakte, Western Cape
Client:	VDMV Property Holdings (Pty)Ltd
Project Features:	Impact assessment
Position held:	Junior Development Economist
Activities Performed	Urban-Econ Development Economists was appointed by VDMV Property Holdings to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project:	IRT MyCiti phase 2a work package 8 Socio-Economic Impact Assessment
Year:	2024
Location:	City of Cape Town, Western Cape
Client:	CHAND Environmental Consultants
Project Features:	Impact assessment
Position held:	Junior Development Economist
Activities Performed	Urban-Econ Development Economists was appointed by Chand consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed MYCITI work package 8 route and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.

References:

Alexandra Kempthorne

Email: alex@urban-econ.com Cell Phone: +27 (0) 84 417 1808

Marcel Theron

Email: marcel@urban-econ.com Cell Phone: +27 (0) 72 216 7050

Contact Details:

Mwajuma Kamanzi

Email: mwajuma@urban-econ.com Cell Phone: +27 (0) 72 736 4490